

continent as far as the Hope Mountains, although the upper part of it has been filled with silt and other detritus brought down by the Fraser. It has two great ramifications. One of these is to the North and terminates at the head of Bute Inlet. The other is to the south and extends far down into the State of Washington. Captain James Cooper, R. N., gives the following general description of the Strait: "The geographical features of the Strait of Juan de Fuca are most important to the commercial interests of the Northwest Coast of America, carrying an average width of ten miles from Cape Flattery for fifty miles to Race Rocks, here in consequence of the American shore trending northward the breadth is contracted about two miles. From this point the Vancouver shore recedes in a northerly direction for nine miles towards Esquimalt, off which the Royal Roads extend for three miles offering to all vessels a splendid anchorage when required." Captain Devereux wrote of the Strait and the surroundings off its entrance: "Nowhere else on this coast are such soundings to be found. In fact, it is to the Strait of Juan de Fuca what the Banks of Newfoundland are to the Gulf of St. Lawrence, a safe and valuable guide to the mariner approaching the land in thick weather, and by attending to the lead and using ordinary precautions, the navigator can find his way into and through the Strait, as there is a deep water zone, 100 fathoms, running eastward mid-Channel until Race Rocks are passed, where it shoals to 60 or 70 fathoms. This deep water shoals rapidly to 20 fathoms about two miles off shore on both sides of the Strait, and at a distance of one mile 6 to 10 fathoms will be found and carried right up to the cliffs, as there are no outlying dangers except Race Rocks." I am aware that the entrance to the Strait and the Vancouver Island coast lying to the north and on the north side have been called "the graveyard of the Pacific," but it is safe to say that there is no disaster on record, which could not, if the facts were known, be traced to some fault either in the ship or those responsible for her safety, even when the safeguards to navigation were not equal to what they now are. With the existing aids to navigation the entrance to the Strait ought to be and doubtless is as safe as the entrance to any waterway in the world. A