

ing, whereas in the case of the Orient the demand has to a certain extent to be created. For the purposes of this traffic the southern harbors are very advantageously situated. In this connection Barkley Sound has much to recommend it. The 100-fathom line lies off Barkley Sound at a distance varying from 30 miles southwest from Amphitrite Point at the northern entrance, to 35 miles southwest of Cape Beale at the southern entrance. It extends due south of Cape Beale for a long distance. This 100-fathom line is the outer edge of the Continental shelf, as the geologists call it. It lies along the whole coast at varying distances out to sea. When speaking of Quatsino, I mentioned Triangle Island as a very important point for a powerful light. To render the approach to Barkley Sound as safe as navigation can be made anywhere, a lightship, with foghorn, could be anchored in between 30 and 40 fathoms of water just outside the radius of the Cape Beale light, if it were thought necessary. Such station would, I am informed, be of great service, not only to vessels bound for Barkley Sound, but to all vessels seeking to enter the Strait of Juan de Fuca from the Orient. The entrance to Barkley Sound itself is attended with no difficulties, because the distance to be traversed is not great, and a steamship would always have the unobstructed ocean astern, to which resort could be had in case of doubt. With ordinary aids to navigation, a competent mariner could enter Barkley Sound in any weather. What I have said establishes the claim that in Barkley Sound Vancouver Island has a harbor that is admirably adapted to be a headquarters for commerce with the South. I come now to consider the strategic advantages of Victoria, in which I include Esquimalt, in connection with ocean-borne commerce. In this connection it seems advisable to speak in the first place of the Strait of Juan de Fuca.

This remarkable waterway is destined to play an important part in the history of the Northwest coast. No matter what developments may take place elsewhere, through its waters fleets will always find their way, for by it are reached nearly all the transcontinental railways. The Strait is a part of a great structural valley, due to the operation of some tremendous forces in by-gone time. It extends inland on the