

tion, a few facts and figures may not be altogether unserviceable to the readers of UPS AND DOWNS.

History shows that the Russians crossed their territory to Kamtschatka in the year 1697. Behring proved the separation of Asia from North America by the waters now known as Behring Straits and Sea in 1728, and the first survey of the coast from latitude 44° north to Cook's inlet in 1778 was carried out by the famous British navigator of whom you have all read, Captain Cook. In the quarter of a century following Captain Cook's researches, several other British officers were engaged on surveys along this now disputed coast, which surveys the trusted sailor, Vancouver, from whom the now important coast town of Vancouver is named, in command of a well-equipped expedition, appears to have completed to the perfect satisfaction of the Admiralty in 1794. Indeed, Vancouver's charts and reports to the Home Government must have been very complete and satisfactory, as it is now reported that the United States authorities are accepting Vancouver's work and basing many of their arguments upon the same. Five years after the completion of this last survey, namely in 1799, the Emperor Paul VIII. appears to have leased all the Russian possessions in North America to the Russian-American Fur Company, whose trade in that then unknown land proved most remunerative, as they are said to have exported annually 25,000 sealskins, sea-otter, beaver and so forth, beside some 20,000 of that, to us, strange-sounding commodity, sea-horse teeth; and although the Hudson's Bay Company were trading inland and in proximity to this Russian Company, little was heard from the land of difficult approach till September 4th, 1821, when the Russian Government, probably instigated by their trading company, published the now famous ukase, prohibiting all foreign vessels from approaching within less than one hundred Italian

miles of the coasts and islands belonging to Russia, including the whole north-west coast of North America. Strongly worded protests from Great Britain appeared to have brought about no withdrawal of this dog-in-the-manger edict, and it was not till Stratford Canning conveyed to the Russians the terse message of the Secretary for Foreign Affairs, that if Russia deferred any longer renunciation of her absurd claims to the monopoly of navigation within one hundred Italian miles of her coasts, "she must not take it amiss that we resort to some mode of recording in the face of the world our protest against the pretensions of the ukase of 1821." On February 28th, 1825, a convention, or treaty, was signed at St. Petersburg, settling this with some other international disputes between Great Britain and the government of the Emperor.

Quiet again reigned for some nine years, and people in the more civilized portions of the world were beginning to forget that there was a territory away off in North-West America where sea-horse teeth were legal tender, when suddenly Baron Wrangell, a captain in the Russian Navy, in spite of the treaty granting Great Britain free navigation of the rivers of Alaska forever, opposed an armed force against Chief Trader Ogden, of the Hudson's Bay Company, and prevented him proceeding up the Stikine River for the purpose of establishing a trading-post inland. In the settlement of this unfortunate affair, Russia, while trying to excuse Wrangell for his high-handed action in direct opposition to the terms of the treaty of 1825, made humble apology to Great Britain, and gave to the Hudson's Bay Company, in lieu of their claim for £22,000 damages, a lease of a portion of the coast previously occupied by the Russian Company; rights which the British Company retained until the sale of Alaska to the United States, in 1867, at the remarkably small figure of \$7,000,000, an amount which the British Gov-