

well-found ship, efficiently officered, will find the Strait of Juan de Fuca not only free from exceptional perils, but one of the safest of all waterways.

It is obvious that the position of Victoria in relation to that great artery of travel described in the last article, namely, the Strait of Juan de Fuca, is one of very much importance. This city necessarily possesses for the purposes of deep sea navigation every advantage enjoyed by ports further from the ocean and is free from certain disabilities arising from more or less narrow and tortuous channels. It is no part of my purpose to decry the facilities afforded by other ports; my object is rather to set forth as best I can those which Victoria and other Island ports can offer. The only point upon which I am now laying stress is that Victoria is on the direct line of water traffic to and from the existing transcontinental mainland railway termini, and that all ships going either to the ports on Puget Sound or on Canadian waters must of necessity go by the Victoria route. How the advantage of this fact can be utilized to a greater extent than is now possible, is a matter for discussion later. Suffice it to say that Victoria regarded from the standpoint of ocean-going ships is more favorably situated than any harbor further within the inland waters can possibly be. Reference has already been made to the strategic position occupied by the southern end of Vancouver Island in connection with north and south traffic along the coast.

The Inland Waterway

Very pertinent to the strategic position of Vancouver Island in respect to commerce is the character of the waterway separating it from the Mainland. By many people an insular position is regarded as a disadvantage. Persons who will admit that, if Vancouver Island were connected with the Mainland by a broad isthmus, all railway companies would utilize that isthmus in order to reach the ports on or near the open ocean, find difficulty in believing that the existence of water channels is no real obstacle, if any good cause can be shown for crossing those channels. In selecting Burrard Inlet as the terminus of the Canadian Pacific Railway, the govern-