

feats of Harmar and St. Clair, to the later enterprises of Tecumseh and of Black Hawk.

This latter company (the Northwest Company, so called) it was, which fraudulently obtained possession of Astoria in 1812, and hoisted the British flag on the Columbia. (*Irving's Astoria*.) Its differences with the Hudson's Bay Company were at length adjusted. In 1821 the two companies became one—continuing to act under the charter of the Hudson's Bay Company; and, by act of Parliament, the company received a grant of civil jurisdiction, which it now exercises at all its establishments. That is, the Hudson's Bay Company is the medium through which Great Britain exercises exclusive civil jurisdiction over all the territory of Oregon, in which it is conceded, on all hands, our rights are at least equal to hers. Nor civil jurisdiction only. It is known by the official report of Mr. Slacum, who recently visited the territory in behalf of the United States, that the company has, in addition to a number of minor factories, one at Vancouver, on the Columbia, which is in all respects a military post, though, like the sepoys and other troops of Hindostan, the garrison consists of the servants of the company—not of officers and men bearing the Queen's commission. Of other establishments of the company, (which are in name, as in fact, forts,) there are known to be Fort Umqua, on the Umqua; Fort George, Fort Nez Percés, Fort Okanagan, Fort Colville, and Koolanc fort; besides Fort Vancouver, on the Columbia, or its branches; and Fort Nasqually, south of the strait of Juan de Fuca.

To prove these general facts, and also to show the effect of them, a few authentic statements follow, from persons of approved authority.

The President's message, of the 23d of December, 1837, contains this information:

"The Hudson's Bay Company have also several depots, situated on water-courses, in the interior of the country; the principal one is at Fort Vancouver, on the northern bank of the Columbia river, about eighty or one hundred miles from its mouth. It is known, by information recently obtained, that the English company have a steamboat on this river, and that they have a saw-mill, and are cutting timber on the territory claimed by the United States, and are shipping it in considerable quantities to the Sandwich islands."

Mr. Cambreleng, in a letter to Mr. Benton of the 12th January, 1829, says:

"I have in my possession the actual returns of the furs collected by the Hudson's Bay Company for the year 1828, which, according to a valuation made by one who has a thorough knowledge of the trade, amount to \$894,879 85. The shares of that company have increased from £60, or 40 per cent. below par, to £240 sterling, or 140 per cent. above par. The business of the company has continued to increase at the rate of from \$60,000 to \$100,000 annually. The prosperous condition of the Hudson's Bay Company may be attributed, in some measure, to the advantages enjoyed by the British traders, who procure their manufactures without duty, while the American traders pay 40 per cent. and upwards; and who can send their furs to the American market, while our traders pay a duty in the British market. But the most important advantage enjoyed by the Hudson's Bay Company, is the admirable harbor at the mouth of the Columbia, which we virtually and unfortunately granted them by our treaty of 1818. That settlement at the mouth of the Columbia river is now the centre of an immense trade in furs, and, unless we take some steps to place our traders on an equal footing with the British, and secure to the former the privilege of trading in safety within our own dominions at least; our Indian trade must decline, and we must make up our minds to surrender the whole Indian country to Great Britain."—*Sen. Doc. 1828-'29, No. 67.*

Mr. Irving says:

"Though the [Hudson's Bay] Company, by treaty, have a right to a participation only in the trade of these regions, [beyond the Rocky mountains,] and are, in fact, but tenants in sufferance; yet have they quietly availed themselves of the original oversight, and subsequent supineness of the American Government, to establish a monopoly of the trade of the river [Co-