

Steele River. In 1831, the Hudson's Bay Company erected a trading post at the mouth of Steele River. In examining the records of that date, I find that United States vessels were in the habit of trading with the natives near the entrance of Nares River, and that a Hudson's Company's vessel going towards Sitka was fired upon by the Russians on passing Fort San Juan.

To keep the United States vessels from interfering in the fur trade to the Hudson Bay Company, in 1837 or '38, leased the frontier from Russia, and so obtained the sole right to trade with the natives. This arrangement obviated the necessity for keeping a ship on the coast, and was continued upon until the Hudson's Bay Company's lease expired, after which it has been renewed a few times.

By the lease referred to, the Treaty boundary was for the time being lost sight of by the Columbia, until, in 1867, Mr. Secretary Seward purchased Alaska from Russia, with all rights under the treaty. He at once took what I believe to have been an unauthorized opinion of the region between Portland Canal and Clarence Straits: north of latitude 56°, in violation of the Treaty of 1825, on the hypothetical basis of an apocryphal line which had been traced on a Russian atlas published about the year 1819.

I find that in 1861 John Arrowsmith, of 35, Hereford Square, South Kensington, published a map in competition with a book treating of the fur trade of British Columbia, which placed the boundary as proceeding from the northern end of Portland Canal. In a corner of the map shown in the Russian atlas referred to. The map has the following marginal note: "This map is copyright, having been constructed from a variety of original material, and at the expense of the author." Doubtless the Russian atlas of 1819 applied a portion of the "original material" which made up Arrowsmith's map. It is not shown, however, by what authority the boundary *via* Portland Canal was placed on the Russian atlas in 1819, or on Mr. Arrowsmith's map in 1861. It is quite likely that neither the Russian Hydrographic nor Mr. Arrowsmith knew anything of the details of the Treaty, but that the former, finding the name "Portland Canal" on Vancouver's map, joined the boundary to its northern end, and the latter copied his erroneous example.

The Hydrographic Department of the Admiralty informs me that not until 1836, and not until 1841, or "Etolin" appear on the Admiralty charts, as the island was formerly named "Island of York" by Captain Vancouver, and noted as a land mark in Sir Charles Bagin's voyage in 1824, relative to the Russian Anglo Treaty. The name of the island is said to be founded upon a Russian chart of 1818. The name "Duke Is. n. L." in Clarence Straits, the most southern of the group of Gravina Islands, appears first on the Admiralty charts in 1841, having been taken from the United States surveys and sketches.

The United States authorities have been most persistent and indefatigable in placing names in connection with Alaska, to suit their Portland Canal boundary, which is now to be found on almost every map and officially published, so that the public are thus led to believe that Alaska extends south to Portland Canal, including Carra's Straits. Mr. Canning, however, approaches that part of the boundary very cautiously. In his letter to Lord Derby (November 29th, 1885) in treating Mr. Phelan, etc., he markedly and plausibly says: "I do not conceive that this water part of the boundary line can ever be called in question by the governments. Certainly an easy way to obtain possession of the assumed *territories* of British Columbia, and together with a most important strategic position which would render Clarence Straits a closed sea."

I am greatly mistaken if the present Colonial Secretary will allow British Columbia to be mutilated and dismembered on any such assumption, and contrary to the policy enunciated in the Queen's Speech, which says to "My Lords and Gentlemen, that the *defence* and improvement of the naval defences of the Empire is the most important subject to which your ports can be directed, and will doubtless occupy your most earnest attention."

"Should the Portland Canal region be *given over* to a foreign power, it would not be surprising if Fort Tongass would soon be remounted for the defence of Portland Canal and its sheltered waters. In all my researches regarding the negotiations and formation of the Treaty of 1825, I have been unable to discover a scrap of evidence to warrant or justify the assumption of the Portland Canal boundary line by the United States."

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