

Engineers, showing the military value of these islands. The Boundary Survey had for astronomer, in running the 49th parallel, John G. Parke, then Lieutenant of Engineers, since distinguished as Major-General of Volunteers in every part of the field during the late war. The astronomer of the British Boundary Commission was Col. John S. Hawkins, of the Royal Engineers. The U. S. Coast Survey assisted materially in completing the survey and the excellent maps of the Archipelago de Haro.

We will endeavor to condense, into a few distinct heads, the principal points brought out in the argument on our side.

1st. The Canal de Haro is the shortest, deepest, and widest channel to connect the Gulf of Georgia with the Straits of Fuca. A glance at the cross-sections given in the plate referred to, will show that the main body of water goes through that channel to the ocean. It seems to be fair to assert that the treaty means that the line of deepest water (the *filum aqueæ*) shall be the boundary-line. *The least depth in the Canal de Haro is greater than the maximum depth in the Rosario Straits* (see p. 129 of the Senate Document). The average cross-section throughout of the former will show that its surface is about three times that of the Rosario Straits.

2d. It appears that Lord Aberdeen, on the 18th of May, 1846, wrote to the British minister in Washington that his Government was ready to enter into a negotiation on the basis of "a boundary along the 49th parallel to the sea-coast, thence through the Straits of Fuca to the ocean, thus giving to Great Britain the whole of Vancouver's Island and its harbors." To interpret properly this language of Lord Aberdeen, the letter of Mr. Edward Everett to Mr. Campbell, of 29th May, 1858, should be read, which shows that, from the correspondence of Joshua Bates, there is evidence that Lord Aberdeen's attention had been called (by the pamphlet of William Sturgis) to the distinct proposition of yielding all the other islands, except Vancouver's Island, to

the United States. Mr. Sturgis, in his lecture delivered on 22d Jan., 1845, before the Mercantile Library Association in Boston, proposed "a continuation of the parallel of 49° across the Rocky Mountains to tide-water, say to the middle of the Gulf of Georgia; thence by the northernmost navigable passage (not north of 49°) to the Straits of Fuca, and down the middle of these Straits to the Pacific Ocean; the navigation of the Gulf of Georgia and the Straits of Juan de Fuca to be forever free to both parties, *all the islands and other territory lying south and east of this line to belong to the United States*, and all north and west to Great Britain. Will Great Britain accede to this? I think she will." Mr. Bates afterward wrote to Mr. Everett that Lord Aberdeen had said to him that he considered Mr. Sturgis' pamphlet "a fair, practicable, and sensible view of the subject," and that it had been read by all the ministers. We think it a very fair inference that Lord Aberdeen purposed in the treaty to carry out this identical programme.

3d. Hon. Louis McLane, our minister to England, on the 18th May, 1846, wrote to Mr. Buchanan that an arrangement could be made by making the boundary along the 49th parallel to the sea, and thence through the Canal de Haro and Straits of Fuca to the ocean.

4th. It appears plainly that our Senate, at the date of the confirmation of the treaty of 1846, understood distinctly that the Canal de Haro was the boundary-line. See the speeches of Mr. Benton and Mr. Cass, as quoted in this correspondence.

5th. Islands appertain rather to the continent than to another island. Such has been the principle of the Laws of Nations, and it has been recognized in discussions with some of the Governments of South America concerning islands near the coast.

6th. The Islands of the Archipelago de Haro are more important to us than they possibly can be to England—a fact very clearly set forth by General Totten in the report above referred to. Eng-