

to a point about midway on the trail between old Fort Chilcotin and the head of the North Bentinck Arm. My idea is, that about there, there is a gorge, giving outflow to those "larger" (larger in comparison to the mountain waterfalls immediately in view on the mountain sides) "torrents," which, according to Vancouver, (see report, page 249) "appeared to owe their origin to a more general and "permanent source." He is speaking of the Cascade Canal, near the head of Dean's Inlet, and means, I presume, source inland. The trough of the Dean Inlet gorge is, however, clearly not that of the Gardner Inlet, and is considerably higher, probably averaging 2,500 feet, or rather more, above sea. It certainly should be at once explored, and, in fact, the whole Cascade coast and range, from Bentinck Arm to Naas.

Before leaving them, I would say a word as to these

INLETS AND THEIR NAVIGATION.

All of them—yea, the whole coast of British Columbia, has for three quarters of a century past been the resort—constant resort—in all seasons, of coasting traders, ships, brigs, schooners, and other craft, British, American, Mexican, Russian and others, and I never heard nor read of a wreck on it. And further, I take it upon me to say, that according to the whole world's record of marine disaster, there is, comparatively to its trade and usage, no safer coast anywhere, unlighted though it be. Vancouver's charts and reports—our only best authority yet as to those PARAGES—prove it. For instance as to the "Burke Channel"—first explored by him—and of which the North Bentinck Arm is one of the heads—he thus reports to Her Majesty's Admiralty, see page 245 of Mr. Fleming's report, "May 26th: With a gentle breeze from the E.N.E. we stood" [exploring an unknown sea, with many a rocky wild of isles innumerable] "we stood up Fitzhugh's Sound" [leading into the channel] in the evening, with "all the sail we could spread." The Sound opens to the broad ocean. "This by four 'the next morning,' he goes on to say, 'brought us to the arm leading to 'Point Menzies, whose extent was left 'undetermined, and where in a cove on 'shore, about eight miles without its entrance, I expected to join the Chatham.'" In the preceding page he speaks also of a remarkably fine cove, large and safe for ships, in the same passage to the Burke Channel but further in, which he designated "Safety Cove," marked also, I perceive, in Lieut. Governor Trutch's

map. Also, we have "*Bella Bella*," a present snug harbour and trading post, referred to by Mr. Horetsky, and into which the Hudson Bay Company's little trading steamer, in mid-winter, safely bore him. But of those "Pender Rocks" that this gentleman speaks in his book as "obstructing navigation," neither the Trutch map, in its fulness and correctness of the coast of British Columbia, nor Mr. Fleming's report, in its exhaustive fidelity, make any mention. The same kind of mischievous misstatement and blackening, to make some point sinister, is made by this same "dedicator to the Hon. Mr. Mackenzie," as to Bella Coola as a harbour.

The coast, rough and broken though it be—corresponding much with that of Cornwall, Ireland, Scotland and Norway—in fact, their counterpart, but in grander scale, as is the Pacific to the Atlantic, is, to use the words of old "King of Borva" of the Hebrides, "*A grand coast for fine harbours.*" Further—they all open out on the best *coaling stations* in the world, Fitzburgh Sound having on the one side, north, the Queen Charlotte Islands, with their numerous fine harbours, with coal equal to finest English, and which has sold in San Francisco at \$20 per ton—also good anthracite—and all most abundant and accessible. On the other side, south, is the north-western end of Vancouver Island, with its admirable harbours and excellent coal, abundant and ready to tumble from seam direct into ship's hold, it may be said. To the more northern inlets, such as Gardner's—Vancouver Island is scarce in course to China, it is true, but is so to Australia, the South Pacific, and to San Francisco, and Western Mexico, Central and South America. The Queen Charlotte Islands, in their mineral wealth and fine climate, and abounding fishing grounds, must become, quickly, of first importance. They are worth ten Alaskas.

To Vancouver Island, however, does Providence seem to point for *Rule-Seat* of the Northern Pacific, yea of all the Pacific. An aggregation of remarkably good natural harbours and docks, chiselled out as it were by nature, easily accessible, and having everything required for safety in port, lying just on the great sailing arc of the Northern Pacific, according to Maury chart; with the finest of climates for active life; good soil and flora; and coast line low enough for a railway from Victoria to Fort Rupert—a railway which may well be made as part of our Pacific Grand Trunk—it may, and I sincerely hope to yet see it, as a result, sentimental of