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relied heavily on whaling and fishing when the territory came under U.S. control. However, after foreign whaling, fishing and sealing vessels entered Alaskan waters, fish stocks began to diminish causing large-scale malnutrition and starvation in native villages. To solve the problem, Healy convinced authorities that Siberian reindeer should be introduced to Alaska. Healy's views won over government officials and, in 1892, he brought over the first shipment of reindeer to the Seward Peninsula and established a reindeer station at Port Clarence. By 1930, Alaska's domesticated deer herds totaled 600,000 head and 13,000 native Alaskans relied on the herds for life's essentials.

Under Healy, *Bear's* humanitarian support of Alaska not only included better nutrition for native communities, she also protected endangered seal herds from poachers. Cutters patrolled the waters of the Pribilof Islands seizing poaching vessels of all nationalities. *Bear* enforced seal hunting regulations into the early 1900's and, in 1892, she was on hand when military action nearly erupted between the U.S. and Great Britain over seizure of British sealing vessels.

By 1896, Healy had served ten grueling years on the Bering Sea Patrol. During this time, *Bear* controlled illegal liquor distribution used to exploit native people in the territory. Native people called the *Bear* "*Omiak puck pechuck tonika*" or "the fire canoe with no whiskey." Ironically, while one of *Bear's* missions was to interdict the smuggling of illegal liquor to native Alaskans, the stress caused by a decade of cruising encouraged Healy's own drinking problem. In 1896, the Service relieved him of command, dropped him to the bottom of the captain's list, and placed him out of Service for four years. The Service later reinstated him and he commanded other cutters before retiring in 1903 as the third-most senior officer in the Revenue Cutter Service. Physically spent, he died a year later at the age of sixty-five.

A year after Healy transferred off the *Bear*, eight whaling ships became trapped in pack ice near Point Barrow, Alaska. Concerned that the ships' 265 crewmembers would starve to death, the whaling companies appealed to President William McKinley to send a relief expedition. For a second time in her history, *Bear* would support a major rescue mission into the Arctic. In late November 1897, soon after completing her annual Alaskan cruise, the *Bear* took on supplies and sailed north from Port Townsend, Washington. This would be the largest of several mass rescues of American whalers undertaken by *Bear* during the heyday of Arctic whaling. And, it was the first time before recent global warming that a ship deliberately sailed into Arctic waters during the harsh Alaskan winter.

To lead the so-called Overland Relief Expedition, *Bear's* captain, Francis Tuttle, placed LT David Jarvis in charge of a team including LT Ellsworth Bertholf, Surgeon Samuel Call and three enlisted men, and tasked them with driving a herd of the newly introduced reindeer to the whaling ships. Using sleds pulled by dogs and reindeer, the rescue party set out on snowshoes in mid-December 1897.

In late March 1898, after over three months and 1,500 miles in ice and snow, the rescue party arrived at Point Barrow. The expedition delivered 382 reindeer to the starving whalers with no loss of human life. Jarvis later recounted the rigors of the expedition: "*Though the mercury was -30 degrees, I was wet through with perspiration from the violence of the work. Our sleds were racked and broken, our dogs played out, and we ourselves scarcely able to move, when we finally reached the cape [at Pt. Barrow] . . .*" For their work, Congress awarded Bertholf, Call and Jarvis a specially struck Gold Medal. Jarvis later assumed command of *Bear*, as did Bertholf, who rose through the ranks to become the first commandant of the modern Coast Guard.

Gold had been discovered in Canada's Klondike in 1896 bringing with it hundreds of thousands of prospectors, miners and their followers to the coastal towns of Alaska. The Klondike was followed by gold discoveries in Nome and then Fairbanks, Alaska. This rapid migration to the Alaskan gold fields continued over ten years and brought with it the need for law enforcement, medical services and humanitarian relief. In the boomtowns of Nome and St. Michel, revenue cuttermen from the *Bear* and other cutters patrolled the streets, cared for the sick and enforced the law where there had been none before. In addition, *Bear* evacuated hundreds of invalids, criminals and sick and desperate miners from the gold fields back to Seattle, where they received proper care.

During the 1898 Spanish-American War, U.S. military leaders had harbored a fear that Spanish privateers would terrorize the West Coast. Consequently, they hatched a plan to defend the coast using revenue cutters stationed out of California and Washington. This plan included arming and armoring the *Bear*. But the war ended before *Bear* had a chance to complete the Overland Relief Expedition so there was no need to fortify the cutter. During World War I

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