

terminate, the approaches thereto from seaward, as well as anchorage for vessels at different points along the coast."

Eight points on the mainland coast are instanced, but Mr. Fleming adds, "The application should, however, not be confined to information respecting these points; it should embrace all that is known with regard to the various inlets and waters of the Pacific coast within the limits of British Columbia."

The inquiries submitted through the Colonial Office to the Admiralty should surely have brought into prominence the naval and commercial value of Esquimalt Harbour. With one exception the replies have compared the relative advantages of mainland termini only.

It therefore becomes desirable to supplement the information obtained. For this purpose is given the graphic description of Esquimalt Harbour by the correspondent of the *Times* in 1858; the opinion of Admiral Richards upon its naval and commercial value in 1858 in reply to the request of the late Sir E. B. Lytton, then Minister for the Colonies; and testimony to the same effect by other officers of H.M. Navy.

It is next of importance to show how great are the marine difficulties by which any mainland port would be reached, and upon this head reference may be made to the "Vancouver Pilot," published by the Admiralty from the surveys of Admiral Richards, and to a less accessible book, the "Report of the Superintendent of the U.S. Coast Survey during the Year 1858," published at Washington in 1859.

Reference should also be made to the strongly expressed statement of Captain John Devereux, at page 308 of appendix to Mr. Fleming's report; and to the opinion of Commander Pender, R.N., at page 300 of the same book.

The disadvantages of access by the Haro Strait from a military point of view, owing to the position of the American island of St. Juan, have been forcibly put by the Rev. G. M. Grant, Secretary to the Expedition of the Engineer-in-Chief of the Canadian Pacific Railway, in his well-known book "Ocean