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also instructed to commence a scientific examination of the coasts included between the thirty-fifth and sixtieth parallels of north latitude, and more particularly to explore the supposed Straits of Fuca, said to have been passed through by an American sloop, Washington.

Vancouver departed on the 1st of May from Cape Flattery, on the southern side of the entrance to the strait, in order to perform the latter but most important part of his instructions. He sailed along the shore eastwards to the distance of about one hundred miles, and first entered a passage opening south, which he named Admiralty Inlet, terminating in a bay called by him Puget's Sound. Many inlets on either side of the bay were thus explored to their terminations, and they then passed by an opening to the north-west into another extensive arm of the sea, where they unexpectedly met with two Spanish schooners employed in a similar duty. They came to an arrangement to unite their labours, and continued in company nearly a month, interchanging mutual civilities by the exhibition of their charts. At the north-western extremity of the Gulf of Georgia they separated, and the British passed through an intricate channel, called by them Johnstone's Strait, emerging into the Pacific by Queen Charlotte's or Pintard's Sound.

On the 28th of August, 1792, Vancouver communicated to the Spanish commissioner, Quadra, at Nootka, the fact established by him, "that the supposed Strait of Fuca was merely an arm of the Pacific, dividing from the American continent a great island, on the western side of which the territory then occupied by the Spaniards, and claimed by the British, was situated." The two officers agreed that the island should bear the names of both; and it has since been distinguished on maps by the inconvenient appellation of "Quadra and Vancouver Island."

It will be observed that a lack of adequate space has compelled us to compress our matter within a small compass, unusually limited, considering the amplitude of the materials at our disposal. But as we are anxious to render this historical sketch as complete as possible,

it is requisite that we should glance at the early operations of the different trading companies and private individuals, who, impelled by the lust of wealth, vigorously sought to force a path over the Rocky Mountains in pursuit of their wishes.

The United States and Great Britain having signed a treaty of commerce and navigation in 1794, an extensive trade, exclusively in furs, was carried on by Americans with the Indians inhabiting the countries about the Upper Mississippi and Lake Superior. The British fur-traders made their first expedition beyond the Rocky Mountains in 1806, when Mr. Simon Frazer, a partner of the North-West Company, established a trading port on Frazer's Lake, in British Columbia. John Jacob Astor, a German merchant of large capital, residing in New York, projected an association, to be called the Pacific Fur Company, which, under certain conditions, was to enjoy the exclusive privileges of trading with the Russian American possessions. To execute these plans, Mr. Astor engaged as partners in the concern a number of persons, nearly all Scotchmen. These partners were to conduct the business in the west, under the control of a superintendent, and they were collectively to divide one-half of the profits, the other half being retained by the projector for having advanced all the funds. The first party quitted New York in the Tonquin, and arrived at the mouth of the Columbia in March, 1811. A spot was selected on the south bank of the river, eight miles from the ocean, on which a large factory was erected, and called Astoria, as a compliment to the originator of the speculation. In 1819, through the intervention of the British Colonial Department, these companies became amalgamated with the celebrated Hudson's Bay Company; and, as this corporation has played a prominent part in the administration of affairs in the district to the west of the Rocky Mountains, it may not, perhaps, be uninteresting to revert to the circumstances under which it was created. Hudson's Bay is about 900 miles in length, by 600 at its greatest breadth, with a surrounding coast of 300 miles.