the navies in the world, with plenty of room to spare ; a harbour which Victorians in their blind rage stigmatise as difficult and dangerous of access, but into which sailing ships have been brought under sail and without a pilot."

With regard to the last assertion I have to admit that authentic evidence does exist ; that about ten years ago two merchantmen, each of, at the most, from 300 to 400 tons burthen, sailed into the inlet without a pilot; but they were piloted out, and their masters never repeated the venture. Like instances may very rarely have occurred. It is well known as an almost unvarying custom that sailing ships are towed to and fro between Royal Roads, Esquimalt, and the inlet. So far is Burrard Inlet from being in respect of safe harbourage comparable with Milford Haven or Cromarty Bay in the old land, that it has of good anchorage at Granville or Coal Harbour only about one square marine mile in extent, and at Moodyville on the north shore only half a square marine mile or less. The remainder of the inlet, 36 fathoms deep in mid-channel, is, owing to strong tidal currents and eddies, unsafe for anchorage.

Outward bound ships with their tugs do anchor at its edge, in about 20 fathoms, awaiting turn of tide, but meanwhile a man has to be at the helm so to steer as to obviate the risk of having the cable snapped.

"Old Settler" avoids mention of the dangerous Narrows leading from the Georgian Gulf into the inlet. Through these, but 300 yards wide in one place, the tide rushes strongly up and down, and the eddies are rapid. For two hours spring tides are said by experienced men to average ten knots through the Narrows. So much for "Old Settler" on these matters of fact. He is not the only mainlander who has publicly vaunted of the harbour of Burrard Inlet and its approaches. In the Ottawa House of Commons, 6th April, 1876, a B.C. mainland member said, in his place, that "the navigation from the southern extremity of Vancouver Island to Burrard Inlet is excellent." This does not agree with what