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strong tides, or fogs render it desirable, and when it would probably be impossible to fetch a harbour. The width of the Rosario Strait, southward of the Alden Bank, soon decreases to $3\frac{1}{2}$ miles and 2 miles (English), which latter is about its average breadth. Between Cypress and Blakely Islands, it is as narrow as $1\frac{1}{2}$ miles; but soon opens out again to $2\frac{1}{2}$ miles. The Bird and Belle Rocks lie almost in the centre of the Strait, $3\frac{1}{2}$ miles (English) within its southern entrance. The former is an extensive rock, 15 feet above high water. The latter lies north-north-east of it, more than half-a-mile (English), and is covered until near low water. The tides, which sweep with considerable strength over these rocks, are calculated to render the passage between them dangerous to sailing-vessels in calms or fogs; but there is a good passage on either side of them; that to the eastward of them being $1\frac{1}{2}$ miles (English) wide, while the width of that to the westward is $1\frac{1}{2}$ miles (English). The Williamson and Denis rocks which extend about one-third of a mile off the south-west side of Allan Island, are easily avoided. The former is 22 feet above high water; the latter awash at low spring tides.

The Davidson Rock, occasionally uncovering itself at low spring tides, lies three-fourths of a mile (English) east by south of Colville Island, and is easily avoided, as it is marked by kelp. The only other hidden danger which has been discovered to exist in Rosario Strait is the Panama Reef, which extends one-third of a mile (English) off the north-west end of Sinclair Island. This reef is marked by kelp, and uncovers itself at low water. A rock also, which is about the same distance west of Rock Islet, near the north end of Cypress Island, is also marked by kelp, and uncovers itself at low water.

The tides in Rosario Strait run with considerable strength; in the narrow part between Cypress and Blakely Islands they have been found, during spring tides, to exceed 6 miles (English) an hour; in other parts of the Strait their velocity is from 2 to 5 miles (English). The depth of water, however, being from 25 to 35 fathoms over the greater part of the Strait, admits of vessels anchoring anywhere, if it should be necessary; but the most desirable stopping places are Fidalgo Bay, on the western side of the island of the same name; Walmouth Bight, on the south-east side of Lopez Island; the Guemes Passage, and Strawberry Bay, on the west side of Cypress Island.

The Canal de Haro.

The Canal de
Haro.
Chart No. 4.*

On the other hand, the Canal de Haro, from the point where the Strait of Georgia may be said to lose the characteristic features of a single Strait, takes a direction about south-west and a half south between the east point of Saturna Island and the small Island of Patos, for a distance of 8 miles (English), it then turns to the westward, and runs in a direction south-west by west for almost an equal distance, until between Stuart and Moresby Islands, where it turns to the southward, and runs for a further distance of about 20 miles (English), trending to the south-east, when it strikes the Strait of Fuca.

The width of the Canal de Haro at its northern entrance between East Point and Patos Island is $2\frac{1}{2}$ miles (English), where, from the strong tides and irregularity of the bottom, heavy races occur; about the same width is carried for 12 miles (English) when, between Turn Point and Moresby Island, it decreases to something less than 2 miles (English), and the narrowest part, which is between Stuart Island and Cooper's Reef, is $1\frac{1}{2}$ miles (English). After passing south of Henry Island it gradually widens, and is more than 6 miles in breadth when it enters the Strait of Fuca.

The water is deeper and the depth is more irregular in the Canal de Haro than in the Rosario Strait, and though the tides run with about equal velocity in both, the former is more subject to irregularities and races.

The eastern or San Juan shore of the Canal is bold and steep.

After passing San Juan, when northward of Henry Island, very strong and irregular tides are met with, and there are rocks off Spieden Island which must not be approached too close.

Off Turn Point, on Stuart Island, there are strong whirls and eddy tides; and, unless with a commanding breeze, a sailing-vessel is liable to be turned round by them and lose the power of her helm.

On the western side of the Canal the principal dangers are—

The Zero Rock and its neighbouring shoals in Cormorant Bay; also the Kelp Reefs, which extend southward and eastward of Darcy Island.

Cormorant Bay, however, affords good anchorage. To enter it vessels may safely stand in midway between Gordon Head and Zero Rock, and anchor in 9 fathoms,

* See Chart No. 3.