

each of the great kindred Anglo-Saxon nationalities learning, one from the other what to imitate and what to avoid, may thus "strive together in well doing," while having no other contention. Elihu Burritt, the well known learned and philanthropic New Englander, has in the *Canadian Monthly* for August last an article on the "Integration of the British Empire" that does him infinite credit. There is more pith in this short essay than in Sir Francis Hincks' recent lukewarm dealing with the great subject in the same periodical; or than in tomes of able and well-meaning Goldwin Smith's theorising about disintegration in other monthlies.

Mr. Editor, I may in part of the foregoing have seemed to digress, but the digression, if a y, has been more seeming than real. The Canadian Pacific Railway by the best possible route from ocean to ocean, and soon to be completed by "a strong pull and a pull altogether," is indeed the first step and the *sine qua non* to the much needed consolidation of the empire.

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EDITOR COLONIST:—Inasmuch as England, after all the good she has for some three hundred years past been effecting in North America, is likely through what seems the "manifest destiny" of Imperial Federation to be an abiding power on this continent, it has happily ensued, in the Divine order of events, that on the Pacific she owns the Northern, while her first born and biggest daughter, the United States, possesses the southern shore of that great inland sea, the Fucan Strait, which presents more advantages to the mariner than any other inlet on the Anglo-American Pacific Coast; aye, or from the Magellan to the Bhering Strait.

The Fucan Strait, extolled above all others on our coast by the naval authorities consulted by Chief Engineer Fleming, is excellently described by Captain Devereux, p. p. 309-10 of Fleming's Report, 1877. Although from August to November it is occasionally subject to fog, "sometimes very dense over the entrance for days together," "these are not nearly of such frequent occurrence as on the neighboring coast of California, where they prevail almost uninterruptedly during the summer, and as late as the middle of October." Both the foregoing extracts are from the Vancouver Island Pilot, p. 5. The United States Pilot for California, Oregon, and Washington, at p. 69, mentions the sunset fogs on the San Francisco bar and outside of it as of frequent occurrence in summer. At p. 70 the same authority states that "during heavy Southeasters the sea breaks upon the San Francisco bar, clean across the

entrance, presenting a fearful sight." The sound can be heard at the anchorage in front of the city." At p. 183, referring to the Fucan Strait, the Coast Pilot mentions that "in winter the S. E. winds draw directly out, and create a very heavy cross sea off the entrance, the great Southwest swell meeting that rolling out. In such cases trading vessels try to gain Neah Bay or San Juan Harbor and remain at anchor until the wind changes." Both these harbors need breakwaters to make them thoroughly effective for shelter; but that for each country is a work of the future. An immediate and pressing want on the British side of the Strait is telegraphic extension to Cape Beale lighthouse in order that sailing vessels, now occasionally delayed outside by calm, fog, or foul wind, may thence indicate their arrival and need of a tug.

DEEP SEA SOUNDINGS.

Owing to the fortunate irregularity of soundings, and variety of bottom on the ocean banks reaching for more than forty miles outside Fucan Strait, powerful steamers can enter during dense fog, or during a S. E. gale with its usual attendant, thick weather.

This being in either case impossible off San Francisco bar, it is obvious that from the nautical point of view ports on the Fucan Strait are better suited for commerce than any to the Southward. This strait will yet be a great highway for British and American trade, and the Empire must have its chief North American port thereon, just as necessarily as that a London merchant prince must be established for business within hearing of Bowbells, and not at Islington or Croydon.

The time occupied in land travel by rail, and in ocean travel by steamer, can approximately be calculated; but the delay and risks caused by the intricacies of inland navigation cannot be reckoned on.

FOGS.

In this quarter fog may last from half-a-day to more than eight days, that being a much longer period than is occupied in crossing the continent by railway. In dry seasons, fog is more enduring, being then prolonged and intensified by the smoke of extensive forest fires. The early rains, in September, have this autumn prevented such a combination of the "powers of darkness." Fog is not unknown in British waters, and it must have been in avoidance of this and other dangers incident, less or more, to all inland navigation that at home the points of arrival and departure for ocean-going mail steamers have, since the Atlantic was first steamed across, been gradually shifting ocean-wards from London, until, at length, the ultimates of Cork and Falmouth have been reached.