

Cavendish, in 1587. On his return to Mexico, after the capture of the vessel, as Mr. Locke, an Englishman who saw him at Venice in 1596, relates, he was placed by the Mexican Viceroy in command of three ships, with a view "to discover the strait of Anian along the coast of the South Sea, and to fortify that strait to resist the passage and proceeding of the English nation, which were feared to pass through that strait into the South Sea." As regarded finding communication by water with the strait of Anian (Hudson's Straits), the voyage proved a failure. The intrepid mariner believed, nevertheless, that he had made his way to the Atlantic Ocean. It was not his fault if it was understood, in his day, that this great ocean was not so distant from the Pacific as it is now known to be. The persevering viceroy insisting on his idea, which was according to the science of his time, induced the brave Juan to renew his efforts. So, coasting along North Western America in a northerly direction, he came to the 47th degree of north latitude, and there finding "that the land trended east and north-east, with a broad inlet of the sea between 47° and 48°, he entered therein, and sailed therein more than twenty days, and found that land trending still, sometimes north-west and north-east and north, and also east and south-eastwards, and very much broader sea than was at the said entrance, and that he passed by divers islands in that sailing; and that at the entrance of this said strait there is, on the north-west coast thereof, a great headland." Juan's narrative proceeds to say that "being entered thus far into the said strait, and being come into the North Sea already, he thought that he had well discharged his office, and returned homeward." It is evident, if there be any truth (as must be believed that there is) in De Fuca's narrative, as preserved to us by Mr. Locke, the western mariner must have traversed the sea which separates Vancouver's Island from the mainland, entering by the Juan de Fuca Strait, and, coming out into the North Pacific by Queen Charlotte's Sound. It is no argument against the fact that the good man himself believed, as he came into Queen Charlotte's Sound, that he was sailing into the Atlantic by Hudson's Strait, or, as it was called in those times, *The Strait of Anian*. If this enormous error does not impair the narrative, neither does the lesser one which places the De Fuca Strait between the 47th and 48th degrees of north latitude. The latter, as well as the former mistake, must be charged to the imperfect science of the time. De Fuca never imagined that he had discovered an island, so he could not claim to be its discoverer. He returned home crowned with the ideal honour of having discovered the strait which was supposed to divide the North American continent and afford communication between the two great oceans. The question of the age, and of so many ages, was therefore solved. The long-sought-for North-west Passage was discovered. Later navigators, however, and Cook among the rest, failed to find the passage, or rather the strait, which was mistaken for it. Their failure is ascribable to De Fuca's second and minor error, that which placed the strait which took his name between the 47th and 48th parallels. The reader will observe, from a glance at a modern map, that the strait in question is situated a little to the north of 48°. Cook explored, very carefully, the coast between 47° and 48°. Finding no inlet or strait, he sailed direct north from 48°, or a little north of 48°, from Cape Flattery, which is almost at the opening of De Fuca Strait, and so proceeded on his explorations along the North-west coast, without noticing the entrance to the North-west passage, the *meta incognita* of the time, which this renowned navigator also was in search of.

Still more efforts were made in order to find the North-west passage where it did not exist. In 1774 the Spanish Government despatched an expedition under Juan Perez, with instructions to search for it along the north-western coast of America. This captain discovered Queen Charlotte's Island in latitude 54° north. But, as may be supposed, he did not succeed in accomplishing the principal object of his voyage.

Soon after this unsuccessful enterprise, two vessels were sent by the viceroy of Mexico on the same errand. They commenced by a mistake, into which they were led by the charts of the time, which placed the Strait of Fuca between the 47th and 48th parallels. Starting from 49° 26', they sailed southward, and so in vain sought for the opening of the strait. Some of their crew having been massacred by Indians, they ceased to sail away from the object of their search, and returned to Mexico. One of the vessels, however, which was commanded by Francesco de la Bodega, continued to sail northward for some time, made land in latitude 56°, and discovered a portion of King George III's Archipelago. He took possession likewise of a large bay in lat. 50° 30'. To this bay he gave the name of his patron, the viceroy, calling it *Port Bucardi*.

About twenty years before the time of de la Bodega's expedition, the British Parliament offered a reward of £20,000 for the discovery of a practicable passage by sea between the two Oceans. Somewhat later, in 1776, the celebrated navigator and explorer, Captain Cook, received commission to undertake an expedition, in pursuance of the same object. He was instructed to search for rivers or inlets pointing towards Hudson's or Baffin's Bay, from the 45th to the 65th degree of north latitude.

The Greek Pilot, Apostolos Valerianos, who also bore the Spanish name of Juan de Fuca, had stated that the passage

which he was held to have discovered opened between the 47th and 48th degrees. Cook, therefore, examined most carefully this section of the coast, but finding no appearance of such a channel as was alleged to exist between the two parallels alluded to, he at once pronounced the story of the Greek mariner a mere fiction. It was no fiction, however, although the Pilot's geography was at fault, and Cook came very near de Fuca's strait, when he was at the promontory which he complimented with the name *Cape Flattery*, on account of the fairer weather with which he was favoured there. Sailing northwards from this Cape, he passed the famous strait, without observing it, and anchored near Nootka Sound, at a place where there was such good anchorage, that he bestowed on it the name of *Friendly Cove*. Little thought he that he was enjoying the shelter of the great island, which has now become so famous. He believed that he was still on the coast of the continent. Thus did de Fuca's geographical error lead the great navigator astray, and keep the world in darkness for some time to come.

Captain Kendrick, an American, is said to have explored the channel which separated Vancouver's Island from the mainland in 1788. But there remains no undoubted record of his enterprise. If he were the discoverer of such an important channel, his name or something relating to himself or his country, would remain inseparably connected with the discovery. Bickley, the captain of an English merchantman, about the time just referred to, became aware of the existence of a channel, a little to the north of Cape Flattery, but he did not explore it. Captain Meares, about this time also, along with Captain Douglas, made a voyage of discovery under the auspices of a Company of Bengal merchants. Meares was the first Englishman who entered the De Fuca strait. He took possession of some tracts of country in the name of his Sovereign. He sailed up the strait, about thirty leagues, in a boat. But it was found impossible to proceed farther in such a craft, the natives assailing him from the northern shore.

To CAPTAIN VANCOUVER, an officer who had served under Captain Cook, belongs, and will ever belong, this distinguished honour of having discovered the island which bears his name. The Spanish Government having seized a section of country, which, of right, belonged to Great Britain, and having also laid certain restrictions on British commerce in the Pacific, which our Government could not allow, Captain Vancouver was sent to confer with a Spanish officer at Nootka Sound, with a view to a formal adjustment of a difficulty which might have put an end to the amicable relations existing between the two Powers. On such an occasion, the *North-West passage* was not to be lost sight of. Captain Vancouver, accordingly, was instructed to add to his diplomatic mission, the duty of searching for the much desired passage, along the coast, from the 35th to the 60th degree of north latitude. The Spanish Commission not having arrived, when Vancouver reached Nootka, this officer determined, meanwhile, to employ his time in examining the De Fuca strait and Admiralty inlet. Not only did he succeed, after difficulty and fatiguing navigation, in ascending the strait of Fuca to a considerable distance, he was able, also, to guide his vessels along the *Gulf of Georgia*, the strait to which he gave the name of *Johnstone Strait*, and the whole channel which leads to the main sea, gaining, finally, the North Pacific Ocean, about one hundred miles north of Nootka. Thus, was CAPTAIN VANCOUVER the first who discovered, in the year 1790, that the island with which his name remains inseparably connected, is indeed an island, and not, as had been so long believed, a portion of the North American Continent. He failed to find, like the Greek Pilot, Juan de Fuca, a channel communicating with the North Atlantic, but, as all must admit, he made a discovery more valuable to science, more beneficial to commerce, and more calculated to advance the interests and the happiness of mankind, than if he had penetrated the Arctic Seas, discovered some frozen channels, and settled, in his day, the much agitated question of the *North-West passage*.

Reviews of books and other matters intended for this issue have been deferred for want of room.

THE CHRONICLE OF THE WAR.

But little of importance has occurred since our last chronicle, with the exception of the election of an Executive. For the present it has been decided that France will remain a Republic, and at a late sitting of the National Assembly the choice fell upon M. Thiers to act as its president. The Prussians still surround Paris, which they have decided upon entering on the 24th. The King will then return home and make a triumphant entry into Berlin, accompanied by all the petty sovereigns of Germany. The terms of peace insisted upon by Bismarck have again been presented, but this time in the form of an ultimatum. Should they be refused, the war will be carried on with the utmost vigour. They involve the cession of Alsace and Lorraine, with the fortresses of Thionville, Metz, and Belfort, and the payment of an indemnity of £160,000,000 sterling; but all the sums hitherto levied in France will be counted in towards this indemnity. A recent despatch from Bordeaux, speaking of these terms, says that they do not correctly reflect the thoughts of the German rulers. It is believed that they have purposely been made extravagant, in order that the real terms may seem moderate in comparison. Indeed, it is thought that Bismarck contemplated startling France and Europe by the announcement of terms that will seem liberal.

Among the French people there is still a great reluctance to consent to the surrender of territory, and it is reported that

Chanzy and other Generals have proclaimed their conviction that a defensive war may still be prosecuted. The prospects of the return to the throne of the ancient reigning family are improving; Imperialism is at a discount, and the permanent establishment of the Republic has almost ceased to be dreamed of.

THE GRAND TRUNK SHOE RACES,—THE LAST HURDLE.

The favourite pastime of snow-shoeing has become this year, if it be possible, still more a favourite, and has completely outstripped all the other varied amusements that winter affords. Nearly every Saturday one club or another has its race, and though one might expect that the frequency of these trials of skill and speed would lessen their attraction, the contrary rather is the case. Perhaps a reason for this especial partiality may be found in the interest manifested by the amusement-loving public in the success of the different candidates competing for the extraordinary prize offered this year.—Messrs Cohen & Lopez's \$200 meerschaum pipe. There are this year no less than six snow-shoe clubs in operation, with a total membership of from 5 to 6 hundred young men. These clubs have all arranged for annual races, which will furnish a pleasant means of spending the Saturday afternoons far on into March. The annual races of the Grand Trunk Snow Shoe Club which took place on Saturday, the 11th inst. were, as they have usually been in years gone by, highly entertaining. The day was as fine as could be wished, a bright sun overhead tempered the sharp, cool, bracing atmosphere, and lent to all the surroundings, however dull in themselves, a rich, warm colouring, and to the snow a dazzling brilliancy. The air was cold but not unpleasantly so, and in fact the day was *par excellence* a day to be spent in the open air. So most probably thought the hundreds of spectators, many of them fair ladies, attired in all manner of rich winter trappings, with which the grand stand was packed. All of them had ruddy faces, stamped with health, and all seemed heartily to enjoy the day's sport. The judges' stand was also graced with the presence of several ladies, besides Mr. Brydges, Mr. Hickson, and several other prominent officials of the G. T. R. The first race called was the Two-Mile Race, for which very few whites were entered, and which was taken by Keraronwe, the celebrated Indian runner, in 11 min. 30 sec. The hurdle race was next—150 yards, over 6 hurdles. Wood, Armstrong, Becket and Hurtibuse, showed at the scratch. Hardly was the sharp crack of the pistol heard when Armstrong was away, gaining in his wonderfully quick start a lead which it was impossible to pull down, and he won the heat easily in 14½. The second heat was a dead heat between Wood and Becket. The third and final heat fell to Armstrong, who was declared winner. Our illustration shows the run at the last Hurdle in this race, which was followed by several others to complete the day's sport.

ILLUSTRATIONS OF THE WAR.

We produce, this week, three illustrations of the war, now so near its close. The first is a view of the ruins of St. Cloud, of which we spoke in a former number, as being, from their commanding position, a favourite Prussian look-out post. The second is a scene on the humorous—but none the less dangerous—side of war, and gives an idea of the risks to which the war correspondent, in accepting that perilous duty, submits himself in order to gratify the curiosity of newspaper readers, who, like the Athenians of old, are perpetually seeking both to tell and to hear something new. The third illustration shows the interior of Battery No. 3 in the park at Rianey, to the west of Paris, manned by Saxon artillerists.

ROPE COFFEE AND SPRING-SAW BEANS.—A New York paper says that Minnie Lee, a nice-looking young woman, residing at 128 West Tenth Street, recently applied for admission to the Tombs prison in order to visit James Thompson, a notorious and desperate burglar, now awaiting trial at the General Sessions. She had a dinner pail in her hand, containing coffee, and a large dish containing baked beans, which she pretended to have brought for the prisoner. The woman acted in a nervous manner, and so attracted the attention of the keeper, and he proceeded to examine the pail, finding it made with a false bottom, which was filled by a coil of rope fully thirty feet long, and neatly covered by hot coffee. Minnie was at once arrested, and the cell occupied closely examined, the search being rewarded by the discovery of two old knife blades, a patent jointed steel jimmy, and a couple of roughly-made spring-saws, intended to sever iron bars. When the prisoner was arraigned before Justice Dowling, at the Tombs Police Court, she was fully committed for trial, in default of \$1,000 bail. After Minnie was removed to a cell, the plate of beans was examined and found to contain a handsomely-made spring-saw handle, a small steel wedge, and ten or twelve beautiful watch-spring saws. With all these tools, had he obtained possession of them, Thompson would have found no difficulty in escaping from his cell, and probably from the prison, during the night.

DID YOU EVER?

Did you ever see a chimney-sweep having his shoes blacked?
Did you ever lose a five-pound note at Loo, and find out who had won more than half-a-dozen shillings of it?
Did you ever get an omnibus to stop exactly where you wished it?
Did you ever know a lady with a wasp-like waist, whose disposition also was not rather waspish?
Did you ever meet an Alderman who was a Vegetarian?
Did you ever know a lady that was not considered "the sweetest ever born," and "so like" somebody or other, to whom you can't discover an atom of resemblance?
Did you ever meet an Englishman abroad, who did not seem to think that he lost caste by speaking civilly?
Did you ever challenge a stranger to play billiards, without mutually asserting that you hadn't touched a cue for upwards of a twelvemonth?
Did you ever hear a modest man propose a toast, without regretting that it had not been placed in better hands?
Did you ever come home late and try to get to bed without anybody hearing you, when the front door did not bang, and every stair explode as though it were a fog-signal?