

Government."—F. C. Schrader and A. H. Brooks, *Preliminary Report on the Cape Nome Gold Region, Alaska U. S. Geological Survey*, pp. 43-47.

A. D. 1900.—Civil Government.—Better provision for the civil government of Alaska was made by the Act which passed by the President on the 6th of June, 1900. It constitutes Alaska a civil and judicial district, with a governor who has the duties and powers that pertain to the governor of a Territory, and a district court of general jurisdiction, civil and criminal, and in equity and admiralty, the court being in three divisions, each with a district judge. The act provides a civil code for the district.

A. D. 1900.—Exploration of Seward peninsula. See in this vol. **POLAR EXPLORATION**, 1900.

ALASKA BOUNDARY QUESTION.

The boundary between Alaska, when it was Russian territory, and the British possessions on the western side of the American continent, was settled by an Anglo-Russian treaty in 1825. The treaty which ceded the Russian territory to the United States, in 1867, incorporated the definition of boundary given in Articles III. and IV. of the above-mentioned convention, which translated from French to English read as follows:

"III. The line of demarcation between the possessions of the High Contracting Parties upon the Coasts of the Continent and the Islands of America to the North West, shall be drawn in the following manner: Commencing from the southernmost point of the Island called Prince of Wales Island, which point lies in the parallel of 51 degrees 40 minutes North Latitude, and between the 131st and 133d Degree of West Longitude (Meridian of Greenwich), 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 56th Degree of North Latitude; from this last mentioned Point the line of demarcation shall follow the summit of the mountains situated parallel to the coast, as far as the point of intersection of the 141st Degree of West Longitude of the same meridian; and, finally, from the said point of intersection, the said Meridian Line of the 141st Degree, in its prolongation as far as the Frozen Ocean, shall form the limit between the Russian and British Possessions on the Continent of America to the North West.

"IV. With reference to the line of demarcation laid down in the preceding Article, it is understood: 1st. That the Island called Prince of Wales Island shall belong wholly to Russia. 2d. That wherever the summit of the mountains which extend in a direction parallel to the Coast, from the 56th Degree of North Latitude to the point of intersection of the 141st Degree of West Longitude, shall prove to be at the distance of more than ten marine leagues from the Ocean, the limit between the British Possessions and the line of Coast which is to belong to Russia, as above mentioned, shall be formed by a line parallel to the windings of the Coast, and which shall never exceed the distance of ten marine leagues therefrom."

When attempts to reduce this description in the treaty to an actually determined boundary line were begun, disagreements arose between

Canada and the United States, which became exceedingly troublesome after the Klondike gold discoveries had given a new importance to that region and to its communications with the outside world. The Alaska boundary question proved, in fact, to be considerably the most difficult of settlement among all the many subjects of disagreement between the United States and Canada while a Joint High Commission was created in 1898 (see—in this vol.—**CANADA**: A. D. 1898-1900) to adjust. It was the one question on which no ground of compromise could then be found, and which compelled the Commission to adjourn in February, 1899, with its labors incomplete. The disputable points in the definition of the boundary by the Anglo-Russian treaty of 1825 are explained as follows by Prof. J. B. Moore, ex Assistant Secretary of State, in an article contributed to the "North American Review" of October, 1899: "An examination of the boundary defined in Articles III. and IV. of the convention of 1825 shows," says Prof. Moore, "that it is scientifically divisible into two distinct sections, first, the line from the southernmost point of Prince of Wales Island, through Portland Channel and along the summit of the mountains parallel to the coast, to the point of intersection of the 141st meridian of longitude; and, second, the line from this point to the Arctic Ocean. With the latter section, which is merely a meridian line, and as to which the United States and Canadian surveys exhibit no considerable difference, we are not now concerned. The section as to which material differences have arisen is the first. The principal differences in this quarter are two in number, first, as to what channel is meant by Portland Channel (sometimes called Portland Canal); and, second, as to what is the extent of the line or strip of coast (*la lisière de côte*) which was assigned to Russia."

The following is an English statement of the situation of the controversy at the time the Joint High Commission adjourned: "The adjournment of the Commission with nothing accomplished is fresh in all our memories. Nor is it easy to determine on whose shoulders lies the blame of this unfortunate break down. America has been blamed for her stubbornness in refusing to submit to an arbitration which should take into consideration the possession of the towns and settlements under the authority of the United States and at present under their jurisdiction; while they have also been charged with having made no concessions at all to Canada in the direction of allowing her free access to her Yukon possessions. I am enabled to say, however, in this latter respect the Americans have not been so stiff necked as has been made to appear. Although it was not placed formally before the Commission, it was allowed charily to be understood by the other side, that in regard to Skagway, America was prepared to make a very liberal concession. They were ready, that is, to allow of the joint administration of Skagway, the two flags flying side by side, and to allow of the denationalisation, or internationalisation as it might otherwise be termed, of the White Pass and the Yukon Railroad, now completed to Lake Bennett, and the only railroad which gives access to the Yukon. They were even prepared to admit of the passage of troops and munitions of war over this road, thus doing away with the