

lotte Archipelago. It exhibits on a small scale Metlakáta and Innean Bays, on the eastern shore of Chatham Sound; and Port Simpson Bay and approaches. It also gives the survey of Cumshewas Bay and harbor, on the east side of Moresby Island; of the Queen Charlotte Archipelago, in latitude 53° , and the eastern part of Skidegate Inlet, between Moresby Island and Graham Island, in latitude $53^{\circ} 25'$.

Admiralty Chart No. 1901, published in February 1868, contains plans of ten harbors and anchorages of the interior navigation, the Ogden channel and adjacent harbors, all lying between Cape Caution and Port Simpson. It exhibits Schooner Retreat at the south entrance to Fitzhugh Sound, Safety Cove, Goldstream Harbor, and Namn Harbor in Fitzhugh Sound, McLaughlin Bay in Lama Passage, Kynumpt Harbor in Seaforth Channel between Lama Passage and Milbank Sound, Carter Bay at the north end of Finlayson Channel, Holmes Bay at the south end of Grenville Channel, (this is the Horne Bay of previous English charts, and by this name only is it known by traders and the Hudson Bay pilots,) Stuart Anchorage in the north part of Grenville Channel, Ogden Channel, and Alpha Bay in the same channel.

Chart No. 571, published in April 1866, contains four harbors in the vicinity of Queen Charlotte Sound, on the north shore, abreast of Fort Rupert in Beaver Harbor; Blunden and Cullen harbors would only be resorted to by our traders for refuge, while Cypress and Tracy harbors are situated among the narrow intricate arms stretching into the mainland, about latitude $50^{\circ} 50'$, and longitude $126^{\circ} 50'$, twelve miles from the north shores of Vancouver Island.

It is not necessary to follow in detail these connected interior channels of British Columbia, forming part of the great canals extending from the head of Puget Sound, in latitude $47^{\circ} 03'$, to the mouth of the Chilkaht, in latitude $59^{\circ} 15'$. All afford splendid navigation for steamers and small sailing craft. Those of British Columbia are comparatively narrow, ranging from half a mile in exceptional places to nearly ten miles in Chatham Sound and to sixteen miles in the Gulf of Georgia. But it must be understood that to the navigator accustomed to plenty of sea-room these channels look narrow, on account of the great height of their rocky and almost perpendicular shores.

The inlets which occur at the head of the Gulf of Georgia, northeast of Vancouver Island, are worthy of special remark. They are from forty to sixty miles in length, from one to two miles only in breadth, and are walled with abrupt mountains from four to eight thousand feet in height, Superb Mountain attaining eight thousand feet at the head of Bute Inlet, and Mount Alfred eight thousand four hundred and fifty at the head of Jervis Inlet.

According to the admiralty charts there are places in these fiords, within one-half mile or less of shore, where no bottom was found at three hundred fathoms.

In *Discovery Passage*, leading from the northwest part of the Gulf of Georgia, the channel is contracted very much; about eleven miles inside of Cape Mudge the shores are precipitous, rocky, and nearly a thousand feet high, and this occur-