



The Kayaker's Companion

# Chapter Notes for Volume 3

Glacier  
Bay

DAVID BAHR

The essential Glacier Bay reference.

# Chapter Notes for Volume 3

of *The Kayaker's Companion to  
Glacier Bay, Second Edition*

Wondering about a reference to some obscure Glacier Bay fact? Need to know which mountain hosted Muir's heavenly angels? Want more information on the salmon cannery in Bartlett Cove or the fox farm in the Beardslees? Perhaps you're curious about cruise ship lobbying, or the long lost Harriman Glacier, or the missing Mount Reid? These chapter notes give abundant citations and extra information for every detail in *The Kayaker's Companion to Glacier Bay, Second Edition, Volume 3*.

- ★ **EACH CHAPTER NOTE**  
gives relevant references
- ★ Adds pertinent information and extra details
- ★ Points out potential confusion and contradictory evidence
- ★ Unmasks occasional mysteries
- ★ Uses references from the accompanying *Annotated Bibliography*

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He was the 2013 Artist-in-Residence at Glacier Bay.

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*of*

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**David Bahr**

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# Chapter 36 Notes

## Queen Inlet

pg. 37 “**The Tlingit name for this majestic inlet—T’ooch’ Geeyí or Black Bay, alternately translated Dirty Glacier Bay**” T’ooch’ means “black” in Tlingit and Geeyí means “bay” (Twitchell, 2024, pp. 150 and 457), so Black Bay is the literal translation. The Hoonah Indian Association (2006) and Thornton (2012) also translate this as Black Bay, but GLBA (2021b) translates this as both “Bay of Black” and “Dirty Glacier Bay.”

Instead of Dirty Glacier Bay, a more helpful translation might be “The Bay of the Dirty Glacier,” making clear that “dirty” modifies “glacier” and is not modifying the phrase “Glacier Bay.” The word *sít*’ means glacier in Tlingit which does not appear in the name; but even though *sít*’ is not explicitly stated, the intent of T’ooch’ Geeyí was to describe the bay at the terminus of the *Sít’ T’ooch’*, translated as the Black Glacier because of the dirty and rock-covered ice that spills massive quantities of gray, glacier-eroded silt into the bay. *Sít’ T’ooch’* is the Carroll Glacier (Hoonah Indian Association, 2006; Thornton, 2012).

pg. 37 “**sculptured in a singularly rich and striking style of architecture, in which subordinate peaks and gables appear in wonderful profusion.**” From Muir (1895).

pg. 37 “**In late August 1892, Captain James Carroll . . . Harry Fielding Reid who happened to be on board, declared the large obvious glacier as the Carroll, and christened the waters around them as Queen Inlet in honor of their**

**trusty steed, the steamship *SS Queen*.**” Reid (1896) gives them their names and notes the date of their visit as Aug. 29. Reid (1892b, Aug. 29 and Sep. 6) briefly describes the events in his journal. See also Scidmore (1893b, pg. 98; 1896b, pg. 145), Baker (1902, pp. 116 and 334), and Orth (1967, pp. 188 and 787). The Canadian surveyors for the Alaska Boundary Commission called this the Woods Glacier rather than the Carroll Glacier (Alaska Boundary Commission, 1895, Sheet 18; see also Orth, 1967, pg. 188), but that did not stick and would have risked confusion with the now melted and long gone Wood Glacier near Geikie Inlet (Reid, 1896, pg. 428). Baker (1902, pg. 116) says the Carroll was “erroneously [called] Woods.”

pg. 37 “**Captain Carroll’s many passengers considered him a kind, considerate, and gallant man**” See for example, Scidmore (1884; 1885a, pp. 290–291), Ballou (1889, pg. 109), Collis (1890, pp. 47, 84, and 132), and Wright (1895, pg. 150). Although not as effusive as the above references, Young (1927, pg. 320) refers to him as an old friend and the “King of Alaska.” Almost always muted in his emotions (except when abandoned by the *SS Topeka*), Reid describes with characteristic understatement that all the ships officers were very courteous to him (Reid, 1892b, Sep. 6). See also Kurtz (1995, pg. 17).

On the other hand, by 1894, Scidmore (1894a) confides in John Muir that Carroll’s bid for the governorship of Alaska was absurd. Her tone is fond but disparaging, like that of a friend who

is well aware of his shortcomings. Following Carroll's opium smuggling bust, his reputation suffered somewhat with the general public and presumably with Scidmore as well. (See the chapter note for *Vol. 3*, pg. 42, "Carroll ran a 1,000-mile-long liquor and opium smuggling operation. . .")

pg. 37 "**a good salty obscenity**" Hinckley (1965) writes that his salty curses shocked many passengers. In an 1890 letter to Louisa Muir (John Muir's wife), Scidmore says the captain visited Washington DC and was "as full of original salt and sin as ever" (Parsell, 2023, pg. 154). Collis (1890, pp. 136–137) daintily hints at the captain's language when discussing their encounter with Glacier Bay's icebergs—the engineer's was too slow to respond, and the poor steward who tried to bring him coffee at this tense moment suffered Carroll's wrath.

pg. 37 "**as his vessels collided with icebergs leaving smears of red paint behind.**" Leaving behind paint and broken paddle-wheel slats are a theme. See Scidmore (1885a, pg. 149), Hallock (1886, pg. 172), Ballou (1889, pg. 276), and Collis (1890, pg. 134).

pg. 37 "**He is regarded as the prince of good fellows by all who travel with him**" Wright (1895, pg. 150).

pg. 38 "**he [Carroll] really was quite good at his job**" E.g., Scidmore (1885a, pp. 290–291), Ballou (1889, pg. 276), Collis (1890, pp. 133–137).

pg. 38 "**Reid reported that the inlet 'attains its greatest depth, 90 fathoms' at the calving front of the glacier. Reid also noted a small rocky isle at the bend 'which I have called Triangle Island from its shape.'**" Reid (1896).



*Captain James Carroll. (From Wright, 1895, pg. 150.)*

#### **MASSIVE AMOUNTS OF SEDIMENT IN A SHORT TIME**

pg. 38 "**roughly 45 billion cubic feet of sediment**" Using Reid's 1896 map as a guide, the area above today's high tide that has filled with sediment is roughly 7.7 km<sup>2</sup> (as measured on Google Earth); see Reid (1896). Using Reid's reported 90 fathoms (165 m or 540 ft) as a representative depth, that's  $(7,700,000 \text{ m}^2) \times (165 \text{ m}) \times (3.28 \text{ ft/m})^3 = 45.0 \times 10^9 \text{ ft}^3$ . More precise estimates would account for isostatic rebound and the U-shaped floor of the fjord (before it filled with sediment),