

has also application to a certain extent to Hardy Bay, which lies on the east coast of the Island near its northern end. Lying northwesterly off Cape Scott and about 25 miles out to sea is Triangle Island, a high rock, forming the outermost of a chain of islets extending from the cape, which it may be mentioned is the northwesterly point of Vancouver Island. Triangle Island is 50 miles from the entrance to Quatsino Sound. The 100-fathom line is about 15 miles outside of Triangle Island and hence 55 miles from Quatsino. This line, which is of great value to navigators owing to its being somewhat sharply defined lies further and further from the land as the southern part of the Island is approached from the north, until, measuring due west from Bonilla Point, it is 60 miles out to sea. The late Captain John Devereux, of this city, laid special stress upon the value of this 100-fathom line in his "Statement" to be found at page 308 of Sanford Fleming's Report above referred to, in which he emphasizes the fact that the line being further off shore opposite the entrance of the Strait than it is more to north along the Island coast, it is "of greater service to the mariner in thick weather 'to warn him of his approach to land and its attending dangers.'" But to return to the importance of Triangle Island. Captain John T. Walbran, in a letter to me written some years ago, pointed out that if a 25-mile light were erected on Triangle, an approaching vessel bound to Quatsino, would pick it up when 75 miles out to sea, and would have that light as a guide until a 25-mile light at the entrance of Quatsino Sound could be picked up. With such lights, and with the soundings for a guide, and the whole Pacific ocean behind him, a mariner approaching Quatsino would be as free from peril as he could be anywhere on any coast. A light on Triangle Island would also be of the greatest service to mariners making Nootka or Barkley Sound from the northwest. Indeed it would be a valuable aid to the navigation of all vessels approaching the Vancouver Island shore from the northwest no matter how far south their destination might be. It would also serve as a guide to vessels approaching Prince Rupert from the southwest. I am not advancing my personal views upon this subject, for these, being only those of a landsman, who can only