

across the boundaries to the subjects of either State, the country situated within the limits of the Hudson's Bay Company excepted.

In 1803, an Act of Parliament (43rd Geo. III., cap. 138,) was passed to extend the jurisdiction of the Canadian courts to the Indian territories. This Act was considered not to apply to the Company's territories, because although their territorial position brought them within the Act, the civil and criminal jurisdiction already granted by the Charter took them out of it. In the convention of October 20, 1818, between Great Britain and the United States, the Eastern frontier of the two countries and the respective rights of fishery are established; nothing therein contained is to prejudice any of the rights and privileges of the Company.

In 1821, the Act giving the Crown power to grant Licenses for exclusive trade was passed. The first clause specially exempted the lands or territories heretofore granted to the Governor and Company of Adventurers trading to Hudson's Bay from the operation of the License. The fifth clause extended the provisions of the disputed Act of 43 Geo. III., cap. 138, making them of full force in and through all the territories heretofore granted to the Company. The last clause declares that nothing in this Act shall be construed to affect any right, privilege, or authority which the Governor and Company of Adventurers trading to Hudson's Bay are by law entitled to claim and exercise under their Charter; but that all such rights, privileges, authorities, and jurisdiction shall remain in as full force, virtue and effect, as if this Act had not been passed.

In 1846, in a Treaty made between Great Britain and the United States, the free and open navigation of the Columbia River was granted to the Hudson's Bay Company, and to British subjects trading with them. This privilege would be lost if the Company ceased to exist.

In the early days of the Company's existence, in time of war or loss, no steps were taken to proceed in the search of the North-West Passage; but in 1719, trade being profitable, and the war at an end, the Company sent out two Ships under the command of Captain Knight to look for the supposed passage. These ships, with their crews, were lost. In 1721, 1722, 1723, ships at the order of the Company sailed along the West Coasts of the Bay as far as Sir Thomas Roe's Welcome. In 1737, the Company fitted out two ships, which sailed to the north from Churchill River; but the Captain dying in latitude 62°, the crews turned back.