

and adjacent islands, where there will yet be coal and manufacturing towns, and a wealthy and loyal population in town and country, as leal for home or imperial defence as their fellow-subjects of Ontario, Quebec, Nova Scotia, and the other eastern provinces. This tract would early afford important wayside traffic. From the car-ferrying point at the snug harbour of Otter Cove, having about a mile of wharf frontage (see chart and Fleming's two reports), settlement would spread along the island and mainland coast wherever frugal, industrious families could reasonably hope to prosper. Not far from the cove the fine valley of Salmon River, V.I., invites agricultural settlement. At and far beyond the cove the same timber flourishes which in such vast quantity, sawn and in spars, is exported from the "Inlet," B.C., and Puget Sound, U.S.A.

In the last session of the Ottawa Senate the Hon. R. W. Scott, Secretary of State, in reply to inquiry as to why no naval testimony had been obtained as to the value of island harbours in comparison with those on the mainland, said that he thought full information as to the former was in possession of the Government.

It is desirable, since the colonists of Victoria have been attacked in the columns of the *Times* by "Old Settler," as being regardless of the higher interests of the province, the dominion, and the empire, and as purely from the most miserably selfish considerations striving to have the Western Railway terminus at Esquimalt, Vancouver Island, that such defence as one Victorian can present should have wide currency.

The strait of Juan de Fuca, dividing British North America from the United States, is between eight and seventeen miles wide, and eighty-four miles long, and for safety of navigation is excelled probably by few, if any, inland seas on the globe. As a guide from the ocean to the strait there are deep sea soundings forty-five miles out from the line of coast, and on each shore of the entrance a first-class lighthouse. Inside