

northern shores compare more favorably with those about his own California shores.

Another California flavor is seen in the treatment of the captain of the *Sonora*. His full name, Don Juan Francisco de la Bodega y Quadra, is given several times. However, he is most often referred to as Bodega. That is common with Californians. Perhaps it arises from the fact that the Spaniards named the bay north of San Francisco after the Captain—"Puerto de la Bodega." On the other hand, when Captain Vancouver sailed around the great island in the north and went to Nootka to meet the representative of Spain, he was asked by Captain Bodega y Quadra to name some geographic feature with their names united. He complied in magnanimous way by thereupon naming the island "Quadra and Vancouver Island." An avenue in Victoria, B. C., is named Quadra, as was also the British Columbia steamer serving the lighthouses on the coast. Thus, north of California, Quadra is the familiar name of the famous captain of the *Sonora*. In Mr. Russell's carefully prepared index reference is not made to the captain under either of the spellings "Quadra" or "Cuadra." In consulting the index northern readers must remember "Bodega" or "De la Bodega."

Since there is to be no second printing of Mr. Russell's book the remarks here recorded can only serve as a sort of corrective by his readers north of the forty-second parallel of north latitude.

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*Joint Report Upon the Survey and Demarcation of the Boundary Between the United States and Canada From the Western Terminus of the Land Boundry Along the Forty-Ninth Parallel, on the West Side of Point Roberts, Through Georgia, Haro, and Juan de Fuca Straits to the Pacific Ocean.* By the INTERNATIONAL BOUNDARY COMMISSION. (Washington: Government Printing Office, 1921, Pp. 104.)

The United States Department of State has issued this work which will be deemed important and final on a boundary that one time caused a dispute verging upon war with Great Britain.

On April 11, 1918, there was signed at Washington a treaty between the United States and Great Britain to mark the boundary between the United States and Canada from the Atlantic Ocean to the Pacific Ocean. Article VIII. of that treaty related to the boundary treated in this present report. His Britannic Majesty's Commissioner was W. F. King from 1908 to 1916, and J. J. McAr-

thur from 1917 to the end. The United States Commissioner was O. H. Tittmann from 1908 to 1915; E. C. Barnard from 1915 to 1921, and E. Lester Jones from February 28, 1921, to the end. The letter of transmittal is dated May 10, 1921, and the report is signed by both Commissioners McArthur and Jones.

There are twenty illustrations of lighthouses, monuments and beacons. In a pocket at the back of the book is a fine chart showing the entire boundary. The technical part of the report is apparently accurate and definitive. It will undoubtedly stand the test of time. Collectors of Northwest Americana and especially thoughtful mariners should secure this work while it is available. They will find it useful and the story of how the work was accomplished will prove interesting.

Having written thus earnestly in praise of the actual or technical work, it is desired to offer some constructive criticisms of the phraseology.

The United States Geographic Board, Fifth Report, page 170, has decided that the name of the great waterway is Juan de Fuca Strait. The book under review mentions the waterway 46 times. The excellent map carries the official name Juan de Fuca Strait. Eight references in the text do the same. There are five quotations in which the form used is not chargeable to the compilers of the book. That leaves 32 times in which the name is given such forms as "Juan de Fuca Straits," "Fuca's Straits", "Straits of Juan de Fuca". "Straits of Fuca", "Strait of Fuca", etc. The index shows one reference each to "de Fuca, Straits", "Fuca, Juan de, Straits", and nine references to "Straits of Fuca". The index does not show at all the official "Juan de Fuca Strait". Throughout the Pacific Northwest people place the word "Strait" or "Straits" before the "Juan de Fuca". For this reason the United States Geographic Board may reverse its decision. In the meantime, such confusion as is shown in this Government publication is pathetic.

On page 62, the Spaniards' "Cabo Frondoso" is written "Cape Fondosa". Captain Kendrick is given credit, on page 69, of having been the first to circumnavigate the present Vancouver Island. This was long ago shown to be an error. The most complete study of the question is by C. F. Newcombe, M. D., *The First Circumnavigation of Vancouver Island*, being Memoir No. 1 of the Archives of British Columbia, published at Victoria, B. C. in 1914.

On page 71 and 72, three mentions are made of the original

name of Grays Harbor as "Bull Finch Harbor". Surviving members of the Bulfinch family will resent this blunder. Charles Bulfinch, whom Captain Gray sought to honor by naming the harbor, was one of the owners of his ship *Columbia* and was also a famous architect. He is credited with having drawn the plans of the capitol at Washington, D. C.

On page 71, the famous Spanish vessel *Sutil* is given as "Satil" and its master Captain Galiano is given as "Galleano". Captain William Clark, of the Lewis and Clark expedition, is wrongfully given a final "e" to his name. The Elliott Coues edition of the *Journals* gives his autograph more than once and throughout the three volumes the name is correctly spelled. The same blunder has been perpetuated by adding the final "e" to the name of Clarke County in the State of Washington. This was ably discussed by Frederick V. Holman in his presidential address before the Oregon Historical Society, December 18, 1909. See the *Quarterly of the Oregon Historical Society*, Volume XI., pages 3-6.

It was probably only a typographical error which caused Marias River to appear on page 74 as "Marius River". The United States Geographic Board has rendered a decision on the proper spelling of that name.

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*The Governor and Company of Adventurers of England Trading into Hudson's Bay during Two Hundred and Fifty Years, 1670-1920.* By SIR WILLIAM SCHOOLING, K.B.E. (London: The Hudson's Bay Company, 1920. Pp. 129.)

Here is a beautiful and worthy tribute to one of the most remarkable institutions of the new world. The book is handsome in type, binding, illustration and—above all—in spirit of service.

After the introductory chapter and lists of officers, there are ten chapters with the following heads: The Prelude to the Charter, The Granting of the Charter, Exploration and Discovery, Life in the Service, Indians, A Chapter of Natural History, Landmarks of History, Land and Settlement, Forts and Stores, Fights and Wars. The illustrations include colorplates, half-tones and clever drawings.

The spirit of the book is well shown in the introduction by the present Governor of the Company, Sir Robert Molesworth Kinderley, G. B. E. He says: "There were long conflicts with the French, and difficulties to be settled with Russia and the United States.