is stated in the " Vancouver Island Pilot," pages 1, 30—34, and 102, or with what is shown in the Admiralty Chart of " Vancouver Island and adjoining Mainland," both the work of Captain (now Admiral) Richards, R.N., and of his officers. Neither does it correspond with the well-considered representations of commanders of coasting steamers, and of pilots, who for years have been passing up and down in all weathers when practicable. They say the Haro Channel abounds in shoals and reefs, narrowing it at one point to less than two miles, between Turnpoint on Stuart's Island, U.S.A., and Cooper Reef, B.N.A. Its depth of water varies from 60 to 180 fathoms. The spring tides run at least at the rate of 6 knots an hour, while off the points are strong eddies and dangerous tide rips. In and adjoining this channel are several anchorages suitable for vessels of about 1,000 tons if towed, but none where ocean steamers or sailing ships of the largest size should ever be found in foggy or stormy weather.

Staff Commander Pender, R.N., in evidence, by request of the Admiralty, recently given to the Colonial Office for general information respecting the harbours of the mainland, after avowing preference for Burrard's Inlet as the site for the railway terminus over other *mainland* inlets, as far as yet surveyed, further states, however, that "the risks attending navigation, with large steamships against time, amongst the islands lying between Juan de Fuca Strait and the Strait of Georgia are very great." The foregoing is the concluding sentence of Captain Pender's evidence, as copied in the *Victoria British Colonist*, 9th May, 1877, from the latest Progress Report of Mr. Sandford Fleming, Engineer-in-Chief of the Canadian Pacific Railway Survey.

In that report is also given the evidence of Admiral Richards, and of Admirals Farquhar and Cochrane. With Admiral (then Captain) Richards, Mr. Pender was for several years engaged in the survey of this coast, and latterly, when himself in command, he continued the work for some years