

## **Treaty of 1925**

Under the provisions of this treaty the course of the boundary line was extended eastward in Grand Manan Channel to a point three miles from the Canadian and United States coasts, and the courses between monuments on the 49th parallel were made straight lines instead of curved lines following the parallel of latitude.

In addition, the commissioners appointed under the Treaty of 1908 were empowered to "inspect the various sections of the boundary line between the United States and the Dominion of Canada and between Alaska and the Dominion of Canada at such times as they shall deem necessary; to repair all damaged monuments and buoys; to relocate and rebuild monuments which have been destroyed; to keep the boundary vistas open, to move boundary monuments to new sites and establish such additional monuments and buoys as they shall deem desirable; to maintain at all times an effective boundary line between the United States and the Dominion of Canada and between Alaska and the Dominion of Canada, as defined by the present treaty and treaties heretofore concluded, or hereafter to be concluded; and to determine the location of any point of the boundary line which may become necessary in the settlement of any question that may arise between the two governments." The commissioners were also directed to "submit to their respective governments from time to time, at least once in every calendar year, a joint report containing a statement of inspections made, the monuments and buoys repaired, relocated, rebuilt, moved and established, and submit with their reports, plats and tables certified and signed by the commissioners, giving the locations and geodetic positions of all monuments moved and all additional monuments established within the year, and such other information as may be necessary to keep the boundary maps and records accurately revised." While these reports are not published, an account of the work done is contained in the yearly reports of the Department of Mines and Technical Surveys.

## **Organization and Work of International Boundary Commission**

The International Boundary Commission, as the commissioners and their staffs are known, is divided into two sections, one for Canada and one for the United States. Each section has its own engineers, draftsmen and stenographers. Expenditures for maintenance are shared equally between the two countries, but each country pays the salaries of its own commissioner and his staff.

In order to maintain the boundary in a state of effective demarcation, the Commission periodically inspects the various sections and has an annual programme for the repair of boundary monuments, the removal of monuments to new sites where necessary, the erection and location of additional monuments, usually where new highways cross the border, the location and marking of the boundary on international bridges and in international tunnels, new surveys and the revision of boundary maps, and the reclearing of the boundary vista through forested areas. Vista reclearing is required from about once in four or five years on the Pacific coast, where the growth is rapid, to about once in eight or ten years in the east. Furthermore, the Commission maintains range lights on steel towers to indicate the boundary for long distances on the Pacific coast and lighted buoys in the fishing grounds of Lake Erie. It is of interest to note that the land sections are marked by 5,463 monuments, that a skyline vista 20 feet in width is cut through 1,353 miles of wooded areas, and that there are an additional 2,522 reference monuments for determining the boundary through the waterways sections.

A description of the maintenance operations during 1950 will illustrate the type of work which the Commission is called upon to perform annually. During the past summer maintenance work was done on the St. Francis River and the Southwest Line between Quebec and Maine by parties of the Canadian section of the Commission,