

in print, as by mention of facts, verifiable by every shipmaster and pilot acquainted with our inland waters from Clover Point to Nanaimo.

As to the good Captain's pleasantry about my having a "nautical ally," I gladly avow having had not merely one, but many such,—men of varied position, experience and nationality, with whom I have often been conferring since in 1870-71, the investigation, forming the subject of these letters, was commenced. Such of these worthy persons, as are still "to the fore" and happen to be here, concur in the estimate of the Western Haro Channel presented in my last.

#### SEA APPROACHES.

As the consideration of these is so intensely important, and as Captain Cooper's position thereon is so thoroughly "unassailable" a reproduction of his words in large type seems warrantable. "SEA APPROACHES ARE (he says) IN MY JUDGMENT THE FIRST ESSENTIAL CONSIDERATION IN FINALLY DECIDING UPON A TERMINUS SITE."

From the valuable appendix V. of Mr. Fleming's oft cited report p. 308 quotation is now made out of a document entitled "Statement by Captain John Devereux respecting harbors in the Straits of Georgia, and on the West Coast of Vancouver Island."

Capt. Devereaux, long and favorably known in Victoria, is the only master-mariner resident in the Province, who, in addition to a practical knowledge of this coast acquired in command of coasting steamers, has brought to bear on the question of sea routes to the projected western termini of the C. P. R. R. a most useful insight, gained by years of service as an officer in the ocean mail steamers of the Old Country. Some of my nautical allies have had experience in Her Majesty's navy, in command of coasting steamers and of ocean-going sailing ships as well as of coasters and pilot boats.

"Burrard Inlet (Devereaux states) has a safe and commodious anchorage two miles inside the first narrows at Coal Harbor, also another seven miles inside the second narrows at Port Moody, twelve miles from the entrance; but there is one great objection to either of these places, viz: both the first and the second narrows respectively are but about about a cable and a-half wide, through which the tide runs about nine knots an hour, creating whirls and eddies and rendering it unsafe for large steamers to enter or leave port at night, or at certain stages of the tide, leaving out altogether interruption by fogs and thick weather, which occur more frequently inside than out."

"Next is the outer harbor of Burrard Inlet, known as English Bay; there, at a

place marked on the chart as Government Reserve, is a good anchorage with every facility for a breakwater, or even docks, both wet and dry, and by erecting a light-house on Passage Island, entrance to Howe Sound, one on East Point, one on Turn Point and another on Discovery Island, the largest ships in the world might be conducted thither in safety; but there are three months in the year, viz: from part of August to the same time in November, when this coast is subject to dense fogs, rendering it unsafe, if not utterly impossible to navigate Haro Strait and the Gulf of Georgia with large steamers such as the Royal Mail, Cunard, and Pacific Mail Company's ships."

"This point will, I think, be conceded by all who know anything about such ships, and the straits in question where the tide runs from four to six knots an hour, with boiling rips and overfalls, narrow channels and outlying reefs, deep water, and no anchorage that could be reached in such weather; and to stop a steamer in such a plight would simply mean to the mariner to lose his reckoning, as he would be carried off by the tide and not know whither to go. On the other hand if the engines of a large ship were kept going like those of the small steamers on this coast she would neither answer to her helm nor turn astern quick enough to avoid running ashore, as it frequently happens the fogs are so dense here that land cannot be seen one hundred yards off."

The eastern Haro or boundary channel is the one referred to in the foregoing quotation from Captain Devereaux. Its depth where ships must pass is from sixty to one hundred and eighty fathoms, and its anchorages, difficult of approach in thick weather, do not afford swinging room enough for ships of from three to four thousand tons burthen. Such as these, and larger craft, will in "the good time coming," be resorting to the terminal harbor, if quite accessible at all seasons from the ocean. If otherwise, their destination may be to American ports; for commerce ever seeks the safest routes, and those where delay need not be incurred from any bad weather short of hurricanes, or from other causes such as waiting for tides, for daylight or for lifting of fog.

About eight hundred tons may be considered as the average size of lumber ships now going to the Inlet. A few of from twelve to sixteen hundred tons have been there.

In the eastern Haro Strait, between Turnpoint, Stuart's Island, U.S.A., and Cooper's Reef, B.N.A., ships would have to pass within less than two miles of possibly hostile batteries.