

in furs, ginseng, and other products of Nootka and the adjoining coast. Meares did his work well. Purchasing ground from the chief of Nootka, he erected a breastwork and house or factory; built, with the aid of Chinese carpenters, a little ship of forty or fifty tons, and launched her into the Sound, to the great delight of the natives, and started what promised to be a profitable business. But in the eyes of Spain all this was poaching; and in 1789 Spanish ships of war came to Nootka, seized the English vessels, and took possession of the port. Captain Meares brought the matter before the House of Commons by petition, and war was very likely to have been the result, for in those days England had not "the craven fear of being great." The Spanish Government, however, agreed to make restitution, and it was even thought proper that an officer should be sent to Nootka to receive back in form the territory and factories or other buildings. Captain George Vancouver was selected for the purpose. He was also instructed to make a survey of the coast from 30° north latitude, and to ascertain the existence of any navigable communication between the Northern Pacific and the Northern Atlantic oceans. It had been reported in Britain that in 1789 an American vessel, the sloop Washington, had found the Strait of Fuca, had entered it, and had "come out again to the northward of Nootka." Captain Vancouver was, therefore, instructed to examine "the supposed Straits of Juan de Fuca, said to be situated between 48° and 49° north latitude," and their Lordships of the Admiralty added, with a wisdom decidedly greater than their knowledge of the American continent, "The discovery of a near communication between any such sea or strait and any river running into or from the Lake of the Woods would be particularly useful!"

On his voyage up the coast Vancouver, by an odd coincidence, fell in with the gentleman who had commanded the sloop Washington, and learned from him that he had penetrated the Straits of Fuca for only fifty miles. Vancouver was Captain of the Discovery, sloop of war, and the Chatham, armed tender. His Lieutenants were Puget, Mudge, and Baker. The Chatham was under Lieutenants Broughton, Hanson, and Johnstone. A glance at the map to-day shows us the names of those gentlemen, immortalized by their voyage of discovery.

Vancouver proceeded up the Straits of Fuca, landing at different points on the south coast. He was charmed everywhere with landscapes that "called to our remembrance certain delightful and beloved situations in old England." On June 4, 1792, he went on shore, and, "pursuing the usual formalities which are generally observed on such occasions, and under the discharge of a royal salute from the vessels, took possession of the coast." Going north, he honoured the interior sea with the name of the Gulf of Georgia, after His Majesty, and Burrard's Canal, our railway terminus, after Sir Harry Burrard of the navy. Coming out by Charlotte Sound into the ocean, he made for Nootka, and there "found riding His Catholic Majesty's brig, the Active, bearing the broad pennant of Señor Don Juan Francisco de la Bodega y Quadra, commandant of