

What has been or may be stated about Burrard Inlet and its approaches from Royal Roads cannot disparage the present undisputed commercial importance of that place as the site of two large saw-mills.

These statements are set forth simply in view of the possible purposes for which this inlet might be selected. They receive the strongest confirmation from Staff Commander Pender, R.N., who in one pithy sentence thus summarises his opinion in reply to Mr Fleming's last and twenty-eighth question: "For reasons given (says Commander Pender, p. 300, report cited) in No. 27, Burrard Inlet is in my opinion preferable to either of the places named (the other six mainland inlets inquired about by Mr. Fleming, T.); it is also the most easy of access from the ocean, BUT EVEN HERE THE RISKS ATTENDING NAVIGATING WITH LARGE STEAMSHIPS AGAINST TIME AMONGST THE ISLANDS LYING BETWEEN FUCA STRAIT AND THE STRAIT OF GEORGIA ARE TO ME VERY GREAT."

In his letter to the Governor General Captain Cooper forcibly dilates on the manifold risks to be incurred "in a gale of wind and thick weather" off Milbank Sound, or thence to Kamsquot, head of Dean's Canal, "by a steamer having on board Her Majesty's mails and probably several hundred passengers bound east" "with scarcely an anchorage for the whole distance that the commander of a valuable steamship would risk his ship to swing in." "It is questionable (adds the Captain) whether any insurance offices would take the risk on such navigation."

Outside Milbank Sound such a ship in stormy weather might get to sea. Inside her plight would be unsafe indeed. At the best there would be serious and vexatious delay, causing passengers to chafe and to declaim against such a dangerous route.

And now with a deep sense of their importance, and with due regard to Imperial or in other words, general, interests, let me ask Captain Cooper, how it would fare with his large mail steamship in a S. E. gale and thick weather, or, in one of our long enduring and densest autumnal fogs, supposing her course to be from Trial Island, Haro Straits to Burrard Inlet. Would not her risks be nearly as great in the latter direction as in the former? According to the quotation just made from Commander Pender's evidence and to merchant-seamen recently consulted by me, they certainly would. Such a large mail steamer as is mentioned, would necessarily be NAVIGATING AGAINST TIME.

Again, supposing our transcontinental railway to terminate so far from the ocean as at Burrard Inlet, how many casualties

to ocean steamers or large sailing ships, how many alarms and narrow escapes, how many even of annoying detentions involving, no one could tell, how much loss to the diverse large interests at stake, how many of such mishaps could occur on this line, without inevitably diverting passenger and goods traffic, express business, correspondence, and everything else from East and West, to foreign railway termini on or near the Fucan Straits? It is for the Captain to respond, or to adhere to the Carlylean maxim that "Silence is golden," &c.

AUTUMNAL FOGS.

The prevalence of fogs on this coast in autumn is in their answers dwelt upon by Admiral Richards and Staff-Commander Pender. It is also noticed, I think, by Captain Cator. In September, 1868, coasting steamers were by fog for ten days confined to Victoria harbor. In November, 1869, as nearly as I can ascertain, several steamers were fog bound in Nanaimo harbor, and amongst others the "old Beaver," in which Commander Pender, R.N., was then bringing to a close his valuable labors on this coast. At this time the commander of an ocean-going American steamer, doubtless more pressed for time than the others, ventured out first, and wrecked his boat. This shipwreck was omitted in the detail given in a former letter of casualties on the route from Royal Roads to Nanaimo.

RIVAL FOREIGN RAILWAY ROUTES.

Whether British and Americans are hereafter always to be friends is beyond human ken. Often the unexpected happens in national, as well as in individual affairs. The future being hidden, due precaution in selecting the railway route and terminus on strategical consideration should be exercised by those having the guidance of Imperial interests in this quarter of the world. Americans and English have long been keen commercial rivals and are likely to continue so. Notwithstanding this, and the irritations it usually engenders, they have lately, like sensible kinsmen, become better friends. On the Fucan Straits, almost opposite Esquimalt, and seventeen miles distant, is the much prized American harbor, by Vancouver named Ediz Hook, now better known as Port Angeles, and jocularly termed "Oberbourg." This port is, at p. 188 of the U. S. Pilot (Washington Territory) termed "an excellent and extensive harbor." At page 190, of the same authority, is the statement that "coal of fair quality is reported to have been found within three miles of the harbor. Port Angeles could by a railway of from 150 to 175 miles to Tenino, be joined to the line going south from Tacoma to Kal-