

On the other hand, the name of *Rosario Channel* appears from the narrative of the "Sutil" and "Mexicana" to have originated with Lieutenant Elisa, who, prior to the arrival of those vessels, had penetrated into the upper waters, now called the Strait of Georgia, and had given to them the name of "El Canal de Rosario." That name is accordingly given to those waters in the Chart, which represents the course of that expedition. Vancouver, on the other hand, in his Chart, to which reference will be made hereafter, assigns that name to certain narrow waters further north, which separate the Continent from the Island now called Texada. How the name has come to be applied in modern days to the waters of the Strait of Georgia, as they are named southerly through the islands until they join the head-waters of the Strait of Fuca, does not appear. No name was in use, at the time when the Treaty of 15th June, 1846, was concluded, to distinguish these waters from the upper waters. *The fact, however, is clear, that the name assigned by the Spaniards to the upper waters of the ancient Gulf of Georgia is used in the present day to denote the Channel, which Her Majesty's Government maintains to be the true continuation of that Strait.*

Appendix No. 4.

Chart No. 1

The expedition of the "Sutil" and "Mexicana" in 1792 appears to have ascended the Strait of Fuca to its headwaters, having touched first at Port Cordova (now Quinalt Harbour), at the southern extremity of Vancouver's Island. It thence proceeded between the Island of Bonilla (Smith's Island), and the south-east point of Lopez Island, at that time believed to be one and the same Island with San Juan, until it reached the mouth of the Canal de Guemes, which separates the Island of Guemes from the Continent. The expedition then passed up that Strait into the "Beno de Gaston," now Bellingham Bay, and thence along the passage which separates the Island of Pacheco (now Lammi Island) from the Continent, into the upper waters now known as the Strait of Georgia. The two vessels continued their voyage onwards through those waters past the Promontory of Cepeda, afterwards called Point Roberts. Vancouver, and were employed in reconnoitering the Boca de Florida Bayana, the first large inlet north of Point Roberts, when they were joined by Vancouver.

Appendix No. 4.
Chart No. 1.

The expedition under Vancouver, after making a complete survey of the Strait of Georgia up to its head-waters, had also passed onward through the Channel between the east point of Lopez Island and the Continent; but instead of directing its course toward, like the "Sutil" and "Mexicana," on reaching Guemes Island, it continued course northward along the main channel, which separates Blakely Island from Dress Island, and anchored in Strawberry Bay.

Chart No. 2.

Thence it pursued its course between Orcas Island and Lammi (Pacheco) Island, until it reached Birch Bay. Passing onwards it pursued a north and west course past Point Roberts, and fell in with the Spanish vessels "Sutil" and "Mexicana," as already mentioned, off the first large inlet north of Point Roberts.

The narrative of Vancouver's expedition was made public in 1798, and there was annexed to it a chart, in which the course of the expedition is traced through the Strait of Rosario Strait, and soundings are given at the entrance and in various parts of the Strait, and in the upper waters of the ancient Gulf in continuation of that Strait.

The name of the Canal de Arro appears also in this chart assigned to the lower part of the Strait which separates Vancouver's Island from San Juan; but the parts of the west and north shores of these waters are not shaded, intimating that Vancouver had his information from Spanish authorities.

No soundings whatever are given of the Canal de Arro either in Vancouver's Chart, or in the Spanish Chart annexed to the narrative of the voyage of the "Sutil" and "Mexicana."

The Chart of Vancouver, in which the soundings as above-mentioned are laid down, has been the guiding chart for all British vessels navigating the waters between the Continent and Vancouver's Island from 1798 until some time after 1847, when a more accurate survey was made of the Strait of Fuca by Captain Kellett, and there is evidence preserved in the logs of vessels in the service of the Hudson's Bay Company prior to that year, that it was their invariable practice to use the Rosario Strait as the leading channel from Fuca's Strait into the upper waters now known as the Strait of Georgia.

Chart No. 2.

Mr. Greenhow, in his "Memoir on the North-West Coast of North America" (New York, 1840), p. 139, says that "the observations of Vancouver form the basis of the best maps of the west coast of America from the 30th degree of latitude to the northern extremity of Cook's inlet, as also of those of the Sandwich Islands, which he surveyed with care. The maps contained in the atlas annexed to the journal of the voyage of the 'Sutil' and 'Mexicana' are nearly all copied from those of the British navigator."