Letters to.

Alaska Boundary

1886-1892.

G. M. Dawson.

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ALASKA BOUNDARY QUESTION.

Copy of a Report of a Committee of the Honourable the Executive Council of British Columbia, on the question of the Boundary between Canada and Alaska.

There are two points submitted for consideration:—

First—Whether it is desirable that steps should be taken to have the Boundary defined between Canada and the United States Possessions in Alaska.

Second—A Requisition for Information in the possession of the Government of British Columbia on the subject, or that can be obtained.

As to the first—

For many reasons, apart from the national object of avoiding grounds of dispute between Canada and the United States, it is desirable, as affecting British Columbia particularly and the Dominion incidentally, that the boundary line referred to should be settled as soon as possible.

Alaska was purchased from Russia by the United States, on the 13th March, 1867, for $7,200,000. At that time its present importance was not exactly understood or appreciated. Its lately discovered sources of wealth in the seal fur trade, deep sea and river fisheries, gold and other mining, and great extent of internal navigation by means of the large rivers Yucon and Porcupine, have added greatly to its importance, and are tending to increase, in a proportionate degree, the value and importance of the adjoining territory, belonging to British Columbia and the Dominion.

The Stikine River, running into British Columbia, communicating with Dease Lake and River, and ultimately with the Peace and Mackenzie Rivers and the surrounding North-West Territory, has its outlet in American Territory. The navigation of the Stikine, for purposes of commerce, was reserved to both countries by the Treaty of Washington, 1871.

In 1873, gold was discovered in the Cassiar District, about the upper waters of the Stikine, Dease Lake and River, and the other streams in that vicinity. In 1874, trade rapidly developed itself. A *mining* population flowed in, and supplies of valuable goods and merchandize were required. In 1876, the volume of trade amounted to about $350,000, and the duties paid to the Dominion Revenue, at Victoria and Glenora, on goods consumed in the Cassiar District, amounted to between $35,000 and $40,000.

Returns to 1880 show a somewhat fluctuating trade, as is common to all mining centres, but the average taken annually is still of considerable amount, namely, from 1877 to 1880, from $290,000 to $215,000, and from 1880 to 1884, diminishing on the Stikine, but so increasing along the coast as to keep the average at the same point.

Thus, apart from all considerations as to the future value of this northern portion of British Columbia, when the advancing progress of settlement from the eastern sections of the Dominion shall have reached it, we have at present an existing annual trade of upwards of $300,000, yielding to the Dominion Revenue per annum $35,000 or $40,000.

This trade is seriously jeopardized by the unsettled nature of the question, that is the uncertainty of the boundary line—not that there is the slightest uncertainty where it is to be found, but that it has not been laid down territorially, and locally defined between the two countries.

As illustrating this danger, a short statement of facts will be useful:—

The entrance to the Stikine River is within American territory. The American Port of Entry at its mouth is Fort Wrangel. There all goods intended for the interior have to be transshipped, or an American officer put on board the British vessel to see that they are not landed in the American territory *in transitu*. Every merchant knows that this adds to the expense and delay of transportation, which expense and delay would be entirely avoided if, within the British line, a Port of Entry was established, to which sea-going vessels from either British or foreign ports, with cargoes, could go direct, without breaking bulk, coming in no way within the purview of the coasting trade objections. Within what is here claimed as undoubted British territory—about 30 miles from the mouth of the river—facilities for establishing such a port exist.

Captain Irving, the present manager of the Canadian Pacific Steamboat and Navigation Company, an experienced and able navigator on this coast, who navigated the Stikine for two years when business commenced in that district in 1873-74, states that the depth of water from the mouth of the river to Buck's, 30 miles up, is from 6 to 8 feet at low water, easily navigable for steamers drawing less than six feet, thus affording on the river an available British port, to which goods from Victoria and the other ports of British Columbia could be forwarded without transshipment, and under the Treaty with free navigation for purposes of commerce, avoiding all question of expense, delay, or irritation with the American authorities at Fort Wrangel. Captain Irving was himself subjected to the most arbitrary and inexcusable imposition by the Custom House officers at Fort Wrangel, resulting in the illegal seizure of his steamer and the loss of several thousand dollars, for which he had ultimately to seek redress in the Courts of the United States.

At this place, called Buck's, 30 miles up the river, in 1876, a French Canadian, named Choquette, carried on a very large trade with the Indians of the neighbourhood, who, from old associations with the Hudson's Bay Company, preferred dealing in British goods. The extent of Choquette's business may be estimated from the fact that from one firm alone in Victoria his purchases amounted to $25,000 annually, and his sales several times in one day alone to a single Indian would amount to $1,200 in blankets, by way of barter—a blanket, from the old Hudson's Bay Company's custom, being a unit of value.

It was the policy of the American authorities to divert this trade to the American markets, and, in October, 1876, Choquette was served with an official notification from the Custom House authorities in Alaska to remove from his place of business, or pay American duties on his stock, giving him until the spring of 1877 to obey.

To see more immediately the application of this circumstance, it is to be mentioned that, in 1875, to avoid difficulties likely to arise from this undefined boundary, it had been agreed between the Custom House authorities of the United States at Alaska and the Dominion authorites of British Columbia, but without any direction or sanction from the Dominion Government, to establish, pending or until a final settlement, a conventional line, crossing the river about two miles below "Buck's," which, up to that time, had been recognized as admittedly within British territory; and in the vicinity, not far from Buck's, Mr. Hamley, the Collector of Customs for British Columbia, had stationed a revenue officer, Mr. Hunter, to collect the Dominion duties.

Finding, after a short time that, in so extremely isolated a position, it would not be safe for a revenue officer with moneys collected to remain, or reasonably concluding so from the reputation of the Indians and the dangerous characters resorting to the mines, Mr. Hamley deemed it prudent to remove his officer to Glenora, the head of boat navigation on the river, where a vigorous settlement had sprung up, and where the duties collected in the seasons of 1875 and 1876, extending from June to September, amounted to nearly $10,000.

In making this removal, Mr. Hamley did it for the protection of the public funds and the safety of the public officer. It is presumed, however, that the local American authorities regarded it, or assumed to regard it, as an admission or abandonment, and immediately claimed the boundary line to be 30 or 40 miles further up the river, or about 60 from its mouth, and accordingly served Choquette with the notification above-mentioned.

It is proper here to observe that Choquette's case was, by letter dated the 16th October, 1876, communicated by Mr. Justice Gray, the Judge of the Supreme Court who had been holding the Assizes at Cassiar, to the Dominion Government, and an arrangement was made between Canada and the United States by which the threatened action of the American authorities at Alaska was stayed.

Thus we have the fact, not only that there is a good trade on the Stikine, but that there are facilities for preserving and extending that trade within the power of the Dominion Government, while there is danger of losing it by delay in effecting a settlement of the dispute as to the boundary.

Other important considerations are also involved, which may have to form the subject of negotiation, rather than the demand of right.

Under the Treaty of Washington, in 1871, it was questioned whether the right of navigation of the Stikine had not been narrowed.

By the Convention of 1825, between Russia and Great Britain, in force at the time of the transfer to the United States, there was no express limitation as to the purpose for which the navigation was to be used.

By the Treaty of Washington, made since the transfer, it was expressly limited to commerce. This raised the question as to the right of the Dominion Government to transport criminals arrested or convicted through that part of the Stikine undoubtedly within American territory; and, after much correspondence and negotiation with Her Majesty's Government and the United States, it was finally conceded the Dominion Government had no such right. Practically, the absence of such right abolishes all but the death penalty in that north-eastern portion of British Columbia.

The state of the country does not admit of the building and maintaining there penitentiaries or prisons, and the transport of convicted felons through 600 miles of unbroken wilderness is practically almost an impossibility.

This leaves that district in a most unsatisfactory and anomalous position as to the administration of justice.

In another respect also, in view of any ulterior extension of the Canadian Pacific Railway, or its branches, to an ocean terminus at Port Simpson, the settlement of this boundary line is important, both in a strategical point of view, as affecting the sea approaches to the port, and in an economical point of view, as affecting the collection of revenue. These objections will more clearly appear when the second or topographical branch of the case submitted is under discussion.

By delay, erroneous impressions also, as to the true terms of the Treaty, become engrained in the public mind, which increase the difficulty of obtaining a settlement.

Already large numbers of the residents of Alaska, though only temporary, entirely ignore one of the most marked elements governing the line, and convert a negative direction into an affirmative right. For instance, when the line is directed to be along the summit of the coast range of mountains, *but in no case to exceed 10 marine leagues from the coast*, the expression is converted into an affirmative direction *that it is to be everywhere* 10 leagues from the coast, though the summits of the coast range might not be more than 10 or 15 miles.

This idea, by degrees, is taken to be the Treaty, and has to be removed with much labour before the public sanction would be given to any other line. How unjust this would be to British Columbia will be shown hereafter.

These and many other reasons are conclusive that it is essential for the welfare of British Columbia that the true boundary line, or some clear line of demarcation, should be at once agreed upon or settled between the two countries.

Taking up the second branch of the case, as to where the boundary line should be, it may be at once assumed, as an axiom, that unless by sanction of the contracting parties or their representatives, it must be in accordance with the line laid down in the Convention between Great Britain and Russia in 1825. There has been no agreement between Great Britain and the United States relative thereto, and the latter succeeded only to what Russia had.

We have then first to see the terms and language used by the contracting parties in 1825.

2. The initial or starting point then agreed upon.
3. The course from that point directed to be followed.
4. The effect of following that course as to compliance or non-compliance with the topographical features of the country pointed out in the Treaty as objects for guidance.
5. Whether the line claimed by British Columbia does not in every respect coincide with the terms and language used by the contracting parties?
6. Whether the line claimed or alleged to be claimed by the United States authorities is not, in every essential particular, a departure from such terms and language?

The first point to be determined is—What were the exact terms and language used by the Convention between Great Britain and Russia in 1825?

In McCulloch's Commercial Dictionary (edited by Henry Vethake, L. L. D., Professor of the University of Pennsylvania, published at Philadelphia in 1852) will be found the full text of the Convention, signed by Stratford Canning, Nesselrode, DePoleticas.

The line is there thus described:—

"3. The line of demarcation between the Possessions of the High Contracting Parties "upon the coast of the continent *and the islands of America to the north-west* shall be drawn "in the manner following:—

"Commencing from the southernmost point of the Island called Prince of Wales Island, "which point lies in the parallel of 54 degrees 40 minutes North Latitude, and between the "131st and 133rd degrees of West Longitude (Meridian of Greenwich), the said line *shall* "*ascend to the north along the channel* as far as the point of the continent where it strikes the

"56th degree of North Latitude; from the 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 inter-"section of the 141st degree of West Longitude (of the same meridian); and finally from the "said point of intersection of 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."

In Hertslet's Collection of Treaties (volume 3) will also be found the text. It is identically the same, except that in the line "*shall ascend to the north along the channel*" it adds the words "*called the Portland Channel.*"

Wheaton—the American writer on International Law, 6th edition, edited by Wm. Beach Lawrence, published at Boston in 1855—does *not include* these latter words as part of the original instrument, but inserts them in his text and adds the words "*Eastward to the Great Inlet* in the Continent called Portland Channel," which Hertslet does not use.

In giving his details of this Convention or Treaty as he calls it, at page 224, after stating that it was signed at St. Petersburg, February 28th, 1825, and established "a permanent "Boundary between the territories respectively claimed by them (*e. g.*, Great Britain and "Russia) on the Continent and Islands of North Western America," Wheaton says "By the "3rd and 4th Articles it was agreed that the line of demarcation between the Possessions of "the high contracting parties upon the Coast of the Continent and the Islands of America *to* "*the North-West* should be drawn from the southernmost point of Prince of Wales Island in "Latitude 54° 40′ *Eastward to the great Inlet in the Continent called Portland Channel*, and "along the middle of that Inlet to 56° of Latitude, whence it should follow the summit of the "mountains bordering the Coast within ten leagues North Westward to Mount St. Elias, and "thence North in the course of the 141st meridian West from Greenwich to the Frozen Ocean, "which line shall form the limit between the Russian and the British Possessions in the "Continent of America to the North-West."

In this summary given by Wheaton, there is a striking difference from both McCulloch and Hertslet. He not only leaves out the Longitude, but he interpolates the word Eastward.

At page 227, referring to this subject, he lays down a rule which will materially aid in determining which of the three is right—viz., that "in the construction of an Instrument of "whatever kind, it should be so construed, if possible, *as that every part may stand.*"

Suffice it for the present to say, that under this rule, in the application of his delineation to the geographical and topographical features of the country, it fails in almost every particular.

Yet the features of the country must have been known to the parties who framed the Convention, or the language given by McCulloch as descriptive of it could not have been used.

Not the slightest inference is to be drawn, or any reflection upon the motives of the writers thus differing.

At that time the dispute was between Great Britain and Russia. It was not until forty years after that the United States became interested in the question. These very differences, however, enable us to come to an accuracy of conclusion.

In this same Convention, there is another element of description which, though not included in the above extract from McCulloch, will have to be referred to, and may to some extent account for the mixed summary of Wheaton. It is as to the distance of the line from the coast, and is here quoted:—

"Article 4. With reference to the line of demarcation laid down in the preceding Article, "it is understood:—

"1. That the Island called Prince of Wales Island shall belong wholly to Russia.

"2. That where ever 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 a distance of more than 10 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 10 marine leagues therefrom.*"

The original of this Convention must be found either in the archives at London or St. Petersburg, and may yet have to be referred to. In the new edition of McCulloch, printed at London in 1859, it is not set out in full, but is declared to be in force by the Treaty of Commerce and Navigation between Great Britain and Russia, signed at St. Petersburg, January 12th, 1859, the 19th section of which says: "In regard to Commerce and Navigation in the "Russian possessions on the North-West Coast of America, the Convention concluded at St. "Petersburg on the 16th February, 1825, shall continue in force."

It is a singular circumstance that, in all the negotiations and correspondence with the United States and the directions by the Dominion Government to its own officers, *it has been assumed throughout* that the original Treaty or Convention between Great Britain and Russia did contain those words "called the Portland Channel," as appears by the Return made to the Dominion House of Commons on the 23rd of April, 1878, to an Address dated 21st February, 1878, for information on the subject of the boundary line, as connected with the subject of the escape of one—Martin; United States Customs notification to Choquette; and the contemplated issuing of a Commission jointly with the United States to run the line, and published *in extenso* in the Sessional Papers, pp. 23 to 146, Vol. XI., No. 2, 1878 (125).

The Government of British Columbia contends that this *is entirely an erroneous assumption* without authority to sustain it; and that from all the information that Government can obtain it has reason to believe that *those words will not be found* in the original, or if there, *the term has been misapplied*—not as to where the Portland Channel really is, *but as to its being the channel contemplated by the Treaty.*

In the earlier versions of the Treaty obtainable in British Columbia, they *are not* found.

They *are not in McCulloch's version*, published at Philadelphia in *1852*, already quoted.

They are not *in the version* of the Treaty in "Steel's Shipmasters Assistant." A new edition published and corrected to the 1st of March, *1837* (just twelve years after the Treaty), by J. Slikeman, Secretary to the East India and China Association, containing "Information for Persons connected with Mercantile Affairs, Commercial Treaties, &c.," and printed by Longman & Co., Paternoster Row, London.

They are in Wheaton, published at Boston in 1855, and in the version in Hertslet's Collection of Commercial Treaties, published at London in 1856.

The Government of British Columbia further contends that those words are entirely inconsistent with the description, terms, and conditions laid down in the Treaty itself as guides for defining the boundary. And further, that even if such words are found in the transfer of the Alaska Territory from Russia to the United States, Great Britain was no party to that transfer, and can not be affected or deprived of her territorial rights thereby.

Having exhausted the information that can be obtained in British Columbia relative to the terms and language of the Convention, it becomes our duty to see which description, that of McCulloch, Hertslet, or Wheaton's tallies most correctly with the geographical and topographical features of the country, and thereby, under Wheaton's rule of construction, carries with it *internal evidence* of its being the language of the Convention used by the contracting parties.

An undoubted test of the accuracy of a description relative to land, is its accord with the territorial features found on the land, and the facility and certainty with which landmarks may be found, recognized, and identified.

It may with equal correctness be stated that positive territorial landmarks capable of identification, clearly defined, and existing within the limits and on the spot delineated, cannot be overridden by the use of words of nomenclature inconsistent with such description and their existence—words which may have been and perhaps were inadvertently used, or accidentally misplaced; nor can such identification be superseded by the interpolation of terms, without which the description requiring such terms would be so inaccurate as to be utterly inapplicable and inadmissible.

Remembering these rules of construction, we turn to the language of the Convention and the features of the country, as the latter are delineated on the Admiralty charts and other maps herewith enclosed.

The initial or starting point is declared to be *from the southernmost point of the Island called Prince of Wales; which point lies in* 54° 40′ *N., and between* 131° *and* 133° *West Longitude.*

We find that point at Cape de Chacon.

Thence to ascend northerly along the channel until it strikes the continent at 56° N.

Following that instruction we turn northerly from that point, ascend the channel, and strike the continent at 56° on the N. W. point of Burrough's Bay.

Thence the summit of the mountains parallel to the coast, at or within ten marine leagues from the coast, as far as the intersection with 141° W. L.

In like manner, following that course from Burrough's Bay, we find the summit of the coast range within the distance specified, and at 19 or 20 miles above the mouth of the Stikine.

Insert the words "Portland Channel" as found in Hertslet, and from the starting point instead of northerly you have to go east, fully 16.66 marine leagues or 50 nautical miles, before you turn north.

Again, you cannot ascend the Portland Channel until you strike the continent at 56°, because the channel terminates before you reach 56°.

Thirdly, you could not from the head of Portland Channel—assuming these Admiralty surveys are correct—strike the summits of mountains parallel to the coast, because there are several intervening ranges, and the line would necessarily run far more than ten marine leagues from the coast—in fact over twenty.

Then with Wheaton's definition you have to insert not only "*Portland Channel*," but his word "*Eastward*," which is not found in either text of the Treaty; and to assume that the summit of the range of mountains that would be found, where a line running north up the Portland Channel would strike the continent at 56° would be within ten leagues of the coast, whereas it is shown by actual measurement on the chart that it must necessarily be more than twenty marine leagues off. The only possible solution that can be found for the contention on behalf of "Portland Channel" is, that in the entrance of this channel is an island called "Wales Island," the southernmost point of which is in 54° 40′ N. L., and from which point a northerly course would ascend Portland Channel, but which island is not only *not in the longitude specified*, but, as already stated, is 50 nautical miles to the east of that initial point.

Moreover, it may be observed, that Portland Channel, from its entrance to its head, is so entirely *within the continent* that by ascending it you could hardly be said to strike the continent.

Whereas the northerly course from the starting point to Burrough's Bay, actually *passes among islands*, and does not strike *the continent until you reach* 56°.

Thus, with reference to McCulloch's version of the Treaty, you reconcile every word and term with the geographical and topographical features of the country directed to be your guide; while to adopt the version of Hertslet or Wheaton, you have *to ignore all*—nay, even to reconcile themselves to themselves, you have to interpolate words which are nowhere to be found, and which, while *suiting one part, are utterly inconsistent with every other part.*

As confirmatory of the construction in favour of McCulloch's version, the first subdivision of the 4th Article of the Convention may also be cited. It there declares that the island called Prince of Wales Island, shall belong wholly to Russia; a declaration unnecessary if the line was to go up the Portland Channel.

A most striking illustration of the truth of these views is found in the position of the coast range of mountains where it crosses the Stikine. That range rises not far from the tide waters, and the summit of that range is within 20 miles of the sea. This is proved by the fact that in following up the valley of the Stikine, the axis of the range is passed at about 19½ miles from the coast. Up to about this point the Stikine makes a somewhat easterly course from the sea. Thence rounding the range in question, it takes a more northerly course, receiving four or five glaciers, which flow in an easterly direction from the summit of the range into the valley of the Stikine.

Therefore there can be no difficulty in ascertaining the line contemplated by the Convention.

From the head of Portland Channel to reach a distance of even ten marine leagues from the coast to find the coast range, would render necessary the crossing of at least two intervening mountain ranges, a circumstance wholly irreconcilable with the Treaty, the head of that channel being where a protraction of it would strike the 56° parallel, over 20 marine leagues from the coast.

The survey of Mr. Hunter, C. E., appointed by the Dominion Government to examine and report, will be found at page 146 of the Sessional Papers 125 above referred to, and conclusively establishes the coast line range of mountains at the crossing of the Stikine to be about 20 miles from the sea, and within 10 marine leagues; and the Russian maps, tracings from which are enclosed herewith, show, with equal certainty, that both above and below the Stikine the coast range runs approximately at the same distance down to the 56th parallel, where the line ascending northerly from the southernmost point of Prince of Wales Island, Cape de Chacon would strike the continent—an impossibility if the Portland Channel be assumed to be the line.

On this latter point also, as to the position of the coast range below the Stikine down to Cape Camano, Mr. McKay, an old Factor of the Hudson's Bay Company, affords the most direct personal observation, having on three several occasions coasted the whole distance in canoes, and confirms, in the strongest manner, the position of the coast range as above stated, and the correctness of the delineation on the Russian maps, and the language of the Treaty in that particular.

His evidence is in such detail, and is so thoroughly reliable, from his standing and experience in the country, extending over 40 years, that it is given in full.

"The section of country which lies between the mouth of the Stikine and Cape Camano

"is very rugged, consisting of short ranges of mountains *which follow the general trend of the* "*coast*, and which are intersected by numerous deep precipitous gorges.

"These gorges are the outlets of series of more elevated and wider valleys following *the* "*general direction of the coast ranges* and *dividing these from the more compact ranges of the* "*interior.*

"The coast ranges rise abruptly from the sea.

"The *distances of their summits* from the *sea-shore*, may be stated *at from fifteen to twenty* "*miles.* Their general elevation above the level of the sea at from two thousand to four "thousand feet.

"The intersecting gorges are short. The dividing valleys extend in some instances for "many miles, containing numerous lakes, discharging rivers of considerable magnitude. As "*dividing the coast ranges from those of the interior* they form an important feature.

"*The summits or water-sheds of the coast ranges can be clearly defined by tracing the flow* "*of the streams and glaciers towards the sea, and towards the dividing valleys above described.*"

As further strengthening this position, both at the time of the Treaty and before, there are a set of ancient French maps, the property of a gentleman in Victoria, in which the dividing line between the British and Russian possessions in the vicinity of Prince of Wales Island, is clearly defined and shown by a coloured delineation, *placing the whole of Portland Channel, and all of the islands* (including the large island of Revilla Gigido) up to the channel *leading northerly from the Cape de Chacon*, the *southernmost* point of Prince of Wales Island, in latitude 54° 40′, and longitude 132° west, *within the British possessions.*

This map was published at Paris in 1815, just after the Restoration, and dedicated to Monsieur the Comte D'Artois. Under the head of observations, printed thereon, is the following:—

"*Indication des-Materiaux.*

"Amerique Russie (extremite du Nord Ouest), les cotes du Detroit de Bhering, celle du Nord du Grand Ocean, y'compris les Iles Aleutiennes, la *presque'lle d'Alaska—en ablant* vers l'Est jusq'au 145° degre' da Longitude Occidental *sont tires* d'une carte en 4 feuilles du Nord du Grand Ocean, *public' at St. Petersburg en* 1802—Les noms des peuplades que se trouvent vers cette extremite de L. Amerique sont places d'apres les rapports de L. Messrs. Demidoff, Karschetiff, Bosanoff, &c., de l'expedition de Krusentern. Cotes Ouest, Nouveau Norfolk, Conouailles, Nouvelle Hanover, Nouvelle Georgie, Nouvelle Albion, et Nouvelle Calefornié, Toutes ces cotes sont tires des cartes des voyage de Vancouver." *

It is not only a presumption that the Russians in using the language they did thoroughly understood the meaning they intended to convey, but it is a well-known tradition among those who were acquainted with the country many years back, that the language did express the sole and only object the Russians *then* had in view.

There had been a combination of the Indians extending all along the coast, *from Sitka down to Prince of Wales Island*, by which Sitka in early years, after the Russian settlement, had been taken and burnt.

After its recovery the Russians wished to be placed in a position by which they could command this combination of the Indian tribes, and for this reason in their division and settlement with Great Britain, they *secured the narrow belt along the coast*, culminating with the summit of the Coast Range, beyond which the Maritime Indians were not wont to pass.

It was not land the Russians desired, and this Convention placed them in a position to punish the Indians without any infraction of the rights of Great Britain.

Whether this tradition be true or not, at any rate, it was well calculated to accomplish what it is alleged it was intended to do.

To some degree as corroborating this view, we find it mentioned by a traveller on the Stikine in 1876, that as a general rule the sea-coast Indians do not go into the interior. The Taltan Indians, a fine river tribe—honest and industrious and priding themselves on their

* SOURCES OF INFORMATION.

Russian America (the extremity of the North West), the Coasts of Behring's Straits, that of the north of the Great Ocean and the Aleutian Islands comprised therein, the Peninsula of Alaska, as far East as the 145° of West Longitude, are drawn from a map, in four sheets, of the North of the Great Ocean, published at St. Petersburg in 1802. The names of the tribes who inhabit this extreme end of America are taken from the Reports of Messrs. Demidoff, Karscheloff, Bosanoff, &c., of the Expedition of Krusentern.

The West Coast, New Norfolk, New Cornwall, New Hanover, New Georgia, New Albion, and New California. All those Coasts are drawn from maps of the Voyage of Vancouver.

good name,—claim the lordship of the river, and refuse to permit the Naas or sea-coast Indians to come into the interior.

Of course an Indian's permit depends upon his power to enforce what he forbids, and there must have been occasions when the sea-coast Indians penetrated into the interior, but it can well be understood that this known hostility of the inner and outer Indians would induce the Russians to believe the narrow belt along the coast sufficient for their purpose.

Thus we have the language of the Treaty, as Mr. McCulloch gives it, coinciding not only with the topographical features of the country, but accomplishing the object which tradition assigns as the reason for its adoption.

The Government of British Columbia contends that any recognition of the words "Portland Channel," as being in the Treaty, was a grave mistake, and most injurious to the interests of British Columbia.

Apart from all future consideration, it is to be observed that between the two lines contended for—that is a line running from the head of Portland Channel and a line from Cape de Chacon northerly to the point of contact on Lynn Canal, where both must converge to strike the 141st parallel—there are upwards of 5,000,000 acres of land, not of a frozen waste, but of land abounding in excellent harbours, extensive fisheries, abundant timber and valuable mines; and though not capable of any great agricultural development, yet capable of producing good pasturage and fair vegetable crops.

The Government of British Columbia would observe that at the time of transfer by Russia to the United States, in 1867, this land was within the territorial limits, and a part of British Columbia, and when British Columbia went into the Confederation in July, 1871, was taken with it as a part of that Province.

The question of the correct Boundary Line had never been raised up to that time; nor had it been examined into.

They regret, however, that notwithstanding the fact that this difference of construction of the Treaty or Convention of 1825 was brought to the notice of the Dominion Government as far back as 1877, yet that the map of the Dominion published in 1880, under and by authority of the Dominion Government, contains this erroneous Boundary delineated thereon, giving it in reality the strongest sanction it had yet received from any British authority.

The Government of British Columbia deems it necessary to call the marked attention of the Dominion Government to this circumstance, as they would find it difficult to defend to the people of British Columbia the alienation of so large and valuable a portion of the Province without great consideration and equivalent compensation.

It is not incumbent on the Government of British Columbia to explain how it is that, as before observed, in the negotiations and directions to its own officers, it has been assumed by the Dominion Government that the term "Portland Channel" was an integral part of the Convention. An examination of the maps, of the Treaties, and of the features of the country, show no sufficient authority; but it ought not to escape remark, that the public documents laid before the Dominion Parliament are calculated to mislead.

By reference to the Sessional Papers No. 125, Vol. XI., No. 2, 1878, before cited on this subject, it appears at page 33, that in compliance with a request from Captain Cameron, R. A., Her Majesty's Boundary Commissioner, addressed to the Minister of the Interior, dated 9th April, 1874, for a copy of that portion of Vancouver's history of his voyages which described the passage named "Portland Channel," the Surveyor-General, under date of 25th April, in acknowledging his request for information "in connection with original records illustrating the Portland Channel and country in the vicinity thereof, on the Alaska coast," transmits an extract from a French history of Vancouver's voyages, "embodying," as he alleges, "all the remarks made by Vancouver respecting the Portland Channel."

On an examination of the extract it would appear to be one connected narrative, limited to Portland Channel only, but by reference to Vancouver's own work, published by Stockdale, in London, in 1801, *this extract* is found to be not one continued narrative, but *a succession of selected paragraphs from intervening passages;* and between *the 7th* and 8th paragraphs, —the former *ending* "miles in circuit," the *latter commencing* "*our course*"—*there is an entire ignoring of nearly fifty pages,* in which Vancouver describes his personal navigation round the large Island of Revilla Gigido; his discovery of Burrough's Bay, its exact position on the 56th parallel; his reference to Cape Camanos; the course southerly down the channel towards Cape de Chacon; his rounding Cape Northumberland, marking his distance from Cape de Chacon as the west point of entrance into this arm of the sea, as at 8 or 9 leagues, thence on to Cape Fox, 5 leagues further; his naming the Island of Revilla Gigido and Behm's Channel

after distinguished Russian officers, whose courtesies he took that opportunity of acknowledging; and his *subsequent course* on to the entrance of the Channel, which he had before examined as part of the continent, and which he then, for the first time, called "Portland Channel," in honour of the Bentinck family.

Considering that Captain Cameron's object was to get information that would guide him in determining what was the Boundary under the Russian Convention of 1825 "between the "possessions upon the coast and the islands of America to the north-west," the omission of any reference to that navigation of Vancouver, which showed that a northerly course up the Channel from Cape de Chacon to Burrough's Bay would pass and form a line between the islands and strike the continent at 56° was, if accidental, certainly unfortunate.

He had navigated from that part of the continent which formed the entrance to what he subsequently called Portland Channel; had gone northerly, reached and named Burrough's Bay; had fixed its termination on the continent at 56° 1½″; had thence descended, southerly, the Channel, round the Island of Revilla Gigido, until he came down between Cape de Chacon and Cape Northumberland—proving conclusively that the intervening lands between his point of departure and Cape de Chacon were Islands, and that the features of the country were such as to coincide exactly with the terms subsequently used in the Russian Convention of 1825, and leaving no doubt that those terms were taken from and formed upon his narrative.

The whole of this narrative is found in Chap. 5, July and August, 1793, the same chapter from which the extract is taken, and in which Vancouver shews the head of Portland Channel terminates, "in low marshy ground, in latitude 55° 45′," and satisfies himself that it was within the continent, as it undoubtedly is.

But beyond even this Chap. 5, and as if to remove any possible inference from the fact that the small island in the entrance of Portland Channel, called Wales Island, could have been meant by the expression "Prince of Wales Island," used in the Convention, we find that in the early part of the next Chapter 6, a continuation of this same narrative of September, 1793, Vancouver assigns his reason for that name. He says:—"The west point of Observatory "Inlet, I distinguish by calling it Point Wales, after my esteemed friend Mr. Wales, of "Christ's Hospital," and in the subsequent Chap. 7, September, 1793, of the same narrative, after naming the different straits and sounds after members of the Royal Family, he says, speaking of the Duke of Clarence Strait, which divides the Prince of Wales Island from Revilla Gigido Island and the islands to the northward as far as Port Protection, and thence southerly and westerly to Cape Decision, he says, it is bounded on the eastern side by the Duke of York's Islands, part of the continent about Cape Camanos and the Isles de Gravina. "Its western "shore is an extensive tract of land which (though not visibly so to us) I have reason to believe "is much broken and divided by water, forming as it were a distinct body in the Great Archi-"pelago. This I have honoured with the name of the Prince of Wales' Archipelago."

Thus, in the use of the term "southernmost point of Prince of Wales' Island," at the time of the Convention, there could be no possible confusion of places in the minds of the Russian diplomatists.

Bearing in mind that "Observatory Inlet" and "Wales Island" are integral parts of the Portland Channel, it is inconceivable how a Public Dominion Officer, when asked for information relative to that channel, *for a particular designated purpose*, could have omitted all reference to evidence so material.

The question that Captain Cameron had to solve was the location of the boundary under the Convention—what features of the land and water would accord with the terms therein used. It was not the question where Portland Channel was, or whether Vancouver had visited it. That was not disputed. The selection from his narrative, as given and translated, in no way tended to the solution of the difficulty, and as information to the House of Commons was, as to the point to be covered, worthless, if not misleading.

It is this inaccuracy of information which has hitherto proved so disastrous to British Columbia, which gave away San Juan Island, and placed the command of the capital of the Province and the navigation of its interior waters within the power of a foreign country.

The Government of British Columbia therefore again urges, in the strongest manner, that it be in no way—as it hitherto has been—assumed by the Dominion Government, that the term "Portland Channel" forms any part of the original Convention of 1825, between Great Britain and Russia.

To recapitulate—

1st. The words "Portland Channel" and "Eastward," in connection with the line of

demarcation between the possessions of Great Britain and Russia, are not found in the earlier versions of the Convention or Treaty of 1825.

2nd. That in the language found in those earlier versions there is nothing ambiguous, no expression which has to be added to, or tortured from its ordinary and natural construction, to convey a clear and definite meaning.

3rd. That in its application, the language of those earlier versions complies with the geographical and topographical features of the country, as proved by the best charts and maps existing at the time the Convention was made, and by the actual examination of the coast and mountain ranges at the present time.

4th. That if the words "Portland Channel" be admitted into the language of the Treaty, it is impossible to reconcile a line drawn from the initial point, as indicated by the latitude and longitude and local definition specified in the Treaty, to and up the Portland Channel, with a single one of the topographical features pointed out as guides to govern the line.

5th. That the word "Eastward," assumed by Wheaton to be therein, or necessary for understanding it, is an entire departure, not only from the text, and the courses and mountain ranges described, but is an admission, that, without the interpolation of that word, it is not possible in any way, under the Terms of the Treaty, even to approach the Portland Channel.

6th. That the assumed line laid down on some of the modern maps and charts as passing through Portland Channel, was not laid down, acquiesced in, or sanctioned, so far as can be ascertained in British Columbia, by any competent authority, before the transfer of Alaska to the United States, and has, from the first attempt of the United States to exercise any authority, based upon the extension of that line within the territory claimed by British Columbia, been disputed by the Dominion and by British Columbia.

7th. That the map of the Dominion, published by authority of the Dominion Government in 1880, on which the line through Portland Channel is laid down, can have no legal effect in depriving the Province of British Columbia of the large extent of territory, lying between the true line defined by the Convention and the said assumed line, the said last named line having been placed thereon through inadvertence, and being of no validity, as without sanction or authority from the Treaty-making powers—Great Britain and the United States,—without whose action no such international boundary could be agreed upon.

8th. That the delineation on the French map, above referred to, is conclusive that, among the most civilized nations of Europe, Portland Channel and the islands to the westward thereof, as far as a line ascending northerly up the channel from Cape de Chacon would strike the continent at the 56° of latitude, were, upon the strength of Russian authorities, recognized as within the possessions of Great Britain in 1815, and is in singular accord with the definition in the Convention of 1825 by Russia, as to where the line of demarcation would be found.

9th. That if such words are found in the transfer from Russia to the United States, Great Britain, not having been a party thereto, is in no way bound thereby, and the Dominion of Canada and the Province of British Columbia cannot be legally deprived of their territory by such act.

10th. That there has been no lapse of time, no user, or acquiescence by any of the parties to the Convention of 1825, or their representatives, that can in any way justify a forced departure from the line of demarcation defined by the Convention.

11th. That British Columbia is unwilling to assent to any such departure without the gravest considerations.

The following are the charts and tracings referred to in the foregoing observations:—

No. 1. Chart.—South-west Coast of Alaska and Alexander Bay: from British Admiralty Charts, 1865, corrected by officers of United States ships "Saginaw" and "Jamestown," 1869 and 1880, with the two lines delineated thereon in red.

No. 2.—Admiralty Chart—Port Simpson to Cross Sound—with the two lines delineated thereon in red.

No. 3.—Tracing from Russian Chart of 1849, shewing the coast range of mountains, with letters in red A, B, C, D,—A B indicating Cape de Chacon and Burroughs Bay, C to D Portland Channel, with the two lines thereon in red.

No. 4.—Tracing from French Map of 1815, dedicated to Monsieur le Comte D'Artois, shewing, by coloured delineations, the dividing line at that time between the Russian and British possessions on the North-west Coast of America.

RETURN

To an Order of the House for copies of all telegrams, correspondence, and other papers in connection with the construction of a sleigh road through the Marble Canyon.

JNO. ROBSON,
Provincial Secretary.

Provincial Secretary's Office,
11th February, 1885.

VICTORIA, B. C.,
11th October, 1883.

SIR,—I have the honour to instruct you to make an instrumental survey of a route for a waggon road to connect the Lillooet-Clinton Road with the Main Trunk Road, *viâ* Marble Canyon. You will mark salient points with large stakes, numbered consecutively, and make full notes of the necessary grading, bridging, &c., &c., required for the proper construction of a waggon road between said stakes; also give an estimate of the probable cost of constructing a road, with light gradients, having a carriage-way eighteen feet wide, based upon local prices.

I have, &c.,
(Signed) W. S. GORE,
Surveyor-General.

Wm. Allan, C. E.,
Clinton, B. C.

VICTORIA, B. C.,
23rd August, 1884.

SIR,—By direction, I have the honour to enclose herewith a copy of an advertisement inviting tenders for the construction of a sleigh road, *viâ* Marble Canyon and Hat Creek, for your information.

I have, &c.,
(Signed) S. PHIPPS.

F. Soues, Esq., Government Agent,
Clinton, B. C.

[TELEGRAM.]

ATTORNEY-GENERAL'S OFFICE,
VICTORIA, 18th August, 1884.

To Robert Carson,
Clinton.

Construction Marble Canyon waggon road impracticable at present.

Propose constructing sleigh road, which, with frozen lakes, can be used during winter months, and be eventually made waggon road.

Consult neighbours concerning feasibility of scheme, and wire me suggestions Government expense.

Give copy O'Halloran.

(Signed) A. E. B. DAVIE.

[TELEGRAM.]

CLINTON, B. C.,
27th August, 1884.

To A. E. B. Davie, Victoria.

Have seen neighbours about road, all wish to have waggon road built, but consider it too late to do the work. Was surprised to learn last-night that tenders were called for construction of sleigh road. Letter by mail explaining views of settlers. Sleigh road would benefit me very much if built in proper place, but if built where surveyed will benefit no one except Cargyle.

(Signed) R. CARSON.

PAVILION, 25th August, 1884.

SIR,—In reply to your telegram respecting road through Marble Canyon, we, the undersigned settlers of Pavilion and vicinity, are agreed that the waggon road is what we want, but in the meantime if a sleigh road was opened out on the line for the waggon road, it might be a benefit to some of us this winter, but as the season is now well advanced, there is scarcely time to make a sleigh road to be of use this coming winter, it is, therefore, the wish of all that the waggon road be constructed, and that the work be commenced as soon as possible, and, furthermore, that it be done by contract. There is a portion of the surveyed route which is not where it ought to be. We wish that the line for road leave the last crossing of Hat Creek (at the Rancherie) and go through Morgan's flat, and coming in junction with the Trunk Road two miles below Cargyle's, instead of as at present surveyed to Cargyle's. This change will shorten the distance to Cache Creek two miles at least, and will give a better grade and good sleighing in winter; whereas by taking it the other way it will run through open country where there will be little or no snow. By making this change the cost of making that portion will not be more than half what it will cost to make the same distance towards Cargyle's. The enclosed sketch will give you a fair idea of the unreasonableness of the line as at present surveyed.

As the opening of this road is intended principally for the settlers of this vicinity, the Government therefore are deserving of censure in not notifying us of their intention of sending a surveyor to survey the route. We ought certainly to have had notice, in order that one of our number could have gone with Mr. Allan, the Surveyor, and selected the best route. We can see no reason why the line was located to Cargyle's, unless it was through the influence of our junior representative, Mr. Edward Allen.

(Signed) C. O'HALLORAN,
" A. MCDONALD,
" JOHN CURRIE,
" T. J. COLE,
" G. R. TINKER,
" P. GARRIGAN,
" R. CARSON,
" M. GILLEN.

A. E. B. Davie, Esq.,
Victoria.

[TELEGRAM.]

CLINTON, B. C.,
September 2nd, 1884.

To W. S. Gore, Esq.,
Surveyor-General.

Three tenders for Marble Canyon Road—Thirteen thousand seven hundred and forty dollars; eight thousand dollars; six thousand four hundred dollars. Particulars by mail to-night.

(Signed) F. SOUES.

CLINTON, B. C.,
September 2nd, 1884.

SIR,—I have the honour to enclose herewith three tenders received by me to-day for the construction of a sleigh road through Marble Canyon.

In the event of one being accepted by the Government, I would suggest that the following be put in the contract, the matter fully explained and understood by the contractor:—"That *all* timber used in the construction of bridges, culverts, and cribbing, *must be peeled*, and the dimensions of stringers, &c., given."

To the best of my recollection available timber on the line of road is yellow pine, which commences to decay as soon as it touches ground, with the bark on. In the event of none of these tenders being accepted, I would suggest that before moving in the matter again, the outcome of the road at Hat Creek should be gone over again by survey. Perfectly uninterested parties have assured me that it could be brought out to join Section 3, Main Trunk Road, about 1½ miles below Hat Creek, on a better grade, and at a much less cost in construction.

I have, &c.,
(Signed) F. SOUES,
Government Agent.

W. S. Gore, Esq.,
Surveyor-General, Victoria, B. C.

MEMO.—The tenders enclosed were as follows:—

Philip Park	$ 6,400
Uriah Nelson	13,740
T. C. Clark	8,000

VICTORIA, B. C.,
10th September, 1884.

SIR,—I have the honour to acknowledge the receipt of your communication of the 2nd instant, forwarding tenders received by you for the construction of a sleigh road, *viâ* Marble Canyon and Hat Creek.

In consequence of views expressed by a number of the settlers it has been decided not to proceed with the work this season.

I have, &c.,
(Signed) W. S. GORE,
Surveyor-General.

Fredk. Soues, Esq.,
Government Agent, Clinton, B. C.

CORRESPONDENCE

Respecting the Acts passed by the Legislature of the Province of British Columbia, during the Session of 1884.

By Command.

Provincial Secretary's Office,
May, 1885.

JNO. ROBSON,
Provincial Secretary.

The Secretary of State for Canada to His Honour the Lieutenant-Governor.

OTTAWA, 8th April, 1885.

SIR,—I have the honour to acquaint you, for the information of your Government, that the Governor-General has had under consideration in Council the Acts passed by the Legislative Assembly of the Province of British Columbia in the Session commencing on the 3rd day of December, 1883, and ending on the 18th of February, 1884, numbered 1 to 35, inclusively, and that His Excellency has been advised that the power of disallowance be not exercised with respect to any of the said Acts.

I have at the same time to request that you may be pleased to invite the attention of your Government to the following:—

Chapter 3, intituled "An Act to Prevent the Immigration of Chinese," was disallowed by Order in Council on the 8th day of April last.

The Right Honourable the Secretary of State for the Colonies, referring to the disallowance of this Act in a despatch to His Excellency dated the 31st of May last, states that Her Majesty has not been advised to disallow Acts passed in the Australian Colonies restricting by very severe provisions the immigration or introduction of Chinese, and that Her Majesty's Government have not held that the relations of the United Kingdom with China require them to interfere with the Australian legislation on international grounds, and it has been treated as a matter of internal administration with which a responsible Government is competent to deal.

Chapter 2, intituled "An Act to Prevent Chinese from Acquiring Crown Lands," makes it unlawful for the Commissioners of Crown Lands, or any other person, to issue a pre-emption record of any Crown Lands, or sell any portion thereof, to any Chinese, or to grant authority under the "Land Act, 1884" (B. C.), to any Chinese to retard or divert any water from the natural channel of any stream, lake or river in the Province.

Chapter 4, "An Act to regulate the Chinese Population of British Columbia," imposes a tax of ten dollars on every Chinese over the age of fourteen years, and makes other stringent and special provisions for the regulation of the Chinese population of the Province.

His Excellency is advised that no question arises under chapter 2 with respect to the relative authority of the Parliament of Canada and the Legislature of British Columbia. A question may arise as to whether or not the Acts, applying only to a portion and not to the whole of the population of the Province, are constitutional; but that is a question which, if it arises, can be most conveniently dealt with by the Courts. A further question will probably be raised, as to whether or not the Legislature, in the exercise of its powers to impose a direct tax, can so impose it as to limit or restrict that intercourse among people of different nations which constitutes one of the elements of commerce; but that question is also one which, His Excellency is advised, can best be considered and dealt with by a judicial tribunal, as happened in the case of an Act of the Legislature of British Columbia passed in 1878, for the better collection of taxes from Chinese, which was held unconstitutional and the collection of taxes thereunder restrained by the Courts; and for these reasons His Excellency is advised to leave the Acts to their operation.

Chapter 10, "An Act to consolidate and amend the laws relating to gold and other minerals excepting coal." This Act does not contain the provisions respecting the appointment and jurisdiction of the Gold Commissioners which were contained in 45 Vic., cap. 8, and on account of which that Act was disallowed, and there is therefore, His Excellency is advised, no objection to leaving the Act to its operation. I have, &c.,

(Signed) J. A. CHAPLEAU,
Secretary of State.

RETURN

To an Order of the House, showing the amount collected under the several heads of Revenue in the Kootenay District, from the 1st January, 1884, to 31st December, 1884.

JNO. ROBSON,
Provincial Secretary.

Provincial Secretary's Office,
2nd March, 1885.

REVENUE, KOOTENAY DISTRICT, DURING THE YEAR 1884.

Land Sales	$ 1,251 75
Land Revenue	45 00
Free Miners' Certificates	710 00
Mining Receipts General	668 50
Licences	1,427 50
Law Stamps	5 00
Registry Fees	6 00
Ferry Rents	100 00
Sale of Government Property	65 00
Provincial Revenue Tax	13,563 00
	$17,841 75

B.C. Contention
on Alaska boundary

RETURN

To an Order of the House, showing the total number of votes cast by males, and the total number of votes cast by females, at the last election for School Trustees in the City of Victoria.

JNO. ROBSON,
Provincial Secretary.

Provincial Secretary's Office,
16th February, 1885.

ELECTION OF SCHOOL TRUSTEES, VICTORIA CITY, JUNE 16TH, 1884.

Total number of votes cast by males	763
" " " females	269
	1032

S. D. POPE,
Superintendent of Education.

Education Office.
14th February, 1885.

would the Government be willing to use his influence with the former? will it be necessary to appoint an Attorney to enforce the treaties

Cameron's Report

Notes on Cameron's report on location of British-Alaskan boundary. Sept. 86.

In view of Cannon's contention as to Channel behind Prince of Wales Island = Portland Canal, important to know as to intent communications from head of Canal, & how much left if abandoned. Can you say absolutely both ways?

Argument in favor of ceding the Coast strip already complicated by the establishment of various industries, & particularly by development of gold at Douglas I & growth of Juneau. Probably quite valuable

Importance that no very above privileges restricted to Stickeen under Washington treaty if Jakin should prove worthless

Existence (possible) of rivers besides Jakin etc coming through Coast Range renders curved lines impossible to protect interested working excepting of Stickeen, Jakin etc.

General features of Coast still well known

at time of treaty. Mr Phelps remark under Jan 19. 86. p 73 P.S.—
"The coast proves upon survey to be irregular & indented" &c
"Clear & substantially straight line contemplated in treaties" but which stand to be impossible under cession of treaty very evidently to assume the line of coast contended for by Cameron.

Cameron.

Clarence Strait was mentioned in the propositions at the time as a suitable boundary, but abandoned, the waters of Portland Canal must therefore be considered as definitive

D. 12.

Sept 1886.

Letter Carrier.

Reply

DEPARTMENT OF THE INTERIOR, CANADA

GEOLOGICAL & NATURAL HISTORY SURVEY,

Alfred R. C. Selwyn, C.M.G., L.L.D., F.R.S., Director.

MUSEUM AND OFFICE, SUSSEX ST., OTTAWA.

W. H. Dall. 17. Dec/86.

Rec'd 21 Dec

Smithsonian Institution

SPENCER F. BAIRD,
SECRETARY.

Washington D.C. Dec 17th 1886.

My dear Sir:

I see your note in "Science" and Elliott's subjoinder. I write to say, what perhaps you may not understand, that that individual has no official connection whatever with this institution, nor any except such as he gains by occasional employment as a draughtsman or collector. He is constitutionally inaccurate. Many others will recognise their own material among his "conveyances." As I was called on to review his book in several places I omitted any reference to the wholesale and absolutely uncredited use made of my own various publications.

He has among others laid Bancroft's History of Alaska and Moravian mission Reports from the Kuskokwim under contribution. He knows next to nothing of SE. Alaska. I do not believe he has spent one week there in all his life and I know he never went near the Territory until 1866 or '67, probably the latter year. But his work is so contrived by absence of "citation" as to give the idea that the statements are all from his own observation. Had he any scientific or social standing I should have "gone for him" long ago, but as he is only a secondrate newspaper reporter in the pay of the Alaska Fur Company for "representing their interests" about Congress, I have thought better not to dirty my hands with him. Yours sincerely

Wm. H. Dall

Geo. M. Dawson Esq Ottawa

UNITED STATES

POSTAL CARD.

ONE CENT.

NOTHING BUT THE ADDRESS TO BE ON THIS SIDE.

Dr. Geo. M. Dawson
Dominion Geol. Survey
Ottawa
Canada

Recd 20 ap

Washington Ap. 18, 1887

My dear Sir,

Many thanks for Rep. '86, part R: very interesting to me.

Glad to hear you are to take up the boundary survey, & wish you all possible success. I may note that I have the highest authority for saying that no geographical value attaches to the positions etc. of the St Elias party (Schwatka & Leton-Kane) as they had no instruments of precision & took no reliable observations. Schwatka's work between Chilkoot Pass & Selkirk is better; below Selkirk, of little value, except for general direction of stream to St. Yukon. Petroff who was under the influence of the A.C.Co. altered the course of the Yukon on the Census Map, between Selkirk & St. Yukon. I found this fraudulent later, but not until I had put it on my Coast Survey Map of 1884.

Yours sincerely W.H. Dall

UNITED STATES NATIONAL MUSEUM

UNDER DIRECTION OF

THE SMITHSONIAN INSTITUTION

WASHINGTON

Dr Geo. M. Dawson Apr. 21/87

Victoria B.C.

My dear Sir,

Your favor of the 17th is at hand. I had sent a postal the day before acknowledging the very interesting pamphlet, but I suppose it must have missed you. I am very glad you have undertaken the work and trust you will have every imaginable success. The trouble has been here that the survey proposed has always been assigned to military officers as a matter of course who have put in estimates of millions for the cost of the work which Congress has therefore been unwilling to authorize. If

civilians conversant with the region had been consulted, the case would have had a different aspect entirely & the bill doubtless been passed ere this.

Some notes which, of course, you will please regard as private & not official may be of interest to you in connection with the region to be explored.

Schwatka made a running survey as far as I can learn unchecked by any reliable astronomical observations of the Lewis branch from the Chilkoot Portage to Selkirk. Below that he drifted on a raft and his map only represents the general course of the river. Some Mss maps by a very eccentric person, of no particular education, who calls himself "Dr. Everette" seem to indicate that many details are still to be added to Schwatka's

map of the Lewis to make it at all complete. But Everette knew too little about surveying to make his maps, which must have cost a world of labor, available for platting. Moreover he is not exactly reliable in some other respects. The Schwatka St. Elias expedition, I have the best authority for stating, took no reliable astronomical observations and the map he published in the Herald is erroneous in many particulars, even by the itinerary of his own party. Mr. Seton-Karr's remarks on the position of Mount St. Elias are therefore entirely valueless. A man named Petroff was employed by the Census to collect information in Alaska. He published a voluminous report which you have probably seen. The map in it was prepared partly from data supplied

by him and partly from other sources. It is understood that he is under the influence of the Alaska Commercial Company, the great fur monopoly of the northwest. They had in 1879 a post called Fort Reliance, on the Yukon above old fort Yukon. In his map he bends the river between Selkirk & old fort Yukon so as to put this post on the American side of the line. In my map (U.S. Coast Survey of 1884) of Alaska, supposing this was done from new data, I modified this part of the river to agree with it. Later Schwatka's report came out, showing I had been deceived and that the old line from the Telegraph explorers on my map of 1869 was much more nearly right. I hope you will take all precautions in regard to food on

your trip. Our parties found the region of the upper Yukon, destitute, or nearly so, of natural food resources. Fish even was very scarce.

You will have a charming opportunity to clear up the existing confusion as to the tribes occupying this area, which I believe are nearly all Tinneh, few in individuals & rather poverty stricken.

Again wishing you every success I remain very sincerely yours

Wm H. Dall

Dall 21. April

UNITED STATES NATIONAL MUSEUM

UNDER DIRECTION OF

THE SMITHSONIAN INSTITUTION

WASHINGTON

April 1882.

W. H. Dall

to Dr Dawson

!

11

Recd. 5 oct. 87

Juneau City Alaska Territory
October 4th 1887.

Dr. Dawson Geological Survey Dept.

Sir.-

As you are going east on this steamer, I would like to ascertain wether it is likely that the Dominion Government will take the necessary steps that our goods can pass in bond into the Yukon Country, so as steamers could run from Victoria to the locality where the route may be opened either at the head of Lynn Cannal or at the Takow. As matters now stand all goods shipped from British Columbia destined for the Yukon Country by the coast route are subject to the regular custom duties.

As the fares and freights are so unreasonably high on American steamers plying between Puget Sound, Portland, and this place, and only stopping a couple hours at Victoria throws the whole of the Yukon trade into the hands of the United States Vessels.

If british bottoms could run from British Columbia to wherever the road may be made to cross the range into the Yukon, it would greatly benifit British Columbia and Victoria especially, as then freight and passengers could be carried for nearly half of what it is now done.

If this should be accomplished I would make a proposition to the Dominion Government to carry a mail to the principal

camps in the Yukon district.

I will ascertain before leaving here for Victoria wether the Takou river is practical for a route or not.

I Remain Sir

Your's Respectfully

William Moore

Answered 11. Oct. 6
Appd Not bt able to
give the information asked,
Think probable steps will be
taken when commercial route
opened & Ht difficulties in tents
of B.C. will be considered

Capt. W. Moore
4. Oct. 87

Rec'd. 10 Dec

Victoria B.C.

December 3rd. 1887.

Mr. Dawson

Dear Sir. -

I Received your letter of the 11th of October at Juneau on my return there on November 27th, and arrived here last night. I have come to the conclusion that the "White Pass" at Skageway River putting into Lynn Cannal about five miles South East of Mr. Healy's house can be made the best route into the interior, as the Takou river is only navigable for light draft steamers Thirty Miles which would make the land travel to Arkleen Lake which empties into the Hoodelinka River too long.

I have particularly examined the route leading through "White Pass" along the Skageway River, and also sounded the Bay and found it to be deep water - varying from three to Fifteen Fathoms with good holding ground for vessels, and the only good harbour north of Bennie's Bay except the Mission.

I firmly believe that the distance will not exceed Seventeen miles from where an ocean steamer can discharge freight alongside of a wharf through the pass into British Columbia. If the Government wishes to have a sketch and explainations of these routes I will prepare and forward the same. As I will go into the Yukon again on the last of January or the first of Febuary it will be necessary to have

an answer shortly. A large number of men are going into the mines again in Febuary, and would like to ascertain if British goods can be taken in, in transient, also wether British vessels could take freight and passengers from Victoria to Skageway River for the interior. Could you please let me know by return letter if Mr. White has received my letter from Juneau dated the 17th September.

I Remain Yours Respectfully
Wm. Moore.

Capt. W. Moore
J. Secy
On White Pass &c

Coast line was already known as recall by Vancouver's Surveys etc to be ~~[illegible]~~ much dissected neither the charts nor any hypothesis could establish probability of range parallel to the sinuosities — Coast must therefore have referred to outer coast range bordering it. Same applies to 30 m inland limit as it would have been absurd to follow windings inland of the fjord mountains of fjords etc.

Alaska Coast strip
merely a fence to the
interior where our interests
— of quite fundamental importance —
lie

In reports of profound geol
is cool.

—

Bearing on fur-trade
of Lewis R. line. Opens the whole
up. Bearing of Yukon in same.
River line where among
islands must follow
w'dest & deepest channel

—

River line zoned first
between Yukon & Porcupine

—

Have in fact as much or
more more water of
Yukon than US. avg
abt 800 m down stream
from crossing of line & mouth
as we now know.

— Aut. & importance of transit
trade to Canadian index of what will
be on Yukon.

Guiana, coal bed exhibition on Stikine.

Exceptional value of Southern portion of Dawson

No landing place on E. side of Chilkoot Inlet,

—

Alaska Coast pilot. 1882. p 93.

Dawson. "Transactions of the amt of several hundred thousand dollars were reported for 1876 & of that time about a million dollars worth of goods & gold dust passed through the hands of traders & miners in & out of this port by duty annually"

—

Great advantage in keeping the whole Yukon-Tahltan valley in possession.

See as to character of Gulkin
agriculture etc. Petroff p. 9.
also Doll on Tenedra

Petroff states fur trade of Gulkin at
$75000. (much of this from Can. Ter.)
p. 5.

As an index of the ~~possible~~ possible future importance of the upper Yukon ~~district~~ region in respect of placer mines alone, it may be mentioned that the contiguous Cassiar district in northern British Columbia is estimated by the Minister of Mines of B.C., to have yielded $1000000 in gold in 1874, its year of maximum production. This ~~year~~ gold was practically all obtained from a few creeks in a comparatively limited area. In the Yukon territory East of the 141st meridian there is room for several such mining camps, & the surveying of the roads & trails in the Cassiar district, gives good grounds for the belief that such will be found. The yield from the Cassiar district has since gradually declined, but ~~the~~ Cassiar will doubtless repeat the history of other ~~placer mining~~ placer districts in which placer mining has been only the prelude to the establishment of permanent quartz mining. It is

stated in the Alaska Coast Pilot (1883. p. 93. footnote) that in 1876 transactions to the amount of several hundred thousand dollars were reported for Wrangell, the entrepôt for Cassiar, & that in the same year about a million dollars worth of goods & sold had passed through the hands of traders there.

The length of ~~branches~~ the Yukon & its branches navigable for steamers in Canadian territory were in former days roughly estimated at 1000 miles. This did not include the Porcupine River nor (with the exception of the upper part of the Lewis) the navigable upper reaches of the Pelly & probably other rivers, separated from the continuous navigation by these great parts of Cañons or rapids. Taken, however, at the minimum above given ~~was~~ the extent of Canada ~~interest~~ in the navigation of the Yukon as a whole, is ~~greater~~

actually greater than that of the U.S., as the length of the Lower rivers, west of the 141st meridian — measured as before in 50 mile lengths — is about 900 miles only.

With further reference to the remark made on p. 25 of Memo. preceding transmitted "that under no circumstances should this part of the line be carried inland further than the position of the valley which runs South Eastward from 'Tahtlo Lake'" etc. The advantages of retaining the Lower Control of this valley which is a structurally important one & well worthy should constitute the main North-&-South route to the East of the Coast mountains, is very obvious. There is on the system of lakes at the head of the Lewis an uninterrupted stile water navigation known to exceed 110 miles, & probably exceeding 160 miles.

This ramifying through ~~a vast~~ one of the most accessible portions of the Country, & one in which mining developments are extremely probable (one or more quartz claims have already been staked out) is likely soon to become a factor of great importance. A line drawn along ~~along~~ the line of water communication in the valley would give equal rights on several of the lakes, which it ~~on~~ would be preferable to avoid, any line drawn further East would deprive Canada of the advantages of these lakes.

The Hotalinqua of the U.S. Coast Survey maps of Alaska (1884) ~~approximately follows the line~~ is represented as near the line of the valley above referred to. The 'Hotalinqua' of the Miners is an entirely different stream, named the Newberry on Schwatka's maps, & the Nas-a-thane on the ~~coast survey~~ Coast Survey maps.

Any reference to the Hotalinqua by name would therefore be ~~light~~ ambiguous & doubtful

The country lying immediately inland of the coast mountains is in many respects more favorably situated & is ~~than~~ better in regard to climate than most of that further inland. In this ~~respect~~ connection attention may be drawn to the considerable area of this particular country which is included in the tract referred to in paragraph 2. p. 25 of previous memo. It should also be mentioned that specimens of coal have been obtained from ~~this district~~ a locality near the head of the Chilkat in this district, & that coal is found to occur on the Lewis River. The fur trade from this particular tract is also considerable, it being estimated that from $10000 to $12000 worth of furs annually reach Chilkat from it. The fact that the northern end of the triangular tract & the coast of the Lewis

This tract also includes a large tract of the more southern portions of the upper Yukon region

probably includes the rich placer mines of Yo-en Creek, has already been stated. These particular deposits may probably be worked out in a few years, but their existence establishes the likelihood of ~~additional~~ the discovery of further deposits of the same kind in the neighbourhood.

The most natural line of Eastern boundary of any territory ceded in this region, would doubtless be the Lewis River, but the area & the worth this as shown by recent surveys is immensely greater than that of any possible compensating acquisition of the Alaska coast strip.

It should also be ~~the~~ noted that the clearances of the west bank of the Lewis will have the effect of throwing the fur trade of the whole interior of the Country open & competition from the Hudson's Lewis. The serious character of this competition will be understood when it is stated that

the Indians inhabiting the upper Yukon region do not habitually follow the rivers, but travel by numerous trails running generally across the direction of the other tributaries of the Yukon & coming out upon the line of the Lewis River. By these trails the Indians frequently make the journey from the upper Liard to the Lewis.

Some compensating advantage in trade & in the facility of communication might be gained by the acquisition of the portion of land west of the 141st meridian between the Yukon & its tributary the Porcupine, including Old Fort Yukon, formerly a Hudson Bay Post. This would also give a natural ~~water~~ river boundary. The land itself forming this point is represented, however, as of questionable value, being according to Mr. Macdonald of the H.B.Co., composed of low hills sparsely wooded with inferior timber.

It lies in fact south of the post shown on the map. Its area may be about 10,000 sq. miles.

~~A River line~~

A line of boundary following any part of the Lewis or Yukon Rivers would require to be specially surveyed in order to determine of the position of the main Channel, the disposition of the key numerous islands.

Rapping & Chilkoot Inlet. — The only good landing place with level land for a town site at the northern extremity of this branch of Lynn Canal, is insular, & on the west side of the inlet.

Telegraph Creek & Grand Trunk reported & in the news. previously proposed as the head of navigation on the Stikine. At certain stages of water the town of Glenora — about twelve miles further down, — becomes the head of navigation, & that part of the river between the two places is exceptionally difficult.

Character & solve of the upper Yukon & adjacent territory means of access etc.

Save ~~as by~~ arrangement might possibly be made

~~If any arrangement could be made~~ ~~might possibly be arranged~~ by which the definition of the boundary-line between ~~Portland Canal~~ & the 141st meridian ~~can~~ might be simplified, by ~~effecting~~ providing for arranging an exchange or consolidation of territory not ~~otherwise~~ disadvantageous to either party. ~~Should~~ In advance of ~~any~~ any such arrangement ~~be contemplated~~ it becomes important to consider particularly the ~~proved~~ actual or prospective

value of the region in its different parts, the routes to & in the region which are now in use or may be subsequently surveyed; & its relations to the contiguous territory.

were!

The prospective value of the ~~[illegible]~~ northern part of BC, & the Upper Yukon district as a mining region, I ~~consider as~~ believe to be great. ~~It~~ This region embraces, — beginning from the vicinity of Dease L & the intersection of the Yukon with the 141st meridian, a length of over 500 miles of the Cordillera belt of the west, which wherever it has been examined has been found rich in minerals, particularly in deposits of the precious metals. The ~~width~~ width of this particular portion of the Cordillera is also great, as it appears, so far as our explorations have gone, to extend from the coast to the eastern ranges of the

X This portion of the Cordillera region, ~~taken altogether~~ ~~that of the Sou~~ together with that regarded as an extension of it in the of the more southern part of B.C., gives an aggregate ~~a total~~ length of between 1200 & 1300 miles, almost exactly equal to the length of the Sierra Nevada hill ~~on~~ eastwards the U.S., & in all probability ~~[illegible]~~ superlative of ~~an unknown~~ an eventual & mining development ~~[illegible]~~ equally great.

Agriculturally, the present value of ~~the district~~ this part of the Dominion is comparatively small, for though much fertile land is to be found summer frosts would generally preclude the growth of wheat. I am satisfied, however, that barley, rye & other hardy crops ~~can~~ may be grown successfully at least as far north as Lat. 63° on the Yukon head-waters & that in the future the country will support an agricultural population as important as that found now in Europe in similar latitudes. On the Stickine, to the East of the Coast Mountains it bears the 38th parallel, wheat, barley & potatoes are already cultivated to a limited extent, irrigation being however necessary on account of the great dryness of the climate, which contrasts very remarkably with the bleak & humid ~~climate~~ conditions of the Coast.

Rocky Mountains in the vicinity of the Mackenzie River. ~~Agriculturally the value of the district~~ ~~is small, for though much fertile soil is to be found~~ ~~a hardy cereals might doubtless be grown, summer frosts~~ ~~would preclude, except very locally, the growth of wheat etc.~~ ~~& the climate is long & very severe.~~ Timber of fair quality is abundant ~~locally~~ ~~long rivers & in low ground, but~~ ~~can be considered only as of value locally.~~ ~~Furs of~~

throughout the upper Yukon country, & this in the event of settlement springing up along the Lower Yukon, will certainly prove important for their supply, as well as useful locally

Furs of the best quality are yearly exported from the distant in large though unknown quantity, reaching the coast by the Yukon River, Chilkat & Chilkoot Passes the Taku River, & through traders in the Cassiar ~~region~~ country.

Mining, which is likely to be the great future & permanent industry of the country, has so far been restricted to placer mining for gold, & almost entirely to river

The

ch.

Hudson Bay Company
also obtains a considerable
proportion of the furs of the
district through posts on the
Porcupine R. It is known to
be the intention of the Company
now to reestablish other
posts formerly held by them
in the Country.

bar mining, the ~~development~~ inception of which dates only from 1880 or 1881. Almost all the large streams which have been prospected have been found to yield placer gold in greater or less quantity & the total length of rivers thus proved to afford auriferous bars is very great. The prospecting of the innumerable smaller streams which may be expected to afford more ~~permanent~~ remunerative 'gulch mining' has scarcely yet been ~~at all~~ entered on, & but little has been done toward the discovery or development of permanent 'quartz mining.' About 350 men ~~in all~~ were engaged in placer mining during the past summer, but it is probable that a much larger number will be at work next year on account of the generally favorable results achieved. Men were almost without exception entered the district by the Chilkoot Pass, pr although

Small steam-wheel steamers navigate the Yukon, they do not reach the vicinity of the 141st ~~parallel~~ meridian till August, as ice for the rivers probably begin early, & can only be depended on to bring up supplies necessary for those wintering in the Country.

~~Access~~ Communication throughout the district is in the summer months comparatively easy by ~~rivers~~ rivers of the larger & important rivers of which it is traversed. The distances to which these may be ~~navigated~~ regularly ascended by boat or canoes ~~has~~ have as yet only been determined in a few cases. It may be stated, however, that the Yukon is navigable for small steamers from its mouth, on Bering Sea to, & following the Lewis Branch to Miles Canon*. Thence, after an interruption of about three miles, to the head of Bennett Lake, & to a further considerable but undetermined distance by a chain of lakes. ~~a large branch~~ The "Has-a-thane R." from the Lewis in a S. E. direction for 150 miles or more running South-eastward from Tahkoo R. From the portage of Old Fort Selkirk, again the Pelly is navigable by steamers

*The names here suggested are those of the U.S. survey of Alaska 1884. A few were complete maps in MSS have been prepared by the photo-zinco survey of part of Lewis but yet plotted

of the same class, & within about 30 m. of the Isle of Old Ft Selkirk Banks. The Macmillan is navigable for a considerable but not ascertained distance, & the same may be said of the Stewart & White Rivers. The total length of steamboat navigation on the Yukon & branches (including of the Pascupiric R.) east of the 141st meridian, measured in straight lengths of 5 miles, is therefore not less than 1000 miles & following the natural curvature of the rivers, very much greater.

One of the most important questions in connection with the region in question is the means of access to it, & the coast strip of Alaska which when accorded to Russia was evidently considered merely as a point of approach for traffic, but now is less effectually bars access to a large interior tract, so that as a matter of fact almost all the rivers now entering the Yukon territory (as above stated) for in by the Chilkoot Pass & are obliged in doing so to cross a narrow belt of country understood to be claimed by the US. It is thus of importance that in

as compared with the corresponding inland portion of Alaska to the West of the 141st Meridian, ~~that portion~~ our territory on the Upper Yukon is greatly superior in natural resources. A reference to the maps contained in Petroff's official report. (Maps VI. Report on Alaska. U.S. 10th Census Vol VIII.) shows that a great ~~area~~ part of the interior of Alaska consists of Tundra or frozen morass of an utterly useless character. If such areas occur in the country to the East of the 141st Meridian they have not yet been met with, & must be absolutely ~~small~~ incredible. All accounts concur in representing the climate of the lower Yukon, again as ~~greatly~~ ~~xxx~~ ~~xxx~~ much worse than that of the upper river, & as quite ~~unsuitable~~ unsuitable to agriculture of any kind. The development of placer gold mining has also so far been practically confined to the territory East of the 141 meridian, & it is upon this territory ~~that~~ that the greatest quantity of fur furs, ~~is derived~~.

any departure of the boundary the heads of the Lynn Canal & other inlets, with the right of free access to them, should be retained, by us as they constitute the natural routes of communication with the interior, but with the inner valleys of the mountain region otherwise almost inaccessible. Except in their connection with the possible interior country, the premium of the heads of the inlets is of comparatively little value. Of routes leaved from the head of Portland Canal almost nothing is known, but I have heard that prospectors have penetrated thence to the Skeet R, a branch of the Stikine. Of routes from Behm Canal & inlets northward to the Stikine nothing is known. The Stikine is navigable for steamboat steamers, at good stages of water, as far as Telegraph Creek (near 'Lost Mumford' of map previously referred to) Thence a B.C. govt. pack-trail of about 70 miles leads to Dease L, the centre of the Cassiar mining district in British Columbia. It is also probable that a pack-trail or road might be constructed through a comparatively easy

Country ~~traversed with navigable~~, his valleys lying behind the Coast mountains, & navigable waters connecting with Tahtko L. as the Tewis. The reported existence of a river of same size flowing into Port Snettisham has already been reported &. The Taku River is reported as possibly navigable for small steamers to the Forks, but this is doubtful. Should it, ~~[illegible]~~ prove to be correct, there is considerable probability of a good route being thus opened up with navigable head-waters of the Tewis or its branches. The Chilkoot Pass ~~is~~ though direct is rough & high & scarcely susceptible of being made a route of permanent value. A second pass in the same vicinity, which has often been proposed to ~~[illegible]~~ name the 'White Pass', runs nearly parallel with the last, & it is reported feasible, though at considerable cost ~~[illegible]~~ to construct a pack-trail & possibly a

branch the 'Nas-a-thane' R.

had been accorded to land on the banks for the purpose of cutting wood. This rendered the navigation of the stream practically impossible as no large supply of wood can be carried on ~~the~~ steamers of the class necessarily employed, for which it is required to gather wood anywhere & everywhere as occasion offers. Contributed with the above required following wording is the fact that the only steamer employed on the stream is a United States bottom, & no ~~enforcement has been placed in the way~~ The 'Clarkson' objection has been made to her obtaining wood on any portion of the river.

Subsequently the Hudson Bay Co built a steamer on the Mackenzie River, & the new supply then passed to the Peel River & the Yukon by this same circuitous route

A further point of importance in connection with the present isolated condition of the Upper Yukon mining district is the practical impossibility of bringing out persons ~~who may be arrested for various crimes for trial, as the only available route crosses U.S. territory.~~ might be arrested in the upper Yukon country but such may occur at any time

Though the miners generally employ the Chilkoot route, it would, of course, be impossible to bring out persons by this or any other route to the Court, for trial, in the case of a criminal of any kind who happens to be in the upper country.

waggon-road through it. The Chilkat Pass, & the head-waters of the Tobik-heena River is sometimes used by the Indians but is indirect & rough.

~~A railway & the interior might be constructed without much difficulty by the valley of the Stikine, & both this river & the Sokka deserve attention from this point of view.~~

The route ~~across~~ & the upper Yukon district by the Yukon R from Bering sea has already been reported to. at the present time this route is the best for the transport of ~~heavy~~ goods etc. The free navigation of the river is provided for by the Treaty of Washington. but I understand ~~that~~ that some years ago when the H.B.Co were considering the advisability of placing a steamer on it to supply their posts on the Porcupine, it was held that on right

In referring to the isolated ~~character~~ position of the upper Yukon district & northern part of the Province of B.C., it should be stated that in so far as this arises from ~~its~~ geog. position & the physical features of the country itself, ~~this~~ it is temporary only. It will probably not be many years before the ~~anticipated~~ mineral developments in the region lead to the ~~opening~~ opening of railway communication. This might be effected ~~through~~ from the southern interior of British Columbia, but the natural route will be from the Coast, the Stikine & Takon valleys being the most promising ~~routes~~ so far as yet known, & in this connection both these ~~routes~~ valleys deserve official attention. ~~So soon as~~ ~~this~~ ~~So~~ As soon as such a railway to the interior is ~~opened~~ constructed, the lower Yukon ~~Basin~~ will lose all its importance as a means of communication

with the district, & the terminus of the railway on the Coast will become the entrepot for a vast interior region, ~~[illegible]~~ including the lower Yukon itself as a tributary district. The general conditions will in fact be precisely reversed.

Considerable interest is now felt in B.C. in regard to the upper Yukon Country, ~~in~~ not only from the fact that a number of B.C. miners ~~are working~~ find profitable employment there, but also as a prospective ~~trade with~~ trade outlet for ~~Canadian~~ Victoria etc. Application has already been made to have Customs officers placed at the Chilkoot Pass ~~in order to allow~~ so that goods may pass ~~through~~ across the ~~supposed~~ alleged U.S. territory from Victoria ~~in bond~~ free in bond.

Of the ~~[illegible]~~ means of work during the past summer on the Yukon & its tributaries, ~~of large proportion~~ the greater part under ~~fully not half a~~ are old

British Columbian miners, & ~~a large proportion of~~ only one fifth ~~they~~ are British subjects, the nationality of the remainder being ~~in~~ United States & Indians. Governor Seymour of Alaska ~~[illegible]~~ states in his late ~~[illegible]~~ report ~~[illegible]~~ that trouble & even bloodshed may result from any endeavour to enforce the Canadian mining regulations on the Yukon, but in making such a statement he could ~~[illegible]~~ not have had ~~any proper~~ correct information ~~acquaintance with~~ as to the facts. The fees exacted for the registration of placer mines etc are scarcely more than nominal, & similar to those which ~~[illegible]~~ many of the same ~~miners~~ men have been accustomed to pay in B.C., & this payment gives the miner a legal claim to his ground. From personal knowledge of a large number of the miners ~~[illegible]~~ engaged last summer on the Yukon I can state that nearly all would be

pleased to see definite mining legislation in force
in accordance with which their claims should be located and during the winter

It is however ~~xxxxxx~~ generally admitted by the lawyers of the Coast

that the mining law as administered in B.C., gives to

the ~~owner~~ individual a degree of protection not to be ~~found~~ obtained under the

similar laws of the U.S. as administered in that

Country.

Considerations bearing on possible readjustment of the treaty boundary between Alaska & Canada

If any mutual readjustment of territorial limits in the NW. Coast region should be contemplated, it may be well to note that the only considerable developments yet made in the Alaska Coast strip and the Treadwell & other adjacent mines on Douglas Island & the dependent town of Juneau (about 800 inhabitants) on the mainland opposite that island. There are, however, in addition already a number of fishing establishments & scattered along the coast & islands from Dixon Entrance northward, & prospecting for minerals has been actively carried on both along the coast & inland, since the discovery of the Treadwell gold quartz deposit. It is estimated that from $60 000 to $80 000 in gold is produced monthly by the Treadwell mine, & several other mines are likely soon to be opened up on the same island. With the particular exception of these mining developments the known value of

Considerations bearing on possible readjustment of the treaty between Alaska & Canada

If any material readjustment of territorial limits in the NW. Coast region should be contemplated, it may be well to note that the only considerable development yet made in the Alaska Coast strip and the Treadwell & other adjacent mines on Douglas Island & the dependent town of Juneau (about 800 inhabitants) on the mainland opposite that island. There are, however, in addition already a number of fishing establishments & scattered along the Coast & islands from Dixon Entrance northward, & prospecting for minerals has been actually carried on both along the Coast & inland, since the discovery of the Treadwell gold quartz deposit. It is estimated that from $60 000 to $80 000 in gold is produced annually by the Treadwell mine, & several other mines are likely soon to be opened up on the same island. With the exception of these particular mining developments the Alaska value of

the Coast is ~~[illegible]~~ very not so great. The fisheries are not better than those of the Contiguous part of the British Columbia Coast, (though like ~~them~~ there susceptible of an extended great ~~importance~~ extension) & the timber is much inferior & that on the same Coast ~~southward~~ to the South. The climate alone is such as to preclude agriculture except on the smallest scale, ~~&~~ ~~addition to this~~ & the most diligent search has so far not resulted in the discovery of any workable deposits of good coal, & the coal employed at Juneau etc being imported from British Colombia.

in consequence

There might therefore possibly be no great objection on the part of the United States to considering the exchange of a portion of the Coast strip ~~that part of the mainland to the South of Taku River & Sulet for a like extent of~~ for a like extent of probably equally valuable territory elsewhere in the region. ~~&~~ as a protective, misincism, useful readjustment that for the Cession to Canada of that part of the mainland coast south of Taku R. & Sulet may be considered. All the adjacent islands might be retained by the US with the possible exception of Wrangell Island, on

21 n
the w

the small (& now decayed) town of Wrangel is situated, as this place derives all its importance from the trade with the Cassiar mining district in the interior of B. Columbia. Such an arrangement would give ~~an~~ to Can. one bank of the Taku River & both banks of the Stikine as routes to the interior, ~~though leaving~~ as as before leaving ~~from the Chilkoot & White Passes~~. Assuming the Chilkoot & White Passes from the head of Lynn Canal to ~~be included in~~ part U.S. territory some arrangement for their use as free international routes might possibly also be ~~made~~ arrived at; & some convenient readjustment made of the boundary line between Taku Inlet & the Chilkoot Pass. It would be necessary ~~should be understood~~ however, that under no circumstances should this part of the line be carried inland further than the portion of the valley which runs South Eastward from 'Tahkko Lake' as this valley would constitute part of the inland route from the Takku River.

Our knowledge of this valley though yet incomplete, is probably sufficient to enable us to define very approximately a boundary following the line of water communication in it. (Further particulars on this point can be supplied if desired.) The existing maps give an entirely wrong idea of the lakes & rivers (the S.E. of Tobacco Lake)

The territory which might with least inconvenience be offered in connection for such part of the Coast strip as might be ceded, offers the best some portion of the tract included between the Lewis Branch of the Yukon & the 141st meridian.

This tract has in its entirety an area roughly speaking, of about 42,000 square miles (nearly twice the area of Switzerland & almost exactly twice that of N.S. The area of the tract in question actually is much greater than would appear from the U.S. Coast Survey maps previously referred to as the course of the Yukon is there laid down as lying far westerly in longitude) This area is many times greater than that of any portions of the Coast

may be too much to expect of the French delegates that the whole coast strip with its adjacent islands should be ceded by the US, under any circumstances, but if that part of the mainland ~~lying~~ only ~~extending~~ which extends from Chilkoot Pass southward ~~now~~ could be acquired for Canada, it would be of great importance. The town of Juneau with the district surrounding it might be ~~specially~~ retained by US without any disadvantage to ~~them~~. The town is entirely a creation of the Treadwell mine on the ~~opposite~~ island opposite to it.

~~Canada~~

Strip above referred to, but more portion of its Southern part might easily be defined by a parallel of latitude, the Lewis R, (of which we have an instrumental survey) forming its Eastern boundary. It is practically a terra incognita, but there is no reason to believe that it is inferior in value to other parts of the interior, the Northern extremity (here particularly described) of the region with the Yukon which it has obviously belongs. The ~~the~~ northern extremity ~~probably~~ with Little Salmon includes at least the lower portion of Forty-mile Ck, a tributary of the Yukon, on which the most remunerative ~~most of the~~ placer mining of Canada was carried on, but there would probably be no necessity of ceding more than the Southern part ~~the entire tract~~.

Some such arrangement as those above alluded to would result in the definition of a boundary-line comparatively easy of survey & simple in recognition on the ground. Numerous alternative arrangements of varying advantage ~~utility~~ suggest themselves, ~~but the~~ portions of which there are many ~~given~~ but forward as examples. Entirely on my own responsibility.

No cession of territory on the part of Canada which would include the Queen Charlotte Islands should in my opinion be entertained, as important

This indeed a [illegible] of a good coal which I have been carefully informed comes from a place in Alaska, [illegible] in the Southern part of the region before reported to.

Defects of coal are known to exist there, & are not now worked, merely because as the coal required on the coast is easily supplied from Nanaimo

revised

The boundary-line suggested by Mr Ivan Petroff in his report on Alaska (U.S. 10th Census Vol VIII. p 81) but for the fact that it ~~is long~~ appeared in an official report addressed to the U.S. Govt, is deserving of our attention. As proposed by him, it would give a very large tract to the U.S. without ~~taking~~ any territorial equivalent on the opposite side, & it would not even effect the purpose stated, viz "to give the U.S. one of the head branches of the Yukon River", ~~It is fact as go~~ as it would, ~~accordingly~~ as we now know ~~our final knowledge~~ cut across the Yukon & ~~Lewis~~ its branch the Lewis in at least four places. It is in fact a hypothetical entirely one sided in its character, & ~~based the~~ made in ignorance of the geographical facts.

Copy Memo. to
Lee C. Topper &
Hon J. White 24 Nov.
1887

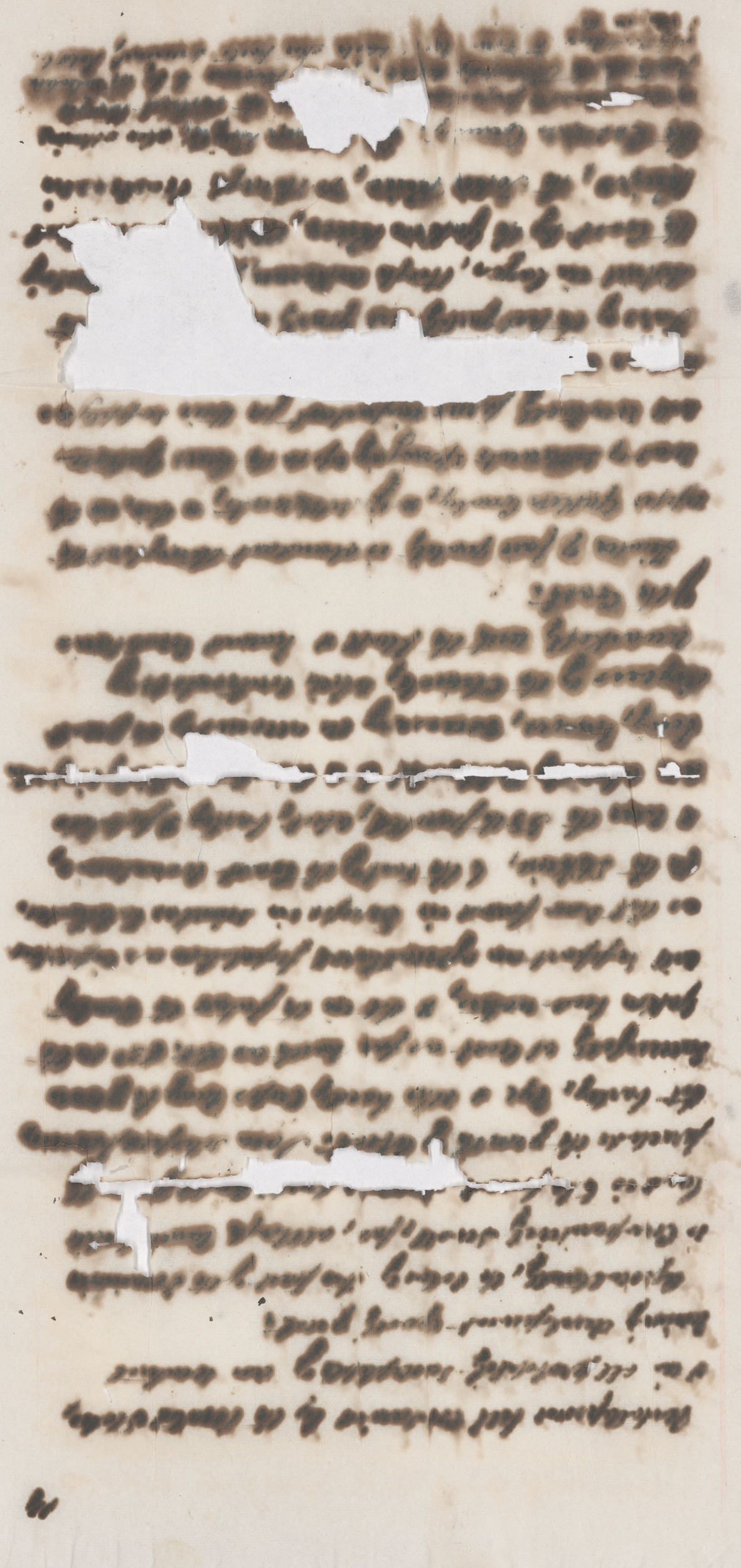
Character & value of the Western Region & adjoining Territory; [illegible] &c.

Possibility of arrangement of Territory

Some arrangement might possibly be made by which the disposition of the country lying [illegible] the Rocky Mountains & the Rocky Mountains & [illegible] might be [illegible] Cordillera [illegible] but disadvantageous to [illegible] parties. In adjusting any such arrangement it seems important to consider particularly the actual or prospective value of the region in its different parts, the [illegible] in the region which we have in view may be subsequently displayed & its relations to the contiguous territory.

Prospective value of Cordillera belt

[illegible] the value of the Western part of the [illegible] Cordillera belt of the great. This region lies [illegible] the vicinity of Oregon State & the inter[illegible] with the 49th meridian — a long [illegible] ridge of the Cordillera belt of the we[illegible] it has been examined, has been fo[illegible] minerals & particularly in deposits [illegible] metals. The width of this particular [illegible] Cordillera belt is [illegible]



Mining

Mining, which is likely to be the great feature & permanent industry of the country, has so far been restricted to placer mining for gold, & almost entirely to 'river-bar' mining, the inception of which dates only from 1880 or 1881. [illegible] All large [illegible] have been found to yield placer gold in greater or less quantity & the total length of rivers thus found to afford auriferous bars is very great. The prospecting of the innumerable smaller streams, many of which may be expected to afford 'bench' or 'gulch mining', has scarcely yet been entered on, & nothing has been done toward the discovery or development of permanent 'quartz mining'. About 250 men were engaged in [illegible] mining during the past summer, but it is probable that a much larger number will be at work next year in consequence of the generally favourable results achieved. These men almost without exception entered the district by the Chilkoot Pass, for although several small stern-wheel steamers navigate the Yukon, they do not reach the vicinity of the [illegible] [illegible] prospecting [illegible] or to bring up supplies necessary for [illegible] wintering in the country.

Communication by rivers

Communication throughout the district is in summer readily & comparatively easy by means of the larger & important rivers by which it is traversed. The distances to which these may be

Respecting ascents of boat or canoe have as yet only been obtained in a few cases. It may however, be stated that the Yukon is navigable for small steamers from its mouth in Bering Sea by following the Lewis Branch to Miles Cañon*. Thence, for an interruption [illegible] three miles, it [illegible] [illegible] undetermined distance by a chain of lakes running south-eastward from 'Tahko Lake', & by the '[illegible]' River from the Lewes in a south-easterly direction for 150 miles or more. From the junction at Old Fort Selkirk, again, the Pelly is navigable for steamers of the same class to within about 30 miles of the site of Old Fort Pelly Banks. The Macmillan is navigable for a considerable but not ascertained distance, & the same may be said of the Stewart & White Rivers. The total length of steamboat navigation on the Yukon & branches (exclusive of the Porcupine River) east of the 141st meridian, measured in straight lengths of 50 miles, is therefore not less than 1000 miles & following the natural curvatures of the river, very much greater.

Steamer navigation

As compared with the Canadian [illegible] the [illegible] [illegible] our territory on the Upper Yukon is greatly superior in natural resources. A reference to the map contained in Petroff's official report (Map II. Report on Alaska. U.S. 10th Census

Comparison with Alaska

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* The names here employed are those of the U.S. Coast Survey map of Alaska, 1884. A much more complete map has been prepared on the [illegible] Johnson of Capt. [illegible] [illegible] [illegible] of the [illegible] not yet [illegible].

Art. VIII.) Show that a great part of the interior of Alaska, Canada & Labrador forms barren & inhospitable wastes. If such areas occur in the Canadian, and by a different condition, they have not yet been tested with, & should be absolutely impenetrable.

[illegible] in Canada [illegible] gold [illegible] upper River & its gulch [illegible] by [illegible] of any kind. The development of placer gold mining has also so far been confined to the Territory East of the 141st meridian, and in this Territory which yields the greatest quantity of fine gold.

Means of access to Country

One of the most important matters in connexion with the [illegible] of Alaska which [illegible] & Russians was certainly considered merely as a point d'appui for traffic, more or less effectually bars access to a large interior tract. So that as a matter of fact about all the miners now entering the Yukon Country (as also the Klondyke) for in by the Chilkoot Pass & are obliged in doing so to cross a narrow belt of Canadian waterland & to [illegible] of importance that in any definition of the boundary the heads of Lynn Canal & other inlets, with fine rights of access to them should be secured by us, as they constitute the regular routes of communication not only with the interior but also with the sea.

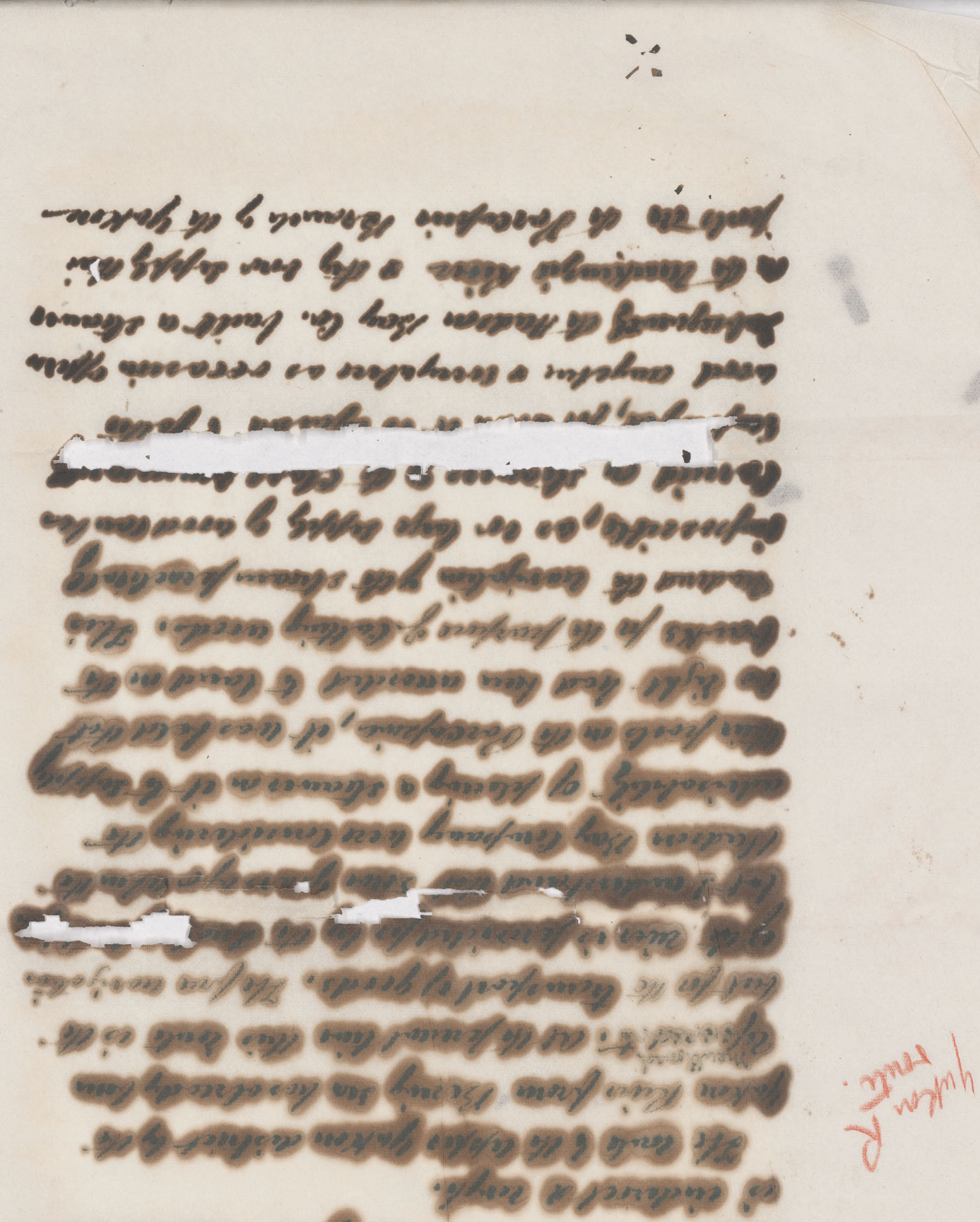
Heads of inlets

Letter of the Earl of Selkirk

Pamphlet Southern United States

Letter of the Earl of Selkirk
[illegible]

[illegible] Lord Selkirk's
[illegible] Southern
[illegible] United States



by this circuitous route.

Unbroken with the above regard to allow according to the fact that the only steamer now plying on the Skeena is a United States bottom ("the Alaska") & the important extraordinary objection has been made to her obtaining bond on any part of that river.

[illegible]

No route for prisoners

Stars, as the most direct route, it would — if this be actually use in United States territory — be impossible to bring out persons held for trial by this or any other long route, to the Court; the Convey this third has yet occurred in the upper Yukon country, but such may occur at any time.

Isolation only temporary. Possible reversal of conditions

In referring to the isolated position of the upper Yukon Country & [illegible] of the province of British Columbia, it should be stated that in so far as this arises from geographical position & the physical features of the country itself, it is temporary only. It may probably not be many years before the anticipated mineral developments in this region lead to the opening of railway communication. This might be effected from the Southern interior of British Columbia, but the [illegible]

Natural Ry. routes

& Yukon valleys being the most promising so far as yet known, & in this connection both these valleys deserve special attention. As soon as such a railway to the interior is constructed,

the lower Yukon will have all its importance as means of communication with the district of Mr. Ivanoff's mining on the Coast and the railway on the Coast will be run the cheapest for a part including depriving the lower Yukon city as a tributary to the coast. The present conditions [illegible]

British Columbia interest in territory

[illegible] British Columbia [illegible] interested in the upper Yukon country, but only from the fact that a number of British Columbia miners found profitable employment there, but [illegible] as a prospective trade outlet for British Columbia no [illegible] has already been made. Those business of miners followed at the Chilkoot Pass to that point [illegible] across the alleged United States territory there is hard from British [illegible]

Character of Yukon miners

[illegible] the Yukon and its tributaries, the greater number are old British Columbian miners, [illegible] fully as loyal as British subjects, the nationality of the remainder being United States & various. Governor Swineford of Alaska states in his [illegible] that trouble & bloodshed may result from any interference & injurious the Canadian mining regulations on the Yukon [illegible] a [illegible] would [illegible] have had more correct information as to the facts. The fees exacted for the registration of placer claims etc are scarcely more than nominal, similar to those which many of the

[illegible]

Considerations having [illegible] on the question of the Treaty Boundary between Alaska and Canada.

Developments in Alaska Coast strip

If any mutual adjustment of territories in the Northwest Coast region should be contemplated, it may be well to note that the only considerable development yet made in the Alaskan Coast strip [illegible] on Douglas Island & the dependent town of Juneau (close to the island) on the mainland opposite that island. There are, however, in addition, already a number of fishing establishments scattered along the coast & islands from Dixon Entrance northward, & prospecting for minerals has been actively carried on both along the coast & islands, since the discovery of the [illegible] about from $700,000 to $800,000 in gold is [illegible] annually by the Treadwell mine, & several other mines are likely soon to be opened up on the same island.

Known value of Coast not very great

With the exception of these particular mining developments, the known value of the Coast is not very great. The fisheries are no better than those of the contiguous part of the British Columbia [illegible] (? [illegible]) & the timber is much inferior to [illegible] the same coast, to the south. The climate alone is such as to preclude the possibility of agriculture except on the smallest scale, if

the coast adjacent should be so far out-
ward as to be in danger of any overflow-
ing of great tide, the Government employed at
Panama &c. being in contiguous dependency
which blows it.

Exchange of Great Britain & Ireland.

The right Hon. Lord Ashley has to give a [illegible]
[illegible]
[illegible] of a portion of the coast ship, for the
[illegible] of Lord Ashley greatly tributes to his
[illegible] in the Lyceum.

It would be [illegible] to expect of the present day
that the coast ship with its adjacent islands
should, under any circumstances be ceded by the
United States, but if the party the contracting
party should release from this that has [illegible]
[illegible] to [illegible] for [illegible], & [illegible] of [illegible]
[illegible]. The town of Panama [illegible] to United
[illegible] it might be retained by the United
States without difficulty. The town is being a
creation of the Panama Rail road on the island opposite
to it.

Minimum useful readjustment

as a probable minimum useful readjustment
the cession of Panama, & that part of the mainland
east south of Point Rico & Lake may be
[illegible], all the adjacent islands might be
retained by the United States with the possible
exception of Crawell Island, on which the town,
or rather the cage, town of Crawell is situated,
as this place derives all its importance from
the trade with the Cassiar mining district

of the colonies of British Columbia. There are
strong political reasons why Canada ought to have
the Peace River district, which forms part of the
territories in question. If the colonies, assuming
the Chilcotin district which stretches from the head of
Bute Inlet [illegible] Canada in fact claims that
[illegible] for the purpose of
colonization [illegible] would facilitate the
[illegible], and thus [illegible] the political unity of
the province by linking together Peace River district
with the Chilcotin district. It would be necessary,
however, that under the circumstances should
the party who has to carry it should further
show the position of the valley which runs south-
eastward from Fraser Lake, as the valley
would constitute part of the [illegible] road from
the Peace River. As [illegible] of the country
[illegible] imperfectly, it is probably sufficient
to state as to define very approximately a
boundary following the line of water commencing
in it.

Territory which might be offered.

The territory which might with least inconvenience
be offered in compensation for such portion
of the Great Slave as might be ceded appears to
be the same portion of the tract included between
the Saskatchewan [illegible] of the province in the north
direction. This tract has in its entirety
an area, roughly speaking, of about 42,000

Further inhabitants on this portion can be supplied if
desired. The existing roads are on a lateral extension
from the lakes and rivers to the S.E. of Fraser Lake.

square miles, nearly twice the area of Scotland & almost exactly three-fifths of Great Britain. The area of the land in question is actually much greater than would appear from the limits stated, that being [illegible] affected by, as the course of the Yukon is then [illegible] far west [illegible]. This area is [illegible] than that of any portion yet [illegible] affected by, but some portion of its southern part might easily be defined by a parallel of latitude, the line [illegible] of which we now have an astronomical survey, forming its southern boundary. It is doubtless a bare [illegible], but there is no reason to believe that it is inferior in value to other parts of the district the general character of which has already been stated. [illegible] yet [illegible] described, but this would include at least the lower portion of Forty-Mile Creek, a tributary of the Yukon on which the most remunerative placer mining of last season has been carried on, but there would probably be no necessity of taking more than the southern part.

Its value

Some such arrangement as that above alluded to would result in the definition of a boundary line comparatively easy of survey & simple in its application on the ground. Numerous alternative arrangements of varying advantages suggest themselves of which these are merely put forward as examples, entirely on

Result in an easy boundary line

Not to include 2&3.

Petroff's boundary.

by our responsibility.

In reviewing history as the part of Canada which would either the Lower Charlotte Islands should in my opinion be retained, as important depositories of Coal are known to exist there, if one had not established beyond known as yet the Coal here [illegible] as [illegible] is [illegible] of Vancouver the islands are, perhaps, only to prove in other respects of exceptional value.

The existing boundary—his suggested by Mr. Simon Petroff in his report on Alaska, (2.1. of Census Vol VIII. p. 10) helps the fact that it appears in an official report addressed to the United States government, is a security for its retention. Can it be argued by basis of treaty grant a way [illegible] East to the United States [illegible] any [illegible] [illegible] [illegible], as it would not then effect the purpose stated, viz: "to give to the United States one of its best branches of the Yukon River", as it would, as we now know, cut across the Yukon & its branches the Lewis in at least four places. It is in fact a suggestion taking one side in its character & made in ignorance of the geographical facts.

George M. Dawson

Geological Survey of Canada
Toronto 24. 1897.

Additional notes, supplementary to Memorandum on Character & Value of the Upper Yukon & adjoining Territory etc.

Comparison with Cassiar

As an index of the probable future importance of the Upper Yukon gold in respect to placer gold mining alone, it may be mentioned that the Contiguous Cassiar district in Northern British Columbia is estimated to have yielded $4,000,000 in gold in 1874, its year of maximum production. This gold was practically all obtained from a few Creeks in a comparatively limited area. In the Yukon territory east of the 141st Meridian, there is room for several such mining camps as Cassiar, & the similarity of the rocks there to those in the Cassiar district gives good reason for the belief that such will be found. The yield from the Cassiar district has since gradually declined, but Cassiar will doubtless repeat the history of other districts in which placer mining has been only the prelude to the establishment of permanent quartz mining. It is stated in the Alaska Coast Pilot (1883 p. 93. foot note) that in 1876 transactions to the amount of several hundred thousand dollars were reported for Wrangell, the entrepôt for Cassiar, & that in the same year about a million dollars worth of goods & gold dust passed through the hands of traders there.

Length of navigable River

The length of the Yukon & its tributaries navigable for steamers, in Canadian territory, was in former days roughly estimated as two miles. This estimate did not include the Porcupine River, nor (with the exception of the upper part of the [illegible] & navigable upper waters of the Pelly & probably of other rivers, separated from its continuous navigation of their lower parts by rapids or rapids). Taken, however, at the minimum above stated, the extent of Canada's in the navigation of the Yukon as a whole, is actually greater than that of the United States, as the length of the lower river, and of the 141st parallel — [illegible] as [illegible] is 50-mile length — is about 900 miles only.

Retaining valley behind coast Ranges

With further reference to the remark made on page 28 of previous memorandum, viz — "that under the circumstances stated this part of the line be carried wide and further than the position of the valley which runs south-westerly from Takhini Kotaneh" — The advantage of retaining the valley behind of this [illegible], which is a singularly important one, and without doubt constitutes the main north-by-south route to the east of the Coast mountains, is obvious. There is, on the system of lakes at the head of the Lewis an uninterrupted still-water navigation, navigable throughout

Still water navigation

110 miles & probably more than 160 miles in length. This, ramifying through one of the most accessible portions of the country & one in which mining developments are extremely probable (one or more quartz claims have already been staked out) is likely soon to become a place of great importance. A line drawn along the line of water communication in the valley, would give equal rights on several of the lakes, which it would be preposterous to avoid. Any line drawn farther east would deprive Canada of the advantage of these lakes

Note on Hotlalinqua

The 'Hotlalinqua' of the U.S. Coast Survey map of Clark's (1854) is represented as one of the lakes of the valley above referred to. The 'Hotlalinqua' of the Indians is an entirely different stream, named the 'Newberry' on Schoolcraft's map & the 'Mas-a-chaus' on the U.S. Coast Survey map. Any reference to the 'Hotlalinqua' by Indians would therefore be ambiguous & doubtful.

Jaccuatte country immediately written into

The County lying immediately inland of the hill of Coast mountains is in many respects more favourably situated & is better in ~~[illegible]~~ to ~~[illegible]~~ than that part above. In this connexion attention may be drawn to the considerable area of country of this character which is included in the tract referred to in the second paragraph on page 25, of Jennings correspondence. This tract also includes a

Coal.

40 m. Creek.

Semi-natural E. line

Effect on fur trade

Exp. Inspection of the whole southern portion of the upper Yukon region.

It should also be mentioned that specimens of coal have been obtained from a bluff near the head of the Chilkat, in this district, & that coal also occurs on the Lewis River. The fur trade from this particular district is also considerable, & Ivan estimates that from $8,000 to $10,000 worth of furs annually reach Chilkat from it.

The fact that the western part of the Kingpatuk-to the head of the Lewis portage includes the rich placer mines of Forty mile Creek, has already been stated. Their particular deposits may further be worked out in the course of a few years, but there seems too much reason to regard as satisfactory the discovery of further deposits of the same kind in this vicinity.

The most natural line of eastern boundary of any military District in this region, would doubtless be the Lewis River, but as area to the west of this, as shown by recent surveys, is immeasurably greater than that of any possible compensatory area in the vicinity of the Alaska Coast strip. It should also be noted that the abandonment of the west bank of the Lewis, would have the effect of throwing the fur trade of the whole interior of the Country

upon the Confederation passes the Lives of the Lewis.
The serious character of this Confederation will be understood when it is stated that the Indians inhabiting the Upper Yukon region do not habitually frequent the coast, but trade by numerous trails running generally across the watershed of the other tributaries of the Yukon & coming out upon the Lower Lewis River. By these trails the Indians frequently make the journey from the Upper Stikine to the Lewis.

Some compensating advantages in trade & in the facility of communication might be gained by the organization of the point of land lying at the most accessible of between the Yukon & its tributary the Porcupine, including the first portage — formerly a Hudson Bay Post. Such an arrangement would further give a better river boundary. The land itself, having formerly been fertile, is represented as of little value. It is characterized, according to Dawson who has traversed it, by rolling hills generally covered with coniferous timber. It has in fact 8 the width of the best portion of the Country. The area may be about 10,000 square miles.

Compensating trade advantages in Yukon

A line of boundary following any part of the Lewis or Yukon rivers would require to be specially surveyed, in order to determine the position of the main channel

Special river survey necessary

in relation to the very numerous islands.

Landing place at Chilkoot.

Skaguay & Chilkoot or Dyea inlet, at the head of Lynn Canal. — The only good landing place with level flat for a town site, is on the east side of the inlet, & is excellent.

Head of nav. on Stikine

Telegraph Creek, spoken of here referred to in the Government journals as the head of navigation on the Stikine. At certain stages of water, the town of Glenora — about twelve miles farther down — follows the head of navigation, & that part of the river between the two places is exceptionally difficult.

George M. Dawson

Geological Survey of Canada
5. Dec. 97

Colonial Secretary 23. Dec. 87

Notes on "Memorandum of Details for Consideration in Connexion with the Settlement of the Crisis"

1. So far as at present known the Skeena or Peace River is approximately a good arable tract of permanent value of upwards of 100 miles in length in the eastern part of British Columbia and of the Dominion Territory. Railway routes will probably have to be found by one or both of the valleys. The Old Hand Pass through over the Rocky Mts. is difficult and high. Only from 6 to 10 [illegible] Pass, other two more [illegible]. A arrangement of bonding or guarantee might be made to operate for the benefit of Upper Canada and from [illegible], in the interior legislature, of the revenue arising from the lands of the Province, say for a term of 20 years if not in perpetuity. Such an arrangement might be carried out merely as a matter of Crown or it might be carried out by great Territorial Corporation formed in the partly the Dom. to create the arrangement would show a disposition on the part of the Dominion to treat the as a barrier, contrary to the spirit of the letter of the Union of 1826. It may further be urged in this connexion that the Provinces

2

of the [illegible] States practically being a mere [illegible] holding [illegible], [illegible] right of occupation of all the "Coast" Channels & [illegible] of British Columbia, between [illegible] & [illegible]

2. This [illegible] affords, as [illegible], to a large extent [illegible] means of Communication with the interior, the administration of justice [illegible]. Any [illegible] arrangement [illegible] status, however, include free right of passage [illegible] in [illegible]. If a [illegible] boundary should be made [illegible] outer-[illegible] of some [illegible] of [illegible] the Coast-line [illegible] the circumstances admit of a [illegible] of this character being arranged if both parties are found willing to take [illegible] in an unprejudiced way.

3. In addition of the present Alaskan Coast [illegible] would not [illegible] the [illegible] of the [illegible] Coast of British Columbia generally. This is a [illegible] question of Commerce & of the Sea. At present Alaska is a [illegible] to the United States from this point of view, [illegible]

[illegible] [illegible] to [illegible] [illegible] impossible to hold absolute guard against any fraud.

4. The [illegible] of Annexation is the chief objection to the [illegible] [illegible]. Some compromise might be made for the purpose of meeting the [illegible] objection, but as both parties would be equally obstinate on this, neutral [illegible] as far as possible guaranteed concessions would be [illegible].

5. It [illegible] that would [illegible] [illegible] [illegible] to this. The disadvantages affecting both parties [illegible] can only be obviated by means of mutual concessions.

6. The consideration of equivalents in exchange of territory (which is under [illegible] conditions [illegible] [illegible] on both sides) ought to [illegible] [illegible] be [illegible] taken upon the basis of area. Places of [illegible] importance might be given [illegible] weight in [illegible] considerations, but apart from these, [illegible] Indian Country should, I believe, be regarded as equivalent in value to at least half its area.

Embody

GEOLOGICAL & NATURAL HISTORY SURVEY,
Alfred R. C. Selwyn, C.M.G., L.L.D., F.R.S., Director.
MUSEUM AND OFFICE, SUSSEX ST., OTTAWA.

Notes on Sources of information & positions assigned to principal points on the accompanying Provisional Map compiled by Mr ~~J. Johnston~~ Johnston, Chf Draftsman Dept. of Int'r.

~~Pattinson's map, Hawkins~~ are reduced ~~to~~ "plates" from ~~charts~~ in "U.S. Pacific Coast Pilot – Alaska: Part I. 1883". ~~& British Admiralty Chart No. 2431 Corrected to March 1884.~~

The ~~Th~~ Coast & Islands,

—

Stikine River.

Position of Wrangell taken as Lat. 56° 28' 15" Long. 132° 23' 23" from Pacific Coast Pilot p. 93.

Lower part of Stikine R. from instrumental survey ~~of channel, with transit~~ – Transit and Chain, on ice? by J. Hawler, C.E. in 1877.

~~(1877)~~ Upper part of river & Telegraph Creek from instrumental survey (Rochon's Micrometer) by R.G. McConnell Geol. Sur. Can. in 1887 ~~(Rochon Micrometer)~~.

From Telegraph Creek to Dease Lake, paced survey on trail by J. McEvoy assistant to G.M. Dawson. Geol. Sur. Can. in (1887)

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Alfred R. C. Selwyn, C.M.G., L.L.D., F.R.S., Director.
MUSEUM AND OFFICE, SUSSEX ST., OTTAWA.

The positions of Glenora, Telegraph Creek & the head of Deane Lake checked by observations for latitude & longitude by Dr G.M. Dawson, the longitudes depending on the above assigned to Wrangell. The positions arrived at by measurement & those deduced from observations agree throughout very satisfactorily.

Note. The position of Wrangell as above quoted does not ~~correspond~~ quite agree ~~exactly~~ with that given in the Coast Pilot plates ~~on the Charts~~, but ~~correspond~~ corresponds ~~exactly~~ with latitudes of Stikine traverse. ~~and in~~ and in order to ~~place~~ place Wrangell in its correct position without altering the ~~position~~ adjacent Coast + Islands ~~line~~ a slight distortion of Coast features in the vicinity of Wrangell has occurred. The extent of this is easily seen by reference to the published Charts.

The region North-Westward from Telegraph Creek to Lat. 60° from the Western Union ~~Telegraph~~ Telegraph Exploration (Byrne's route of 1867) The traverse is laid down as mapped by the exploration, but is turning ~~somewhat~~ somewhat ~~westerly~~ to the Eastward of the north end, on Telegraph Creek as a fixed point. This is rendered necessary

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by the position of Tahtka or Tagish Lake, was correctly ascertained.

Chilkat River & vicinity according to Dr A. Krause's maps (~~Leipzig~~ Bremen Geog. Soc. 1882. Berlin Geog. Soc. 1883)

Chilkoot Pass & Lewis River, to Lake of old Fort Selkirk according to instrumental survey (Transit & Micrometer) by W. Ogilvie D.L.S. in 1887, ~~vicinity & to it. 1887~~)

The initial point of this survey is Pyramid Island, Chilkat Inlet the position of which is taken on the authority of the U.S. Coast Pilot (Alaska Part I. p. 197) as Lat. 59° 11' 43" Long. 135° 27' 04".5 The position of Mr Ogilvie's point opposite old Ft. Selkirk (N. bank of river) as deduced from his traverse is Lat. 62° 49' 15" Long. 137° 32' 06". The position of the old Fort according to Lt. Schwatka is Lat. 62° 45' 30", Long. 137° 22' 45". (Difference in distance between the two longitudes 4.84 statute miles.)

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MUSEUM AND OFFICE, SUSSEX ST., OTTAWA.

The Yukon River from old Fort Selkirk to ~~site~~ ~~position~~ ~~of~~ old Fort Yukon at confluence of Porcupine & Yukon, is taken from the ~~sheet~~ plates ~~of sheets~~ ~~map~~ accompanying Lt. Schwatka's Report — reduced & proportionately, so as to fit in between Ogilvie's position for Ft Selkirk & Capt. Raymond's position for Ft. Yukon. — ~~the position of Ft Yukon here as determined by Capt. Raymond is~~ (Lat. 66° 33' 46.85" Long. 145° 17' 47") viz. and is presumed to be fairly correct —

Dear Dawson,

I send you herewith my view of your memo.

Yours
D. R. Cameron

31.12.87

P.S. The memo should be dated & signed by you in manuscript on the maps you send for the fisheries convention — indicating your official position &c &c after sufficient copies have been thus signed — say 12 — your signature might be lithographed.

D.R.C.

Sources of information, and authorities for positions assigned to principal points on this map compiled by Mr Johnston Chief Draftsman, Department of the Interior Dominion of Canada 1887. for use at the Fisheries Conference Washington.

Coasts and Islands – reduced from "plates" in U.S. Pacific Coast Pilot – Alaska Part 1. 1883.

Fort (?) Wrangell – Lat: 56°.28'.15" N. Long: 132°.23'.23" W from ~~Coast~~ U.S. Pacific Coast Pilot p. 93

Here interpolate paragraph noted on p. 2

Stikine River – lower part – from J. Hunter's C.E. (C.E.) Survey on ice (1877) with transit and chain.

Upper part to Telegraph Creek R.G. McConnell's (Geo: Surv: Canada ~~1887~~) survey 1887 with ~~pocket compass~~ circumferentor and Rochon's micrometer.

Telegraph Creek to Dease Lake – J. McEvoy's (Assistant to Dr G.M. Dawson Geol: Surv: Can:) ~~1887~~ survey – 1887 – with pocket compass (?) and pacing along trail.

~~Hunters~~ Hunters survey was connected with Fort Wrangell by (state how) ——

Glenora
Telegraph Creek } the latitudes observed by Dr. G. M. Dawson
Dease Lake-head } with ~~[illegible]~~ the longitude transferred from Wrangell by means of Chronometer (?).

The measured distances agree very satisfactorily with the results of the observations.

On the U.S. Pacific Coast Pilot plate — the position of Fort (?) Wrangell does not agree with that assigned to it by the recorded latitude ~~and~~ longitude on page 93. Consequently, the plotting of the coast and islands adjacent to Fort Wrangell connecting with the Stikine on this map are not quite reliable. (See U.S. Charts). ~~Dr~~

To be transferred to p. 1 after Fort Wrangell note.

Telegraph Creek northwesterly to latitude 60° N — from Telegraph Exploration (Byrne's route 1867). The traverse mapped by the exploration is ~~made~~ adopted to connect Telegraph Creek with

Takko or Tagish Lake — the position of which was ascertained by name with kind of instrument 188

as Lat: ° ′ ″ N, Long: ° ′ ″ W

Chilkat River and its vicinity

As in original

Chilkoot Pass and Lewis River

As in original

Schwatka's determinations of latitude and longitude were made with ?

~~Mr Ogilvie's determinations~~

Drafl zu Wenn. fr
Wesp. 31. Dec. 87

DEPARTMENT OF THE INTERIOR, CANADA

GEOLOGICAL & NATURAL HISTORY SURVEY,
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Line would be clearly shown on works as well as described on maps, blueprints & plates.

Premature for survey of Court plots / arctic islands

Proposed line of Boundary.

Line by Christians Sound, Chatham Strait, Lynn Canal, Chilkoot Inlet & its northern extension varying known as Taiyah or Dalzy ~~[illegible]~~ Inlet, to its head.

~~Provided~~ It is stipulated in connection with this part of the boundary that ~~in each~~ the line shall follow in all cases the centre of the navigable strait or channel unless otherwise specially provided.

In Christians Sound the line to be drawn midway between Cape Omnaney (or its adjacent islands or rocks bare at high water if there should prove to be further to the south than the Cape) & the Hazy or Le Islands or Coronation Island whichever of these shall prove, on survey, to be nearest to Cape Omnaney.

Provided that ~~in the case of the~~ should islands or rocks bare at low water ~~are~~ exist, not shown on the ~~chart~~ present charts, or so situated as to give rise to doubt as to their position ~~& the~~ ~~[illegible]~~ with regard to the mid channel line of boundary, this shall be decided in each such case by ~~ascertaining their position~~ the position of this relatively to the mean ~~direction of 5 miles of coast line of~~ or average coast lines ~~ascertained~~ of the Sound strait ~~or~~ Channel or Inlet above designated. Such mean coast line to run from point to point of bays & inlets not more than 3 miles in width. In the case of channels sounds or straits ~~[illegible]~~ branching from that followed by the boundary line, the mean coast line shall be continued across them from entrance point to entrance point.

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The line of boundary to pass to the west of Hemp's Island, Lincoln Island, Robson Island & Little Island to the eastern part of Tyee Channel or Canal to pass to the East of Sullivan I. ~~Seduction Island & the two islands marked Kasaan & the Chilkat Islands~~ (See plate 1819 U.S. Pacific Coast Pilot. Alaska. Part I. 1883.) ~~& to East or west of Eldred Rock & other islands & rocks which may exist in this vicinity~~ & to enter Chilkoot Inlet by the widest navigable passage.

? alt Eldred Rk.

From the head of Taiya or Daisy Inlet to follow the main channel of the river with same course to its bifurcation (at a distance approximately of — from head of inlet) thence to follow the eastern branch of the river to the summit of the Chilkoot Pass. (Perrier Pass of Schwatka & ~~or~~ Dejöh Pass of Dr A. Krause's map) Thence to follow in the valley of the pass, the stream flowing north-eastward to L. Lindeman of Schwatka (Schützkichroä of Krause) Thence to follow Lakes Bennett, Nares, Bove, Tahkeena Marsh (of Schwatka) & connecting streams. Thence to follow the Lewis River down stream to its confluence with the Pelly. Thence the Yukon River, down stream, to its confluence with the Porcupine. Thence the Porcupine, up stream to the 141st meridian, thence the 141st meridian northward to the Arctic Ocean

? as to head of inlet

Provided that in the above mentioned lakes the line of boundary shall follow the central line of the lake without reference to

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~~branches~~ arms or inlets opening from the lakes. That where the line of boundary follows the rivers it shall pass all channels which shall offer the greatest facilities for navigation or follow the widest & deepest channels, the islands & the soil of this line being wholly ~~[illegible]~~, ~~[illegible]~~ belonging wholly to British Territory due to the westward wholly to US territory.

?

Premium for use of press
Premium for use of fulcrum.

Mostly [illegible]
on border
31 Dec 87