

occurrence, and, near Knight's Canal, we hear of a river which flows for 15 miles through a magnificent glacier tunnel 100 feet in height and from 100 to 150 yards in breadth.

In the Seymour Narrows, through which the steamer track passes, occurs the tidal junction of the waters which separate Vancouver Island from the mainland. Here the flood tides from the Pacific, flowing respectively to the southeast through Queen Charlotte Sound and to the northwest through the Gulf of Georgia, meet and form violent, cross, jumping seas, which, especially when aggravated by high winds, cause danger of no small moment to light craft. Tides are said to be of excessive strength throughout nearly the whole of this inland navigation, the winds usually extremely variable and anchorages infrequent, and hence it is reasonable to infer that the passage to the north by the Gulf of Georgia, although peculiarly favourable to steam navigation, should never be attempted by any large vessels without the assistance of steam power.

Passing the north end of Vancouver Island, the course crosses Queen Charlotte Sound and runs to the east of Calvert Island. The Sound thus crossed, about 30 miles broad, is open to the North Pacific, and subject therefore to heavy ocean swells, whose magnitude and consequent danger are heightened by the meeting of the ebb tides which, running along the mainland in northwesterly and southwesterly directions, rush to the ocean through this Sound. Violent gales are at all seasons of frequent occurrence here, and, until reaching Smith's Inlet, no harbour or anchorage interrupts the bold, bluff front of the mainland.

North Bentinck Arm, a mere water-filled indentation in the mountains, some 25 miles in length and from $1\frac{1}{2}$ to $2\frac{1}{2}$ miles in breadth, may be taken as a fair type of the other inlets on the coast. Piles of mountains broken up towards the seaboard in