

where they will be free from any considerable tide. The Low and Bare Islands, northward of Sidney Island, should not be approached very close, and Cooper's Reef should be particularly avoided. The flood tide sets strongly to the north-west through the Miner's Channel, and sailing-vessels would be very liable to be set into it during light winds.

Plumper Sound, on the northern side of the bend of the Strait, between Stuart Island and the east point of Saturna Island, is a good anchorage, with a moderate depth of water for vessels seeking shelter, and one of the few among the group of islands, which is of easy access to a sailing-vessel.

Cowlitz Bay, on the western side of Waldron Island, is also an excellent stopping-place, easy of access or egress.

There are two small anchorages in Stuart Island, Reid and Prevost Harbours, but they are only suited to small vessels or steamers.

A vessel passing through the Canal de Haro may seek shelter in any of the above-mentioned anchorages, but the great depth and irregular nature of the bottom would render it impossible for her to anchor anywhere in the main channel.

Such is the most complete account which Her Majesty's Government is able to lay before His Imperial Majesty respecting the hydrography of the two channels, which are in controversy.

Origin of the Names of the two Channels.

With regard to the origin of the respective names of the two Channels there is some uncertainty. From an account published by Mr. Robert Greenhow, the Librarian of the Department of State of the United States, in his "History of Oregon and California" (Boston, 1845), it would appear that, in the summer of 1790, an attempt was made by the Spaniards to explore the waters supposed to be identical with a north-west passage leading into the Polar Sea, which, according to an ancient tradition, had been discovered in the sixteenth century by a Greek pilot, called commonly Juan de Fuca. For that purpose, to quote Mr. Greenhow's words (History, p. 221), "Elisa, the Commandant of Nootka, detached Lieutenant Quimper, in the sloop 'Princess Royal,' who traced the passage in an eastwardly direction, examining both its shores to the distance of about a hundred miles from its mouth, when it was observed to branch off into a number of smaller passages towards the south, the east, and the north, some of which were channels between islands, while others appeared to extend far into the interior. Quimper was unable, from want of time, to penetrate any of those passages; and he could do no more than note the positions of their entrances and of several harbours, all of which are now well known, though they are generally distinguished by names different from those assigned to them by the Spaniards. Among these passages and harbours were the Canal de Caamano, afterwards named by Vancouver Admiralty Inlet; the Boca de Flon, or Deception Passage; the Canal de Guemes, and the Canal de Haro, which may still be found under those names in English charts, extending northward from the eastern end of the strait; Port Quadra, the Port Discovery of Vancouver, said to be one of the best harbours on the Pacific side of America, with Port Quimper near it on the west; and Port Nunez Gaona, called Poverty Cove by the American fur-traders, situated a few miles east of Cape Flattery, where the Spaniards attempted, in 1792, to form a settlement.

"Having performed this duty as well as possible, under the circumstances in which he was placed, Quimper returned to Nootka, where he arrived in the beginning of August."

It is probable that it was upon the authority of Quimper, who was an Ensign of the Royal Navy of Spain, that the name of the *Canal de Haro* was given to the Strait, which separates Vancouver's Island from the Island of San Juan, in the Spanish Chart of the discoveries made on the north-east coast of America, annexed to the narrative of the expedition of the Spanish exploring vessels, "Sutil" and "Mexicana," which was published at Madrid in 1802, by order of the King of Spain.

A very brief allusion is made in the first chapter of that narrative to Quimper's Expedition. He is stated to have sailed from the port of Nootka on 31st May, 1790, to have reconnoitred the Port of Claucaud (in Vancouver's Island), to have entered afterwards into the Canal of Fuca, to have visited certain ports and part of the coast, to have taken surveys, and to have retired on the 1st of August, the weather not permitting him to continue his labours.

Mr. Greenhow cites, as his authority, the journal of Quimper's voyage among the manuscripts obtained from the Hydrographical Department at Madrid.

Origin of the
Names of the two
Channels.

Chart No. 1.

Appendix No. 4.1

On the
Sutil" and
arrival of
Georgia, a
according
expedition.
made here
parate the
be appl
need sou
Fuca, do
me, 1816
et, howev
ancient
Majesty's G
The ex
e Strait
quinnat
ceeded by
Lopez Isl
til it reac
comes fro
Seno de G
Island of
w known
those wa
Vancouver
first large
The expe
ea up to it
th-east poi
tward, like
course no
ress Islan
Thence it
d it reach
nt Robert
ady menti
The narr
exed to it
ent Rosar
Strait, an
The name
of the St
he west an
ved his int
No sound
t, or in th
"Mexican
The Char
a, has been
Continent
accurate
vidence p
pany prior
t as the le
Strait of G
Mr. Green
York, 18
best maps
ern exten
ged with
ge of the
ator."