



# Barry Lawrence Ruderman Antique Maps Inc.

7407 La Jolla Boulevard  
La Jolla, CA 92037

[www.raremaps.com](http://www.raremaps.com)

(858) 551-8500  
[blr@raremaps.com](mailto:blr@raremaps.com)

## Port Simpson To Port McArthur including the Inner Channels and Prince of Wales Island from the Latest United States and British Surveys . . . 1907

**Stock#:** 68339  
**Map Maker:**  
**Date:** 1896 (1910)  
**Place:** London  
**Color:** Uncolored  
**Condition:** VG  
**Size:** 45 x 26 inches  
**Price:** \$ 245.00



### Description:

Detailed map of the southernmost part of Alaska, centered on Ketchikan and extending to the Alaska-Canada Border, north to Thorne Island and east to Mt. Gladstone (BC).

As noted in George Davidson's *The Alaska Boundary* (1903) discussing an earlier edition of the chart:

*. . . This chart appears to be based largely upon the Chart No. 8100 of the U. S. Coast and Geodetic Survey, with the title, "Clarence Strait, Revillagigedo Channel and Portland Canal, S. E. Alaska." It was published in 1899, but first appeared in 1891. The latest aids to navigation reach Mar. 1902.*

*The scale of this British Chart is two-thirds that of the United States Chart, or four and one-quarter nautical miles to one inch. The shore line is quite effectively brought out by conventional contouring to connect the mountain peaks determined by triangulation; and by the gray tinting of the land surface. This makes the lines of canals, straits and bays appear more in accordance with the natural aspect.*

*The name Portland Canal is given to the northern part of that great arm, and Portland Inlet to the southern and wider part. The Pearse Canal, which received the condemnation of Vancouver, is shown to be only one-quarter of a mile wide at its narrowest part; and the name is placed on Pearse Island. No name is given to the crooked continuation of Pearse Canal between Wales Island and Fillmore Island, and between Wales Island and Sitklan Island. The dangers to navigation therein are more emphasized than in the U. S. Coast Survey chart. The soundings are taken from the latter authority.*



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*It is instructive to note the great disproportion in breadth and depth of that dangerous  
passage way, and the breadth and depth of the Portland Inlet and Canal.*

**Detailed Condition:**