

was to the right and almost directly below, thence up Frederick Sound, Port Houghton, and Stephens Passage. The entire route is marked by high, rugged mountains supporting glaciers and extensive snow fields. This is also true of Admiralty Island and mountains to the west. I flew near the eastern edge of the inland passage. Nearly all of the rivers and fjords supported ice bergs and ice masses with braided river channels of rock-flour. The glacial water runs out into the inland passage where it is mixed with the blue water. In most places the line of demarcation is abrupt and is frequently associated with a white line of surface debris, foam or something that gives the water line a white color.

This is an important observation because it explains the appearance of line streaks found on other bodies of water such as the observation of lines on Great Salt Lake of yesterday's flight. Apparently the debris is pushed out from rivers and both the debris and white glacial rock flour demark the limits. It was also noted that wave action on small islands leave trails of white foam on the leeward side which is another method of line or streak formation on the surface of large bodies of water. A graded mouth of fjords indicate extensive fill-in of these old Pleistocene water channels and are now, in many places becoming stabilized with conifers. They remain, however, in an active state and support a low green grasslike vegetation with braided river systems between. a typical transect of vegetation succession would be like this:

old tide land now in green vegetation of a horse-tail like plant →

present tide land bare and exposed → at low tide

