

the description fixes the initial point at Cape Chacon, at the southernmost point of Prince of Wales Island. The first call of the description then reads, "The said line shall ascend to the north along the channel called Portland Channel, as far as the point of the continent where it strikes the fifty-sixth degree of north latitude."

The southernmost point of Prince of Wales Island is on the line of 54° 40' north latitude, and the entrance of Portland Canal is due east from said point about 50 or 60 miles. The Canadian contention is that Behn Canal is meant, because you can only "ascend to the north" from the initial point through that channel. Literally this is true, but the construction disregards the object to which the line is carried by the words "shall ascend to the north along the channel called Portland Channel." The familiar doctrine that courses and distances will be controlled by monuments does not seem to have been taken into consideration.

Again, it is contended that Portland Canal is not intended, because Portland Canal does not "strike the fifty-sixth degree of north latitude," and that Behn Canal does, and was therefore intended. This interpretation is also unwarranted by the language used, for the plain reading shows that the line is the subject, and not the canal. In other words, the line "shall ascend to the north," etc., as far as the point of the continent where it, the line, strikes the fifty-sixth degree of north latitude.

The boundary line from this point northwesterly to Mount St. Elias, as shown by the official map of British Columbia, is arbitrarily drawn, and seems not only to hold in contempt the language of the description in Article IV, before mentioned, but takes no note of the physical facts. The language, it appears to the committee, can sustain no other interpretation than that "whenever the summit of the mountains which extend in a direction parallel to the coast * * * shall prove to be at a distance of more than 10 marine leagues from the ocean, * * * the limit * * * shall be formed by a line parallel to the windings of the coast, and which shall never exceed the distance of 10 marine leagues therefrom." How this line, which must follow the summit of the mountains which extend in a direction parallel to the coast, and where no mountains exist within the prescribed 10 marine leagues, must be parallel with the "windings of the coast," can, with uncontrolled license, sever the heads of the great bays and inlets, spring from shore to shore, and leap across the great arms of these inland waters, the committee has not yet been able to grasp.

To the words "ten marine leagues from the ocean" is also given the construction that this distance should be measured from the outlying islands. This can not be sustained, because the point where the line strikes the fifty-sixth degree of north latitude at the head of Portland Canal is about the prescribed distance, and it then follows the windings of the coast of the continent and not that of the islands.

The committee is persuaded that this entire interpretation can be safely overthrown and the contention of the United States established before any impartial tribunal. An examination of the diplomatic correspondence carried on between the distinguished representatives of the Russian and British Governments conclusively establishes the intention of both the high contracting parties as to this very line. This correspondence was carried on from the cities of St. Petersburg and London for the space of several years, and culminated in the convention of 1825. At the beginning of these communications the Russian chancellor directs the Russian ambassador at London as follows:

"In order not to cut the island of Prince of Wales, which, according to that arrangement, should rest with Russia, we would propose to take the southern frontier of our domain to 54° 40' of latitude, and to make it abut on the continent at the Portland Canal, of which the embouchure into the ocean is off the island of Prince of Wales, and its origin is in the continent between the fifty-fifth and fifty-sixth degrees of latitude."

This proposition is practically maintained throughout the many negotiations which occurred, and is fairly admitted by the British plenipotentiary in his final communication to his Government at the time of the execution of said convention.

As to the disagreement upon the facts: If the reports in the press of British Columbia be true, it is strenuously contended that there exists a range of mountains within the 10 marine leagues limit, and it is stated that the main efforts of the Canadian engineers are directed to the establishment of that range. In this connection, the committee called upon Mr. Phillip A. Walker, one of the corps of engineers which has been engaged on the part of the United States in surveying the disputed territory, and he informed us a few days since that the result of their labors established, without doubt, that no range of mountains exists.

The output from the resources of Alaska since its purchase by the United States runs into the millions far in excess of its purchase price, and its com-