

November 7, 1903: "In Canadian eyes, the surrender of Canada's rights has been absolute: it is not even a pretence at a compromise."

"The Consequences of the Alaskan Boundary Award From a Canadian Point of View," by FRANCIS H. TURNOCK.

The Alaska Line

[ON THE DIFFICULTY OF FINDING A TRULY IMPARTIAL TRIBUNAL]

In 1867, the United States bought Alaska, but the previous owners, the Russians, were vague about its eastern boundary. They had agreed with Great Britain that Alaska was separated from the Yukon by the summits of "the mountains parallel to the coast." Unfortunately there was no such convenient range.

When gold was discovered on the Stikine River in 1872, Canada asked the US to join in drawing a more precise boundary. Since a survey would cost \$1,500,000, Congress said no.

In 1877, Canada sent out a surveyor to draw the fall-back line "ten leagues" from the coast. The coast was full of bays and inlets and the Canadians suggested that the practical thing would be to ignore them and follow the general sweep of the ocean's edge. The US said no; it wanted to have a line which dipped in and out. No one was in a great rush.

Then in 1896, GOLD WAS DISCOVERED IN THE YUKON!

Skagway and the goldfields were up the Lynn Canal, a long, wide inlet running north. If bays and inlets were ignored, Skagway was in the Yukon; if not, it was in Alaska. Great Britain suggested outside arbitration. The US said

yes to arbitration but no to outsiders. Everyone went home frustrated.

In 1903, Great Britain suggested that the matter be settled by three Americans and three Britons — "six impartial jurists." Canada reluctantly agreed. Theodore Roosevelt appointed Elihu Root, Senator Turner and Henry Cabot Lodge. Turner was not a jurist, and all three had been making speeches in support of the Americans' claims.

The British Home Office appointed Lord Alverstone, Lord Chief Justice of Great Britain, and two Canadians — Louis Jetté, Lieutenant Governor of Quebec, and A. B. Aylesworth, Minister of Justice. The United States came to the tribunal with the happy knowledge that even if she did not win, she could not lose.

Alverstone agreed with the Americans that the boundary would follow the inlets, leaving Skagway in Alaska. The Canadians were not pleased.

Then Alverstone agreed with the US claim to two of four insignificant islands at the mouth of the Portland Canal. The Canadians, indignant, refused to sign the Award.

The Award spurred Canada to seek control of her own foreign affairs. One satisfactory result was the creation of

an International Joint Commission to decide future Canadian-United States disputes. It would have six permanent members — three Canadians, three Americans and no Englishmen.

Whitehorse became a proper rival of Skagway, and the White Pass and

Toronto Globe and Mail



MR. BULL (the land agent): "Is there any hother section of Canader as seems to take your heagle eye, Sammy? Don't let your natural modesty prevent your saying so if there is, y' know."

-The Toronto World.

Yukon Railroad was built to carry gold and other minerals from them thar hills. It still does today — over \$100 million worth a year — and it now has diesel engines, radiophone communications and auxiliary trucks and buses.

Toronto Sun



JOHN BULL: "Your H'uncle Sammy and I are going to talk over that little dispute of yours and—er—you might just turn that picture to the wall and keep yourself in the background as much as possible."

-The Toronto Telegram.

Calendar grid for November 1903 with days of the week (S, M, T, W, T, F, S) and dates (1-30).