

no hidden dangers exist, except at one spot half a mile from land on the American shore; the soundings deep in mid-channel shoal towards land, and good anchorages are to be found on either shore. See "V. I. Pilot," pages 1 to 6, and "U.S. Coast Pilot," for Washington Territory, &c., pages 182 to 200.

On this strait, sixty-two miles from the ocean, are the well-known harbour of Esquimalt, and its contiguous and invaluable outer harbour or roadstead, on the Admiralty Chart marked "Royal Bay." Thither ships are continually brought under sail and without a pilot. Thence they are towed oceanward only on special occasions.

This roadstead is deemed in some respects superior to that of the Downs. It is perfectly sheltered from westerly winds, but to a certain extent affected by south-easterly gales. Still, what have been considered as such, blowing down the straits, have, in the roads, been weathered by ships with only one anchor down.

Ships can be anchored in Royal Bay without liability to pilotage or other charges.

Within easy reach of all ports to the southward, and only from six to ten days' sail of San Francisco, the greatest of these ports, Royal Bay, is more and more being resorted to by shipmasters seeking freight, for here they can select a cargo either north or south, and charters can be speedily arranged, as telegraphic communication exists with all the most important parts of the world.

Esquimalt has of wharf frontage four and a half miles, and of safe anchorage about three square marine miles, although within this area a few small spots will some day need the dredger. Royal Bay outside has three square miles of good holding ground.

East of it there is some inferior anchorage, and west, some miles more of the same, with harbours good against westerly winds. Since the completion, in 1860, of the Race Rock, V. I. lighthouse, no marine mishaps have occurred between