

Beechey brought back reports of whales in arctic waters. Thomas Roys, acting on Beechey's report, sailed his whaler *Superior*, from Sag Harbor, New York, had such a success that more than 200 whaling ships hunted bowhead whales in Northwest and Arctic Alaska waters. The catch that year was valued at a record \$14 million. Early whaling voyages usually lasted at least two years. Ships set out from Atlantic Ocean ports in the fall, rounded the tip of South America, and hunted whales in the southern Pacific Ocean until early spring. The ships off-loaded the winter's oil and baleen in the Hawaiian Islands and took on provisions for the summer season in Alaska waters. They hunted whales in the Bering Sea and the Arctic Ocean until fall storms and ice forced them south.

Whalers change Eskimos trade and traditions

Most whaling crews traded with Eskimos. They exchanged tobacco, liquor, and other items for ivory and furs. This disrupted the traditional trade network between Siberian Chukchi Eskimos, Northwest and Arctic Eskimos, and Interior Alaska Athapaskan Indians. Because coastal Eskimos could trade with whalers for more valued items, they traded less with other Native groups. As a result, inland Eskimos were often unable to acquire trade goods they depended upon. Some moved to coastal villages.

Whalers changed the Eskimos traditional life in another way by hiring them to work aboard ship. Men worked as dockhands and hunters, and women made clothing. This employment altered the annual hunting cycle. The Eskimo hunted less for themselves while they worked for the whalers. Instead of bartering one trade item for another they now exchanged their labor for trade goods. The shortness of the whaling season, however, lessened the impact upon the Eskimo somewhat from what it would become in later years.

The American Civil War In Northern Waters

A Confederate raider fired the last gun of the American Civil War in the Bering Sea, near St. Lawrence Island, on June 22, 1865, nearly two months after the war ended. The shot was fired from the *Shenandoah*, a raider sent out by the Confederate government to prey on Union commerce.

The Confederacy bought the *Shenandoah*, as it had several other raiders, in England. After receiving guns, supplies, and a Confederate Navy crew at sea from a supply ship, the new raider began its first and only wartime voyage in late 1864. After cruising in Pacific waters, the raider entered the Bering Sea on June 16, 1865. This was nearly two months to the day after Confederate general Robert E. Lee surrendered the Army of Virginia to Union general Ulysses S. Grant, but both the *Shenandoah* and the ships it would encounter had been at sea for months. Radio had not yet been invented. Word of the war's end could not reach either the raider or its victims unless they were passed by a vessel that had recently been in a part served by telegraph.

Believing the war to still be in progress, the *Shenandoah* attacked and destroyed most of the American whaling ships it encountered in the Bering Sea. A few were captured but released to take crews of captured ships to port. Some of the whaling fleet had already moved into the Arctic Ocean. The *Shenandoah* tried to follow them there but was turned back by ice.

Leaving Alaskan waters on July 5, the Confederate raider headed for the California coast. Off the coast of Mexico on August 2, it encountered a British ship and learned that the war was over.

Native Americans

economy

native americans

Government

economy

✓ Although the Union Navy had several warships searching for the Shenandoah, it successfully evaded them and sailed to England. Its commanding officer, Confederate Navy lieutenant James I. Waddell, surrendered his ship to British authorities. The crew disbanded. Ultimately Britain turned the ship over to the United States government.

✓ The Shenandoah cruised for 13 months and covered 58,000 miles. Although it neither took a life nor lost one, it captured 38 Yankee ships, 25 of them after the war was over. **Twenty-one of the ships it burned were Arctic whalers.** This destruction of the whaling fleet combined with dramatic losses of ships to ice and declining markets to change the size and nature of the commercial whaling industry in the United States.

Telegraph brings Americans to the Arctic

✓ A proposed **telegraph line** brought about further contact **between Eskimos and Americans**. A party of the **Western Union Telegraph Expedition's Scientific Corps** established a base camp, called Libbysville, at Port Clarence on the **Seward Peninsula in 1866**. The community, although short-lived, is noted for having **published Alaska's first newspaper, The Esguimaux**, a handwritten sheet circulated in a few copies. Libbysville is also remembered for being the site where Americans, although prematurely, **first raised their country's flag in Alaska.**

Revenue cutters patrol liquor traffic

✓ Liquor traffic increased as more whalers arrived. It was evidently the indirect **cause of death of two-thirds of the population of St. Lawrence Island** in the winter of 1878-1879. Ships had carried liquor, which it was **illegal to sell to Alaska Natives**, to the island the preceding summer. Drinking bouts deterred island residents from hunting as ardently as usual for their winter food supply. When ships arrived the following summer crews found entire village populations dead, victims of starvation.

✓ Revenue cutters represented the United States government in Northwest and Arctic Alaska waters. The first was the **Reliance**, which sailed through Bering Strait for a **brief summer visit** in 1870. A decade later, the **Corwin** was assigned to western Alaska for an **annual summer patrol of the Aleutian Islands** and the Bering Sea. The patrols could not stop liquor traffic. Illegal traders simply threw contraband liquor overboard when a cutter approached. Liquor remained, as one scientist noted, **the worst evil the white man has brought.**

Whalers turn to walrus

✓ Whales were becoming scarce along the western coast by the mid-nineteenth century because of **over-hunting**. Commercial whalers began to have difficulty filling their holds with oil and baleen. Eskimo whaling crews, too, found it harder to kill the bowhead whales that villagers depended upon for food.

The commercial whalers **began to hunt walrus**, which were another source of oil. Hunting walrus was easier than hunting whales. A single rifleman **could kill a herd of 100 animals stretched out on an ice floe**. The **noise of rifles did not disturb the walrus.**

Between 1868 and 1880, more than **100,000 walrus were taken by whalers**. The slaughter **severely decreased the Eskimo food supply**. Some of the ship captains recognized that starvation threatened

Hunting

Communication

Surviving

the Eskimos. They warned that continued walrus hunting could end in the extermination not only of the great beasts, but of the Eskimos, too.

The arctic ice takes its toll

Hardly a season passed that one or two whaling ships were not trapped or wrecked by the arctic ice pack. The most disastrous year was 1871. Of 41 ships whaling that season, 32 were trapped between Point Belcher and Icy Cape when the ice pack unexpectedly shifted early in the fall. The ice blocked their passage south. In the storm, 1,200 persons set out in small whale boats to make their way across 60 miles of water to safety. Amazingly, all reached ships which had escaped the ice pack. The abandoned ships were never recovered.

Five years later, another 12 whaling ships were trapped by the arctic ice near Point Barrow. Some crews remained with their ships and were never seen again. The 53 persons who abandoned their ships reached shore and spent the winter with the Eskimos.

In 1879 a New York newspaper financed an expedition that hoped to reach the North Pole by way of the Bering Sea. The United States Navy provided the ship and officers. Lieutenant George DeLong, who had taken part in an earlier search for scientists marooned on an ice floe northwest of Labrador, was appointed commander of the Jeannette.

DeLong's plan to reach the pole was based on theories that the warm Japanese current looped through the Bering Sea and could provide open water to the pole, and that Wrangel Island, north of Siberia, extended over the pole. Both theories were wrong. The result was disaster for the Jeannette. Trapped in the arctic ice pack, the ship drifted for almost two years before it sank far to the north and east of Wrangel Island.

The 31 crew members set out across the ice for the Lena River delta in Siberia. They dragged eight sleds loaded with three boats and more than 15,000 pounds of supplies. Only a few survived the three-month journey. Reaching the mainland they met Natives who helped them get to civilization with news of the tragedy late in 1881.

Other ships had sailed north to search for the Jeannette and for several lost whaling ships. The revenue cutter Corwin, one of the search vessels, cruised to arctic waters in 1880. While the crew unsuccessfully looked for clues to the Jeannette's fate, scientists aboard the Corwin gathered information about the Alaskan and Siberian coastlines and their residents. The ship's surgeon reported on the health of the Natives. John Muir, who had studied the glaciers of Southeast Alaska in preceding summers, observed the geology and botany of the region. Other scientists collected new information about birds, fish, and wildlife.

Point Barrow station observes the Arctic

The same year the tragic Jeannette expedition was launched, the Austrian government proposed an International Polar Year to feature a winter of observations in the Arctic. The United States government agreed to take part. Army Lieutenant Patrick H. Ray was selected to establish a meteorological station at Point Barrow. In addition to studying weather and tides, Ray and his men collected information from Eskimos on species of mammals in the Arctic, gathered botanical and other biological specimens, and recorded Eskimo legends, beliefs, and habits.

Sailors explore the Kobuk River

In 1883 the Corwin steamed north again. This time her mission was to deliver gifts to Siberian Eskimos who had clothed and fed survivors of the navy ship Rodgers, that had burned off the coast of Siberia while searching for the missing Jeannette. U.S. Navy Lieutenant George M. Stoney was to present the gifts.

After delivering the gifts, the Corwin began a cruise in arctic waters. When the revenue cutter reached Kotzebue Sound, Stoney took a small boat and one crew member to explore Hotham Inlet. During this week-long investigation a Native told Stoney about a river that flowed north into an ocean filled with ice. Stoney thought this might be the Colville or Mackenzie river that possibly could be reached by a short portage from the headwaters of the Kobuk River that flowed into Hotham Inlet. Such a route could be very important to future efforts to rescue people stranded on Alaska's arctic coast.

Stoney was a navy lieutenant. Healy, the Corwin's captain, was an officer of the Revenue Marine Cutter Service. Both proposed future explorations of the Kobuk River by their respective services. As a result, in 1884 both the navy and the revenue cutter service launched expeditions up the Kobuk River.

Healy dispatched Revenue Marine Service Lieutenant John C. Cantwell upriver. He was to bring back a report on resources of the region and to search for a mountain thought to be the source of jade that area Natives traded. Cantwell's party took a steam launch and then an umiak 300 miles upstream before turning back. Although he did not reach the Kobuk River's headwaters, Cantwell learned of portages to the Koyukuk River and perhaps also to the Colville River. In his report he pointed out the importance of such routes for rescue purposes. Stoney, who had arrived at the mouth of the river on the naval schooner Ounalaska and started upriver later, passed Cantwell coming downriver. As had Cantwell, the navy party took a small steam launch part way and then transferred to skin boats. Stoney and his men also did not reach the headwaters of Kobuk River in 1884.

The following summer Cantwell and Stoney continued their rival explorations. Cantwell reached Walker Lake, where the Kobuk River begins. While he was ascending the Kobuk River, S.B. McLenegan, a companion officer on the Corwin, took one crewman in a kayak up the Noatak River to that river's headwaters. The revenue cutter service expeditions brought back important natural history information about the regions they had investigated and McLenegan's map of the Noatak River remained in use until the end of the century.

This year, too, Cantwell passed Stoney coming upriver as he went downstream. The navy party was equipped for a major expedition. A steam launch, 60-foot steamboat, and steam sawmill were included in the outfit. The navy men established a base camp, which they called Fort Cosmos, well up the Kobuk River. From this base, for over two years, Stoney investigated the headwaters of the Kobuk, Noatak, and Alatna rivers. A party led by Ensign William L. Howard went north by dog team across the Noatak River to the Colville River, down the Chipp River to Dease Inlet on the Beaufort Sea, and on to Point Barrow. Engineer Officer Abraham V. Zane traveled down the Koyukuk River to the Yukon River and St. Michael.

The explorations by competing services made the Kobuk River region one of the better known areas of Northwest and Arctic Alaska. Competition had produced good results and Stoney's well-planned

Eskimos

exp-
ditions

and systematic investigations from Fort Cosmos served as a model for later Arctic and Antarctic explorations.

Shore stations change Eskimo life

economy

Although the price of whale oil dropped by half in the 1870s, the price of baleen increased dramatically. By this time, too, the number of bowhead whales had declined significantly.

In 1884 the Pacific Steam Whaling Company of San Francisco established a whaling station at Point Barrow to harvest whales in spring as they moved near the shore to their summer feeding grounds. Whaling ships could not enter arctic waters until the ice broke in late June. Shore stations copied Eskimo methods of catching whales at narrow leads in the ice. The first shore station was so successful that within a few years, 15 stations were operating along the coast. They stretched from Cape Thompson to Point Barrow.

\$

Each station outfitted as many as 20 crews, composed mostly of Eskimos. Eskimo whaling techniques were similar to those used by New England crews, with one exception. Eskimos attached their harpoons to sealskin floats. New Englanders attached their harpoons to their boats. A harpooned whale could take a boat on a wild Nantucket sleigh-ride."

N.A.

Shore whaling stations influenced Eskimo life. They competed for Eskimo crews, offering trade goods in exchange for employment. Thus Eskimos began to take whales for pay rather than for their own use. Many inland Eskimos moved near shore stations where work was available.

N.A.

Steam whalers change whaling pattern

About the same time that whaling stations were established, whaling ships powered by steam rather than sail arrived off the Alaska coast. The first steam whaler in the Alaskan arctic was the Mary and Helen. The ship had a very successful maiden voyage. She arrived in San Francisco in the fall of 1880 with 2,350 barrels of whale oil and 45,000 pounds of baleen valued at more than \$100,000. The captain credited the trip's success to the steam vessel that he said was more maneuverable and could stay with the whales.

Hunting techniques

With the use of steam, another new whaling pattern developed. Steam whalers were not dependent on the wind. They could stay longer in the whaling grounds than sailing ships before returning south in the fall. The steam ships left San Francisco in March, refueled about the Fourth of July at Port Clarence where large deposits of high-grade bituminous coal were located, and whaled in late summer off Point Barrow. The whalers then followed the bowheads to their autumn feeding grounds north of Siberia.

Another change in the whaling pattern was linked to the completion of the transcontinental railroad in 1869. Whale products could be shipped to the eastern United States faster and less expensively than by sea around Cape Horn or across the isthmus of Panama. The old pattern of wintering and resupplying in the Hawaiian Islands was broken and in its place the port of San Francisco bustled with whalers during the winter season.

economy

Within a few years bowhead whales were scarce in the usual hunting areas. In 1888 Charles Brower, manager of a trading company at Point Barrow, sent scouts east to search for the bowheads'

summer feeding grounds. They found large schools of whales in Canada's Mackenzie River delta on the Beaufort Sea.

In the summer of 1890, two Pacific Steam Whaling Company ships, the Mary D. Hume and the Grampus, reached Herschel Island near the delta and with a third whaling ship, the Nicotine, remained there for the winter. The ships were ready when the first whales arrived in early summer. The Mary D. Hume took 37 whales in the summers of 1891 and 1892 and returned to San Francisco with one of the most valuable cargoes in whaling history. The ship's success led to heavy hunting in the Mackenzie River delta. The Grampus wintered in the Arctic on four of her nine arctic voyages before being fatally damaged by ice near Point Barrow in 1901.

Towns,
villages,
ect.

The price of baleen rose as high as seven dollars per pound in the late 1890s as fewer bowhead whales were caught. The high price invited substitutes and spring steel was introduced for corset stays. In 1907 the price of baleen dropped nearly 75 per cent from five dollars a pound to less than 50 cents a pound. From 1907 on the few remaining Arctic whaling ships were outfitted for fur trading voyages.

Missionaries establish schools

The revenue cutter Bear traveled north in 1890, carrying building supplies for several mission schools. The teachers followed on the merchant ship Jeannie that was delivering supplies to whaling ships that had wintered in the Beaufort Sea. The first stop was Cape Prince of Wales. Volunteers from the Jeannie and the Bear built a schoolhouse between the two villages of the cape.

Congregational missionaries and teachers William T. Lopp and Harrison R. Thornton did not speak Eskimo. The Eskimos spoke little English. When school opened on August 18 there were almost no students. Most cape families were still at their summer camps, berry-picking or fishing. Dr. John Driggs, a minister and physician, established an Episcopalian mission school at Point Hope the same year. The Presbyterians sponsored a school and mission at Barrow, directed by Leander Stevenson. The Bear could not move through the ice pack to unload the lumber for the Barrow school that season, however, and classes were held in the whaling station. Few children attended. Stevenson's efforts were either ridiculed or ignored, partly because the shamans warned the Eskimos not to attend the school.

In spite of such setbacks, the missionaries persisted in their efforts to educate Alaska Natives. School enrollments grew. Two other mission groups arrived before the end of the nineteenth century. One was the Swedish Evangelical Covenant Church which built a driftwood chapel at Unalakleet. The other was the California Society of Friends which sent representatives to Kotzebue after the area Eskimos requested a missionary.

Most Eskimos accepted the missionaries. However, there were some drawbacks as well as advantages. For example, when children began attending school it was harder for hunters to move their families to follow migrating game. Villages became more permanent. This put more pressure on nearby food sources. Quakers, members of the Friends Church, strongly believed that Sunday should be a day of rest and worship. Members of that denomination could not hunt on Sundays even if whales or walrus were sighted.

Reindeer herds provide meat and hides

economy

school

In his travels along the Bering Sea, Captain Healy of the revenue cutter Bear observed that **Siberian Eskimos had domesticated reindeer** which **provided them with food and hides**. Healy and a scientist aboard the Bear suggested to Sheldon Jackson that reindeer could be introduced in Alaska. The reindeer would provide a new food source for Northwest and **Arctic Alaska Eskimos who had depended on** not-depleted populations of **seals, walrus, and whales**.

N.A.

In 1891 the reindeer experiment began. Jackson obtained private funds to buy goods to trade for 16 Siberian reindeer and obtained the use of the revenue cutter Bear. These reindeer were taken to the Aleutian Islands where they did not survive. In 1892 he chose a site for a reindeer station on the north shore of Port Clarence at Teller. That year 171 reindeer were located there.

Miner Bruce directed the station assisted by four Siberian Chukchi Eskimo herders and several Alaska Eskimo apprentices. Bruce was soon fired on charges, which he denied, that he was trading guns and liquor to the Natives. After Bruce left, William Lopp and his wife transferred from their mission school at Cape Prince of Wales to spend a year managing the reindeer station and operating a school for the herders. When they returned to Wales, the Lopps took 118 reindeer with them as the nucleus for a new herd. Other missions were loaned starter herds. Each was provided with an experienced herder to teach Native apprentices how to manage the reindeer.

The first reindeer herders were Siberian Eskimos. Although they had long-established trade relationships with the Alaskan Eskimos, the two groups were ancient enemies. The Alaskan Eskimos resented the Siberian herders. In 1894 Laplanders replaced the Siberian herders. The Lapps were just as good herders and got along better with the Alaskans.

Apprentices were credited with several reindeer during each year of service. When their training was over they were given the reindeer to start herds of their own. Although reindeer herds flourished, few Eskimos were enthusiastic about life as herders. Despite Jackson's intentions most reindeer herds were owned by missions and Lapp herders.

The Great Reindeer Drive

One of the first successful reindeer owners among the Eskimo was Charlie Antisarlook, who completed the apprenticeship program, established his own herd at Cape Nome, and repaid the deer that the station had loaned him. Then, in 1897, the whaling fleet became trapped in the ice once again, this time off Point Barrow. The aftermath of this disaster nearly destroyed Antisarlook's herd.

When the marooned whalers managed to reach shore, they immediately sent Native messengers off on foot to alert the government to an impending crisis. There were not enough supplies in Barrow to see the sailors and the villagers through the winter. In mid-November, orders for a relief expedition were issued from Washington, D.C. The Bear was sent north to organize a great reindeer drive from the Seward Peninsula to Barrow to provide fresh meat for the starving whalers. The drive would take some of the Lopp herd from Wales and the entire Antisarlook herd from Cape Nome.

The expedition was directed by Lt: David Jarvis. The Bear landed, Jarvis and his men near Cape Vancouver (opposite Nunivak Island), which was as far north as the ship was able to proceed through the winter ice. Jarvis, cooked pork and beans aboard the Bear in preparation for the long overland trip. These, along with "flapjacks" made of flour and water, would be the daily rationing for the rescuers.

Men and deer arrived at Barrow on March 28 after a 1,500 mile journey along the coast. The drive was a triumph for Jarvis and the herders, but the effort proved largely unnecessary. Upon reaching Barrow, Jarvis found "no great suffering" and "no great need." The whaling crews had practiced strict economy in rationing the supplies they salvaged from the ice-bound fleet. The Natives had cut back their own use of food to share what they had with the sailors. Furthermore, caribou in "unheard of numbers" had arrived near Barrow and were harvested by Native hunters.

Few of the reindeer were needed for food. Most were used to start new herds at Barrow and Point Hope. It was two years before Antisarlook's deer and the estimated fawn crop were returned to him. His own people had come close to starvation in the meantime. Charlie Antisarlook died in a measles epidemic in 1900 before he had the chance to rebuild his herd. His wife took over the reindeer management and made a success of the venture. She became known as "Reindeer Mary."

The Soviet Union and the United States were allies during World War II. When Germany and Japan were defeated, the two allies renewed pre-war hostility sharpened by their new roles as the world's major military powers. Each saw the other as the principal threat to its security. Alaska, as the closest United States territory to the Soviet Union, became the focus of a major military build-up.

Beginning in the early 1950s, aircraft control and warning stations were constructed throughout Alaska to aid in air defense of the territory. In 1954, a chain of radar stations designed to provide early warning to United States and Canadian authorities in the event of a cross-polar attack appeared on the North American shores of the Arctic Ocean. Some stations of this Distant Early Warning (DEW) Line were in Alaska, others in Canada.

Communications from the radar sites was by high-frequency radio. When this proved unreliable, new technology relying on tropospheric scatter of radio signals provided the basis for the White Alice Communications System. The communications sites, together with the DEW Line and aircraft control and warning stations, created small non-Native communities that dotted Northwest and Arctic Alaska.

These developments provided some employment opportunities for residents. Another result was greatly improved communications facilities, some that could be used by civilians. When the White Alice system was replaced by satellite communications in 1974, earth stations brought telephone and television reception to villages throughout Northwest and Arctic Alaska.

Arctic explorers sight lakes of oil

While the U.S. Air Force was responsible for the radar and communications stations, the U.S. Navy was also active in Northwest and Arctic Alaska. In addition to maintaining the small Naval Arctic Research Laboratory at Barrow, the navy managed millions of acres withdrawn as a naval petroleum reserve.

Many early travelers returned from the arctic and reported oil. A Hudson's Bay Company employee was one of the first. He noted seepages in the Canadian Arctic in the winter of 1837-1838. A member of Stoney's expedition brought back a small bottle of oil from the upper Colville River vicinity in 1885.

Navy

economy

Others reported oil in the same vicinity during the early twentieth century. At this time navy ships were beginning to convert from coal to oil-fired boilers. A national program to set oil reserves aside for possible wartime use began. In 1912 two naval petroleum reserves were established in Kern County, California. Three years later a third reserve was defined in Wyoming. Then in 1923 President Warren G. Harding created the 37,000 square mile Naval Petroleum Reserve No. 4 in Northwest and Arctic Alaska.

The area designated stretched from Icy Cape to the mouth of the Colville River. After five years of study, the U.S. Geological Survey concluded high quality oil was present there. In the following years, however, the navy displayed little interest in Petroleum Reserve No. 4. Inexpensive fuel oil could be obtained from much more accessible sources. World War II renewed interest in strategic petroleum reserves. By the fall of 1944 a naval exploration party, aided by a consulting firm, was in Naval Petroleum Reserve No. 4 to drill test wells and build necessary facilities. The first well was put down in 1945. In the ten years that followed, navy contractors continued investigations and located two oil fields and a large gas field in the reserve.

Oil exploration brought change to arctic communities. Contractors hired Eskimos from Barrow and surrounding villages. The discovery of a gas field south of Barrow provided the community with inexpensive heat and electricity. For the first time many could afford boat motors and snow machines. These developments caused more Eskimos to move to Barrow from outlying villages.

Two Native protests

As government projects and interest in Northwest and Arctic Alaska increased, conflicts arose. Native opposition to government actions grew into protests on two occasions. In 1957 the government proposed Project Chariot. A part of the Atomic Energy Commission's Plowshare Program to explore peaceful uses of nuclear energy, nuclear explosives were to be used to carve out a deep harbor for Northwest and Arctic Alaska. The commission planned an underwater nuclear explosion at the mouth of Ogotoruk Creek near Cape Thompson.

Physicists assured Alaskans of the safety of such a blast. Villagers near the site opposed the project. Residents worried about health hazards. No one knew what the effect of the explosion might have upon important natural resources. Led by Eskimo Howard Rock from Point Hope, the villagers forced the government to abandon Project Chariot in 1961.

A second protest opposed regulations that infringed on traditional hunting. In 1960 federal agents arrested John Nusunginya, a representative in the state legislature, at Barrow for shooting ducks outside the hunting season established by an international migratory bird treaty. In response to Nusunginya's arrest, 138 Barrow men shot ducks and presented themselves to the federal game wardens for arrest. Although charges against Nusunginya were dropped, Barrow residents were warned that future violations would lead to arrest and prosecution.

Natives unite in new movement

The two protests were part of the growing political activism of Alaska's Natives. In 1966 Charlie Edwardson, Jr., who was chairman of a community education program in Barrow, called a meeting to discuss Eskimo land rights. The conference led to the formation of the Arctic Slope Native Association whose goal was to receive title to 58 million acres of land north of the Brooks Range. Members of the Arctic Slope group, the Northwest Alaska Native Association (NANA), and the

economy

Outline

Thesis: Enter your paper's thesis here.

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Notes

Animals & Hunting

- **Arctic Animals**

Quotes: "The land north of the Brooks Range is flat and treeless tundra with many rivers. Huge herds of caribou travel across the area...millions if not billions of mosquitos in the breezes off the arctic coast. This is also the area where millions of birds come to nest and feed on those same mosquitos. Whales, polar bear, and bearded seals live offshore."

Paraphrasing: The animals that reside in the Arctic region are whales, polar bears, bearded seals, mosquitos, caribou, and birds.

Comment: Snazzy

Source: AlaskaKids. "AlaskaKids." *AlaskaKids*. University of Alaska Anchorage, 2015. Web. 15 Sept. 2015.

- **Whale Hunting**

Quotes: "The Superior, from Sag Harbor, New York, had such a successful whaling season that in 1852 more than 200 whaling ships hunted bowhead whales in the Northwest and Arctic Alaska waters. The catch that year was valued at \$14 million. Early whaling voyages usually lasted for at least 2 years."

Paraphrasing: In 1852, the ship Superior set out from Sag Harbor to whale hunt. More than 200 whaling ships hunted bowhead whales and these catches were valued at \$14 million. Each of these expeditions lasted for the minimum amount of 2 years.

Source: Alaska Humanities Forum. "Alaska History and Cultural Studies." *Alaska History and Cultural Studies*. Alaska Humanities Forum, n.d. Web. 15 Sept. 2015.

- **Whale hunting on ships**

Quotes: "Whalers changed the Eskimos traditional life in another way by hiring them to work aboard ship. The Eskimo hunted less for themselves while they worked for the whalers."

Paraphrasing: Eskimos who went and hunted whales on ships changed the way they lived but also made it so they were unable to hunt more for themselves.

Source: Alaska Humanities Forum. "Alaska History and Cultural Studies." *Alaska History and Cultural Studies*. Alaska Humanities Forum, n.d. Web. 15 Sept. 2015.

- **Whales becoming extinct**

Quotes: "Whales were becoming scarce along the western coast by the mid-nineteenth century because of over-hunting"

Paraphrasing: Whales were being overhunted, therefore resulting in decreased numbers of them.

Source: Alaska Humanities Forum. "Alaska History and Cultural Studies." *Alaska History and Cultural Studies*. Alaska Humanities Forum, n.d. Web. 15 Sept. 2015.

- **Walrus hunting**

Quotes: "The commercial whalers began to hunt walrus which were another source of oil. Hunting walrus was easier than hunting whales. A single rifleman could kill a herd of 100 animals stretched out on an ice floe. The noise of rifles did not disturb the walrus. Between 1868 and 1880 more than 100,000 walrus were taken by whalers. The slaughter severely decreased the Eskimo food supply."

Paraphrasing: Since there was so little whales left, whale hunters turned to walrus as their oil supply. Over 100,000 walrus were killed, leaving Eskimo to struggle to keep alive.

Source: Alaska Humanities Forum. "Alaska History and Cultural Studies." *Alaska History and Cultural Studies*. Alaska Humanities Forum, n.d. Web. 15 Sept. 2015.

- **Whale Oil Price Dropping**

Quotes: "Although the price of whale oil dropped by half in the 1870's, the price of baleen increased dramatically. By this time, too, the number of bowhead whales had declined significantly."

Paraphrasing: In 1870, the price of whale oil shot down while baleen went sky rocketing up.

Bowhead whale populations continued to decrease.

Source: Alaska Humanities Forum. "Alaska History and Cultural Studies." *Alaska History and Cultural Studies*. Alaska Humanities Forum, n.d. Web. 15 Sept. 2015.

- **Pacific Stream Whaling Company**

Quotes: "In 1884 the Pacific Stream Whaling company of San Francisco established a whaling station at Point Barrow to harvest whales in spring as they moved near the shore to their summer feeding grounds. Whaling ships could not enter arctic waters until the ice broke in late June. The first station was so successful that within a few years, 15 stations were operating along the coast. They stretched from Cape Thompson to Point Barrow."

Paraphrasing: A whaling company known as the Pacific Stream Whaling Company established 15 stations along the coast from Cape Thompson to Point Barrow. Their mission was to harvest whales as they moved to their summer feeding grounds.

Source: Alaska Humanities Forum. "Alaska History and Cultural Studies." *Alaska History and Cultural Studies*. Alaska Humanities Forum, n.d. Web. 15 Sept. 2015.

- **Eskimo Whaling Techniques**

Quotes: "Eskimo whaling techniques were similar to those used by New England crews, with one

expectation. Eskimos attached their harpoons to sealskin floats. New Englanders attached their harpoons to their boats. A harpooned whale could take a boat on a while Nantucket sleigh-ride."
 Paraphrasing: The Eskimos and the New Englanders differed in their ways of harpooning whales. Eskimos attached their harpoon to a sealskin float while New Englanders attached it to their boats.
 Source: Alaska Humanities Forum. "Alaska History and Cultural Studies." *Alaska History and Cultural Studies*. Alaska Humanities Forum, n.d. Web. 15 Sept. 2015.

- **The Mary and Helen**

Quotes: "The first steam whaler in the Alaskan arctic was the Mary and Helen. The ship was very successful maiden voyage. She arrived in San Francisco in the fall of 1880 with 2,350 barrels of whale oil and 45,000 pounds of baleen valued at more than \$100,000."

Paraphrasing: The ship, known as the Mary and Helen, gathered over 2,350 barrels of whale oil and 45,000 pounds of baleen that was valued at \$100,000. The ship was from San Francisco.

Source: Alaska Humanities Forum. "Alaska History and Cultural Studies." *Alaska History and Cultural Studies*. Alaska Humanities Forum, n.d. Web. 15 Sept. 2015.

Eskimos & Communications

- **Telegraph**

Quotes: "A proposed telegraph line brought about further contact between Eskimos and Americans. A party of the Western Union Telegraph Expedition's Scientific Corps established a base camp called Libbysville, at Port Clarence on the Seward Peninsula in 1866. The community, although shortlived, is noted for having published Alaska's first newspaper, The Esguimax, a handwritten sheet circulated in a few copies. Libbysville is also remembered for being the site where Americans, although prematurely, first raised their country's flag in Alaska."

Paraphrasing: A small town known as Libbysville was created in Seward Peninsula. This little town is known for being the place where the first newspaper was written, the country's flag was first raised in Alaska and where the first telegraph base was set up.

Source: Alaska Humanities Forum. "Alaska History and Cultural Studies." *Alaska History and Cultural Studies*. Alaska Humanities Forum, n.d. Web. 15 Sept. 2015.

- **Siberian Eskimos**

Quotes: "This time her mission was to deliver gifts to Siberian Eskimos who had clothed and fed survivors of the navy ship Rodgers, that had burned off the coast of Siberia while searching for the missing Jeannette. U.S. Navy Lieutenant George M Stoney was to present the gifts."

Paraphrasing: For helping the crew of the Corbin, the Eskimos received gifts as a thank you for clothing, feeding and taking care of the crew until they were rescued.

Source: Alaska Humanities Forum. "Alaska History and Cultural Studies." *Alaska History and Cultural Studies*. Alaska Humanities Forum, n.d. Web. 15 Sept. 2015.

- **Contractors**

Quotes: "Contractors hired Eskimos from Barrow and surrounding villages. The discovery of a gas field south of Barrow provided the community with inexpensive heat and electricity. For the first time many could afford boat motors and snow machines. These developments caused more Eskimos to move to Barrow from outlying villages."

Paraphrasing: Since the finding of a oil field, more and more Eskimos began to move to Barrow so they could receive the perks of gas, such as electricity and heat. Some Eskimos were now able to purchase boat motors and snow machines.

Source: Alaska Humanities Forum. "Alaska History and Cultural Studies." *Alaska History and Cultural Studies*. Alaska Humanities Forum, n.d. Web. 15 Sept. 2015.

- **Naval Petroleum Reserve No. 4**

Quotes: "The area designated stretched from Icy Cape to the mouth of the Colville River. After five year of study, the U.S. Geological Survey concluded high quality oil was present there...Inexpensive fuel oil could be obtained from more accessible sources."

Paraphrasing: After five years of studying the ground from Icy Caepe to the mouth of the Colville river, the U.S. Geological Survey said that there was high quality oil there but it could be found from more accessible sources.

Source: Alaska Humanities Forum. "Alaska History and Cultural Studies." *Alaska History and Cultural Studies*. Alaska Humanities Forum, n.d. Web. 15 Sept. 2015.

- **Liquor**

Quotes: "Liquor traffic increased as more whalers arrived. It was evidently the indirect cause of death of two thirds of the population of St Lawrance Island in the winter of 1878-79. Ships carried liquor, which it was illegal to sell to Alaskan Natives, to the island the preceding summer."

Paraphrasing: Liquor consumption shot up and was being illegally sold to Native Americans.

Source: Alaska Humanities Forum. "Alaska History and Cultural Studies." *Alaska History and Cultural Studies*. Alaska Humanities Forum, n.d. Web. 15 Sept. 2015.

Ships & Wars

- **Capturing ships (Shenandoah)**

Quotes: "Although it neither took as life no lost one, it captured 38 Yankee ships, 25 of them after the war was over. Twenty-one of the ships it burned were Arctic whalers."

Paraphrasing: The Shenandoah captured 38 ships. Twenty eight of these ships were taken after the war was completely over. Some of these ships were Arctic whaling ships, and sadly they were burned.

Source: Alaska Humanities Forum. "Alaska History and Cultural Studies." *Alaska History and Cultural Studies*. Alaska Humanities Forum, n.d. Web. 15 Sept. 2015.

- **The Shenadoah**

Quotes: "Beleiving the war to still be in progress, the Shenandoah attacked and destroyed most of the American whaling ships it encountered in the Bering Sea. A few were captured but released to take crews of captured ships to port."

Paraphrasing: Since the Shenandoah had not heard of the war ending, it continued to capture ships and take them to port.

Source: Alaska Humanities Forum. "Alaska History and Cultural Studies." *Alaska History and Cultural Studies*. Alaska Humanities Forum, n.d. Web. 15 Sept. 2015.

- **Confederacy**

Quotes: "After cruising in Pacific waters, the raider entered the Bering Sea on June 16, 1856. This was nearly two months to the day after the Confederate` General Robert E Lee surrendered the Army of Virginia to Union general Ulyssess S Grant, but both the Shenandoah and the ships it would encounter had been at sea for months. Radio had not yet been invented. Word of the war's end could not reach either the radier of its victims unless they were passed by a vessel that had

recently been in a part served by telegraph.

Paraphrasing: Since radio had not been invented, word of the war ending had not yet been reached to the ship Shenandoah, for they had been sailing the oceans for many months.

Source: Alaska Humanities Forum. "Alaska History and Cultural Studies." *Alaska History and Cultural Studies*. Alaska Humanities Forum, n.d. Web. 15 Sept. 2015.

• Ships

Quotes: "Revenue cutters represented the United States government in Northserst and Arctic Alaska waters. The first was the REliance, which sailed through Bering Strait for a brief summer visit in 1870. A decade later, the Corwin was assigned to western Alaska for an annual summer patrol of the Aluetian Islands and the Bering Sea. The patrols could not stop liquor traffic. Illegal traders simply threw contraband liquor overboard when a cutter approached. Liquor remained, as one scientist noted, the worst evil the white man as brought."

Paraphrasing: Two ships were sent from the United States government. One was only there for a brief visit during the summer while the other went for a tour of the Aleutain Islands. Ships who carried liquor illegally threw it overboard when one of these ships came near.

Source: Alaska Humanities Forum. "Alaska History and Cultural Studies." *Alaska History and Cultural Studies*. Alaska Humanities Forum, n.d. Web. 15 Sept. 2015.

• Ship Wreck

Quotes: "Hardly a season passed that one or two whaling ships were not trapped or wrecked by the arctic ice pack. The most disastrous year was 1871. Of 41 ships whaling tha season, 32 were trapped between Ppint Belcher and Icy Cape when the ice pack unexpectedly shifted early in the fall. THE ice blocked their passage south. In the storm, 1,200 people set out in small whale boats to make their way across 60 miles of water to safety. Amazingly, all reached ships which had escaped the ice pack. The abandoned ships were never recovered."

Paraphrasing: During 1871, 32 out of 41 ships were trapped between Point Belcher and Icy Cape due to the ice shifting too early. All of the people on the wrecked ships survived but sadly the ships did not get that lucky.

Source: Alaska Humanities Forum. "Alaska History and Cultural Studies." *Alaska History and Cultural Studies*. Alaska Humanities Forum, n.d. Web. 15 Sept. 2015.

• DeLong

Quotes: "DeLongs plan to reach the pole was based on theories that the warm Japanese current looped through the Bering Sea and could provide open water to the pole, and that Wrangel Island, north of Siberia, extended over the pole. Both theories were wrong."

Paraphrasing: DeLong had a plan to sail to the pole. His information was based soley on theories.

Comment: The ship sank two years later.

Source: Alaska Humanities Forum. "Alaska History and Cultural Studies." *Alaska History and Cultural Studies*. Alaska Humanities Forum, n.d. Web. 15 Sept. 2015.

• Navy Ships

Quotes: "At this time navy ships were beginning to convert from coal to oil-fired boilers...President Warren G Harding created 37,000 square mile Naval Petroleum Reserve No. 4 in Northwest and Arctic Alaska."

Paraphrasing: Navy ships were starting to use oil fired boilers instead of coal.

Source: Alaska Humanities Forum. "Alaska History and Cultural Studies." *Alaska History and Cultural Studies*. Alaska Humanities Forum, n.d. Web. 15 Sept. 2015.

- **Polar Year**

Quotes: "The same year the tragic Jeannette expedition was launched, the Austrian government proposed an International Polar Year to feature a winter of observations in the Arctic...Army Lieutenant Patrick H Ray was selected to establish a meteorological station at Point Barrow."

Paraphrasing: The same year the Jeannette was launched, the Austrian government suggested a International Polar Year that would be for observing the Arctic. Lieutenant Patrick H Ray was sent to build a meteorological station at Point Barrow.

Source: Alaska Humanities Forum. "Alaska History and Cultural Studies." *Alaska History and Cultural Studies*. Alaska Humanities Forum, n.d. Web. 15 Sept. 2015.

Towns & Cities

- **Barrow**

Quotes: "In Barrow the sun sets on November 18 and does not rise until January 24, so it is dark all the time. The opposite is true in the summer. On May 10 the sun rises but does not set again until August 2. You could say this is both the darkest and lightest of all regions in Alaska.

Paraphrasing: Barrow is considered the darkest and lightest of all the regions in Alaska. From November 18 to January 24 the sun does not rise. The same is true during the summer months.

Comment: I think this is extremely interesting that Alaska has a city that the sun stays out almost all the time or not at all, depending on the month.

Source: AlaskaKids. "AlaskaKids." *AlaskaKids*. University of Alaska Anchorage, 2015. Web. 15 Sept. 2015.

- **Arctic Region**

Paraphrasing: The Arctic region is the only place in all of Alaska that is almost perfectly dark and light during the year.

Source: Alaska Humanities Forum. "Alaska History and Cultural Studies." *Alaska History and Cultural Studies*. Alaska Humanities Forum, n.d. Web. 15 Sept. 2015.

- **Location of the Arctic Region**

Quotes: "Arctic Alaska spans the northern edge of the state. It stretches from the Canadian border on the east to the Chukchi Sea to the west. The Brooks Range forms the southern border. The northernmost city in the United States is the Kotzebue, located on Norton Sound."

Paraphrasing: The Arctic region goes from the northern edge of the state near the Canadian border. The Chukchi Sea is in the west. The largest city is the Kotzebue.

Comment: This information is mostly about the cities and locations of geographical information.

Source: AlaskaKids. "AlaskaKids." *AlaskaKids*. University of Alaska Anchorage, 2015. Web. 15 Sept. 2015.

- **Wells**

Quotes: "The first well was put down in 1945. In the ten years that followed, navy contractors continued investigations and located two oil fields and a large gas field in the reserve."

Paraphrasing: The navy contractors, after ten years of exploration, located two more oil fields and a large gas reserve.

Source: Alaska Humanities Forum. "Alaska History and Cultural Studies." *Alaska History and Cultural Studies*. Alaska Humanities Forum, n.d. Web. 15 Sept. 2015.

Ungrouped