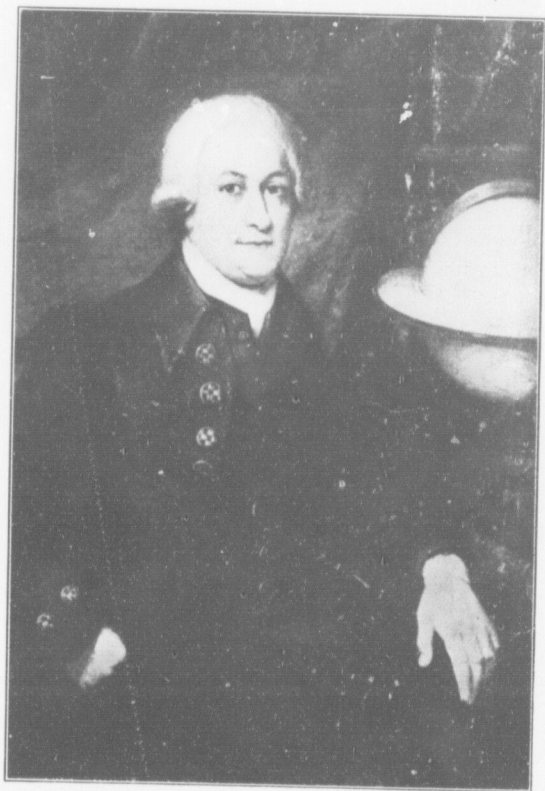


Frontispiece.



Geo Vancouver

Captain Vancouver, R.N.

BRITISH COLUMBIA COAST NAMES

1592 - 1906

TO WHICH ARE ADDED A FEW NAMES IN
ADJACENT UNITED STATES TERRITORY

THEIR ORIGIN AND HISTORY

WITH MAP AND ILLUSTRATIONS

BY

CAPTAIN JOHN T. WALBRAN

*Canadian Fisheries Protection Service, and Commanding
C. G. S. 'Quadra,' 1891-1908*

PUBLISHED BY ORDER OF HONOURABLE L. P. BRODEUR
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CONTENTS

	Page.
Advertisement..	3
Preface..	5
Acknowledgments..	7
Chronological liste of voyages..	10
Names, in alphabetical ordre..	11
Addenda et Corrigenda..	539
Map of of coast line of British Columbia, Back of book..	

ILLUSTRATIONS

	Page.
Portrait of Captain Vancouver, R. N..	Frontispiece.
Totem poles at Alert Bay..	17
Portrait of Captain Cook..	106
Cone Island, Finlayson Channel (China hat)..	178
Fisgard lighthouse, Esquimalt; with vessels anchored in royal roads.	171
The Sisters, Strait of Georgia..	204
In Grenville channel..	217
Lawyer island light station, Malacca passage..	313
Pointer Island, Fitzhugh Sound, showing Kaiete point, and Turn into Lama passage..	276
Labouchère channel, showing mountains east of Burke channel.. . . .	295
Cape Mudge..	345
Hole-in-the-Wall, between Maurelle and Sonora islands..	326
New Westminster, from the Fraser river..	355
Portrait of Staff Commander Pender, R.N..	378
Captain Simpson's grave, Port Simpson..	394
Prince Rupert..	401
Prince Rupert, showing Harbour and Venn Passage, in October, 1908..	510
Portrait of Captain Richards, R. N..	421
Wadham Cannery, Rivers Inlet..	424
Ivory Island Lightstation, Surf point, Seaforth channel..	448
Swanson Bay..	480



ADVERTISEMENT

TO

BRITISH COLUMBIA COAST NAMES

The writing of this history of British Columbia Coast Names has been not only a labour of love to its author but has grown in extent far beyond his first intention. Originally some isolated notes respecting names of interest were published in the British Columbia newspapers or submitted for the information of the Geographic Board. Several papers, read at Victoria in 1899, before the Natural History Society of British Columbia, treated of the same theme. Captain Walbran was later requested to extend this useful and interesting work, encouraged by a promise, on the part of the Honourable the Minister of Marine and Fisheries, that the book would be printed as supplementary to the publications of the Geographic Board of Canada, issued by his department, and it is as an officer of the Marine Department, as well as a member of the Geographic Board, that the undersigned, who has sailed and worked with Captain Walbran, has undertaken to see the work through the press.

Captain Walbran was well equipped for the work he had undertaken. By disposition a student, he became greatly engrossed in his researches, and secured copies of all the old records of voyages to the coast of British Columbia and knew their contents intimately. His duties in command of the *Quadra* took him to every portion of the British Columbia coast, including a great many waters that were practically unsurveyed, and so he acquired a thorough knowledge, not only of the charts in existence, but also of the unwritten lore of Indians and traders experienced in the intricacies of that most magnificent coast. Consequently, what he writes of he has personally seen and known.

No casual reader can realize the mass of correspondence undertaken with old residents of British Columbia, now scattered over the seven seas, with a view to securing accuracy in fact, in names and in dates; and it is but just that testimony to the immense and long continued labour involved in securing the information embodied in this book should be borne by one who saw the work in progress.

WM. P. ANDERSON, F.R.G.S.,
Member Geographic Board of Canada.

DEPARTMENT OF MARINE AND FISHERIES,
OTTAWA, CANADA, February, 1909.



PREFACE.

The writer was led to begin investigating the origin of names on the coast of British Columbia, through travelling for years, in command of the Canadian government ship *Quadra*, between the strait of Juan de Fuca and Dixon entrance. On these cruises he was often asked the names of geographical features, and the origin of those names. Notes made from time to time led to further investigation, the present volume being the result. As the work progressed, the fact was constantly brought out that it had not been begun too soon, as persons who possessed the required information regarding these names and their origin, were fast passing away.

The history of a country is often indicated by its names. Certainly this is true of the coast of British Columbia, where we find that with a few Indian exceptions, the earliest names are of Spanish origin, while those of later date are British; these last constituting the great majority and including the names of most of the settled communities. This fact agrees with the historical record. The Spaniards were the first to visit this coast, but contented themselves with its discovery; British adventurers were the first to fully appreciate its value, and determine to possess it. Thus the Spanish control gave way to British; the evidence of the presence of the former being now preserved only in the relatively few Spanish names that continue in use.

Strict accuracy has been aimed at, but is not claimed, in the work. The lapse of time since many of the names were given and the absence of contemporary record preclude absolute certainty, but, so far as it is possible, and especially where names are given in old books and charts, English and Spanish, all authorities have been carefully collated.

The rank of naval officers and the position held by others after whom places on this coast are named, are those held at the date of naming, and not those which may have been later attained.

JOHN F. WALBRAN.

DEPARTMENT OF MARINE AND FISHERIES,
VICTORIA, B.C., CANADA, 1909.



ACKNOWLEDGMENTS.

In compiling this work the writer has to thank a large number of friends in British Columbia, Great Britain and elsewhere for valuable assistance:—

The Hon. Mr. Justice Martin, of the Supreme Court of British Columbia, and the Judge in Admiralty for the province, for his kindness in unreservedly placing at the writer's disposal his most extensive and valuable library of British, Spanish, American and French books, charts and manuscripts, amongst them being the original log of the *Imperial Eagle*, and for his ready assistance in all matters connected with the history of this coast, especially that of the Spanish era; Captain John F. Parry, R.N., H.M. surveying vessel *Egeria*, 1903-1906, who has been of the greatest help in procuring from naval friends and naval records and from the journal of the late Admiral Sir George H. Richards, K.C.B., when, as Captain Richards of H.M. ships *Plumper* and *Hecate*, he was surveying on this coast, information not otherwise obtainable, and in giving most useful advice on many subjects; George R. Langford, of Dorking, Surrey, for the history of many names on Vancouver island, and for obtaining valuable information from Christ's Hospital and old naval records in London and elsewhere; Messrs. Henry Stevens, Son and Stiles, London, for similar kindness in sending information from the British Museum; Thomas Lowe, of Coupar Angus, Scotland, probably the only survivor of all those present at the founding of Fort Victoria in 1843, for early history of this coast; William Ware, Secretary, Hudson's Bay Company, London, and James Thomson, Manager, Hudson's Bay Company, Victoria, for information about the *Beaver*, and allowing the writer to examine the Hudson's Bay ships' old logs, trade books and journals, of great value to the history of many names on this coast, and kept among the records at Hudson's Bay House, Victoria; Captain Edward Barkley, R.N., Westholme, Vancouver island, grandson of Captain Barkley of the *Imperial Eagle*, for the loan of diary and letters of 1787 written by his grandmother, Mrs. Barkley, who accompanied her husband to this coast; John W. Tolmie, of Cloverdale, Victoria, for the loan of the diaries of his father, the late Dr. W. F. Tolmie, from which was obtained most interesting information relating to Fort Simpson, the Nass, and Bella Bella; Arthur Mudge, Plympton, Devon, for information of the Mudge

family; E. O. S. Scholefield, provincial librarian, for placing at the writer's disposal, at all times, the valuable works of reference under his charge, also Edward Machin, librarian, City Library, Vancouver, for a similar kindness regarding Naval Chronicles; Venerable Archdeacon Collison, of Kincolith, for information regarding the Nass; William Duncan, the well known missionary among the Indians of British Columbia and Alaska, for information concerning Metlakatla and Kitkatla; Rev. A. J. Brabant, of the Roman Catholic Mission, Hesquiat, for valuable information regarding the derivation of Indian names on the west coast of Vancouver island; C. F. Newcombe, M.D., Victoria, for the derivation of names on the Queen Charlotte islands, and for historical lore in connection with those islands; Rev. A. J. Hall, of Alert bay, and Rev. Charles Harrison, of Masset, for derivation of Indian names; Henry Labouchere, M.P., for kind information; Rev. R. W. Gurd, of Kitkatla, for further information of the Kitkatla Indians; Gilbert M. Sproat, of Victoria, for valuable information regarding the west coast of Vancouver island; Captain John Irving, of Victoria, for the loan of his valuable old books relating to the early history of this coast; George Marchant, late R.N., of Vancouver, for reminiscences of his services in the *Beaver*, and Thomas Harman, late R.N., for reminiscences of the attack on Kagosima; Hon. Senator Macdonald and Mrs. Macdonald, of Victoria; Captain James Gaudin, agent, Marine and Fisheries, Victoria, and Mrs. Gaudin; John S. Helmecken, M.D., Victoria, one of the pioneer officers of the Hudson's Bay Company; I. W. Powell, M.D., Victoria, late Indian commissioner, British Columbia; Right Rev. Bishop Cridge, the venerable pioneer clergyman of Victoria; Alexander Munro, chief factor, retired, Hudson's Bay Company, Victoria; Mark Bate, Government assessor, Nanaimo; John Muir, of Sooke; William T. Collinson, of Mayne island; William B. McLaughlin, Indian office, Victoria; W. R. Robertson, Indian agent, Duncan, Vancouver island; Ernest M. Skinner, C.E., also of Duncan, and Edwin Pimbury, of Nanaimo, for "old time" information, useful and interesting; James Douglas, of Victoria, for reminiscences of his grandfather, Sir James Douglas, K.C.B.; Lieut. Colonel R. Wolfenden, I.S.O., King's Printer of this province, for reminiscences of New Westminster and neighbourhood; Hartley Gisborne, E.E., of Ladysmith, and his mother, Mrs. F. N. Gisborne, for the interesting account of Sir Harry and Lady Smith; Lieut. Colonel W. P. Anderson, of the Marine and Fisheries Department, Ottawa, for valuable assistance and advice on many and important subjects; S. Yardley Wootton, S.M., Regis-

trar of Titles, Victoria; Captains William E. George, James D. Warren, and Thomas Pamphlet, of Victoria, old navigators of these waters, for history of early coasting vessels and incidents connected therewith; Edward W. Brochie, of Alert bay, for reminiscences of Captain Brochie; and many others who have kindly responded to inquiries made. Skene Lowe, of Victoria, for kindly reproducing from old plates and photographs the portraits given in this book; and the proprietors of the *Victoria Colonist* for placing the old files of the newspaper at the writer's disposal, from which most interesting and valuable items regarding the early history of this province have been derived.

The writer is also indebted to the following ladies: Mrs. Mist, whose late husband commanded H.M.S. *Sparrowhawk* in these waters, 1868-1872, for reminiscences of her commission, &c.; Mrs. Henry B. Ella, for old letters, charts and photographs in connection with the names on this coast; Mrs. Fred. Williams, for photographs; Mrs. Griffiths, a witness of the tragedy at Ganges harbour; Mrs. Ross Munro; Mrs. Jesse; Mrs. Hamilton Moffatt; and Mrs. McNeill, of Victoria; and Mrs. Odelle Morison, of Metlakatla, for "old time" information, &c.

Also to many naval officers in England who have readily and kindly sent information regarding the origin and history of names on this coast, especially Captain George H. Inskip, R.N., who made several surveys on this coast in 1853, and whose assistance to the writer has been most valuable. William Blakeney, chief paymaster, R.N., specially detailed for surveying duties on the *Beaver*, 1863-1865. Captain G. A. Browning, R.N., for list of names given when he was on the *Beaver*, 1863-1868. Captain C. J. Baker, R.N., for particulars of his grandfather, Captain Joseph Baker, R.N., after whom, as a lieutenant of the *Discovery*, mount Baker was named. Admiral John Moresby, and Archibald L. Archer, M.D., R.N., officers on board the frigate *Thetis*, 1851-1853, for incidents, names and dates during their service on this station; Captain St. John Hornby, R.N., who was on this coast, 1850-1853. Commander Philip J. Hankin, R.N., an officer of H.M. surveying vessels *Plumper* and *Hecate*, and who also later held several public positions on Vancouver island, for reminiscences of his service on this coast; and Captain Morris H. Smyth, R.N., in command of H.M. surveying vessel *Egeria*, on this coast, 1898-1900.

J. T. W.

CHRONOLOGICAL LIST OF THE PRINCIPAL VOYAGES TO
WHAT IS NOW THE COAST OF BRITISH COLUMBIA.

1592.—Juan de Fuca.	1793.—Mackenzie.
1774.—Percz.	1795.—Myers.
1775-1779.—Hecceta, Quadra and Maurelle.	1796.—Broughton.
1778.—Cook.	1796.—Perron.
1785-1786.—Hanna.	1799.—Cleveland.
1786.—Lowrie and Guise.	1803-1805.—Jewitt.
1786.—La Perouse.	1808.—Fraser.
1786-1787.—Portlock and Dixon.	1814-1817.—Corney.
1787.—Barkley.	1818.—De Roquefeuil.
1787-1790.—Duncan and Colnett.	1828.—Simpson, Sir Geo.
1788-1791.—Kendrick.	1833-1834.—Dunn.
1788-1792.—Gray.	1837.—Belcher.
1788-1789.—Meares and Douglas.	1841.—Wilkes.
1789.—Martinez and Haro.	1842.—Simpson, Sir Geo.
1790-1791.—Eliza.	1846.—Kellett and Wood.
1790.—Quimper.	1859-1860.—Palliser and Hector.
1791.—Malaspina.	1857-1862.—Richards.
1791.—Marchand.	1859.—Lord.
1791-1792.—Ingraham.	1860.—Barrett-Lennard.
1792.—Caamaño.	1863-1870.—Pender.
1792.—Galiano and Valdes.	1863-1864.—Milton and Cheadle.
1792-1794.—Vancouver.	1872.—Sandford Fleming.

BRITISH COLUMBIA COAST NAMES

1592 - 1906

THEIR ORIGIN AND HISTORY

ALPHABETICALLY ARRANGED

Actæon sound, Drury inlet, Q. C. Sd. After H.M. 26-gun frigate *Actæon*, 610 tons, designed by Symonds, and launched at Portsmouth, 1830. Engaged in surveying duties on the coast of China, 1856-1857, Captain William T. Bate, and 1858-1862, Commander John Ward. Paymaster W. Blakeney, R.N., detailed for surveying duties on the *Beaver* in these waters, had served on board the *Actæon* during the latter's commission in China, and he suggested the name of his late vessel for this sound. Ward mountain, northward of the sound, is named after Commander Ward. Name adopted by Captain Pender (Master, R.N.), H.M. hired surveying vessel *Beaver*, 1865.

See Blackney passage; Ward mountain; Bate passage; Pender island; and Beaver harbour.

Active pass, between Mayne and Galiano islands. After the United States revenue and surveying vessel *Active*, 2 guns, 750 tons, Lieutenant Commander James Alden, which vessel in 1855 was the first naval steamer to make use of the passage, which Captain Alden named Active pass. In the Hudson's Bay Company's records at Nanaimo it is stated, under date December 29, 1855, 4:30 p.m., 'The U.S.S. *Active*, Captain Alden, arrived to take in coal, having Mr. Lewis, of the Hon. H.B.C., as pilot.' The vessel had previously been at Nanaimo for coal, August 13, 1855.

The *Active*, a wooden paddle steamer, formerly named the *Goldhunter*, schooner rigged, was purchased by the United States Government in 1853 from the Pacific Mail Steamship Company, and after strengthening and refitting at the navy yard on Mare island commenced her naval duties on this coast, in which she continued for some years. In November, 1857, the *Active* was engaged with the *Plumper* in Semiahmoo bay fixing the position of the 49th parallel in connection with the boundary question. While lying here a white man named Macaulay, who had been illicitly

supplying intoxicants to the surveying camps, was made a prisoner by the *Plumper's* officers, and the *Active* conveyed him to Esquimalt. On the way Macaulay showed the crew of the *Active* a large quantity of gold dust which he had received in trade from the Fraser river Indians. The crew on arrival at San Francisco the following winter spread the news, and the rush to the Fraser river of 1858 was the result. (Personal reminiscence to writer by Charles Holtz, late United States navy, who served on board the *Active*, 1854-1858. North America Boundary Commission, No. 6, 1873, p. 27.)

While going through Active pass with a strong flood tide, July 31, 1860, H.M.S. *Termagant*, 25 guns, Captain Robert Hall, accompanied by H.M. ships *Plumper* and *Alert*, all under steam, had a narrow escape from shipwreck. She ran on the bluff (Laura point) on the south shore of the pass, and, in sheering off, carried away some of the trees with her foreyard. (Journal of Captain Richards, 1860; Mayne's 'British Columbia,' p. 207.) It was afterwards found that the *Termagant* was not seriously damaged. The three men-of-war were on their way to Nanaimo to coal ship, and also by their presence in the harbour allay the fears of the white inhabitants who were dreading an Indian outbreak.

The tidal current through Active pass attains a velocity at springs of from six to seven knots, and is full of overfalls and rippings. The pass was resurveyed in 1904 by Commander John F. Parry, H.M.S. *Egeria*, when several names of points were added to the chart. Name adopted by Captain Richards, of the surveying vessel *Plumper*, on his hearing from Captain Lewis, when the latter was piloting the *Plumper* through the pass in 1858, that the U.S.S. *Active* had in 1855 passed through previous to his vessel. (Personal reminiscence to writer by Captain Lewis.)

See Richards, Admiral Sir George H.: Plumper sound; Alden bank; Lewis rock; Grappler reef; Forward inlet; Franklyn range; Mayne island; Collinson point; Burrill point; Matthews point; Georgina point; and Alert bay.

Addenbrooke point, Fitzhugh sound. Named by Vancouver in 1792. This portion of the coast was examined by Lieutenant Puget and Mr. Whidbey, of the *Discovery*, who had left Rivers inlet with their boats by what is now known as *Schooner* passage. The *Discovery* and *Chatham* at the time, August, 1792, were then lying in Safety cove.

See Rivers inlet; Safety cove; and Quascilla bay.

Adeane point, Knight inlet. Named, in 1865, by William Blakeney, R.N., assistant surveying officer in the *Beaver*, after a pony belonging to Miss Elizabeth Reid (Lillie), youngest daughter

of Captain James M. Reid, of Victoria. Hence Lillie mountain (5,280 feet) in this neighbourhood. Miss Elizabeth Reid, in 1868, became the wife of Mr. Blakeney, and died in England, 1873. Kitty cone, (4,200 feet), also in this neighbourhood, is in association with Adeane point, Kitty being the name of a pony belonging to Mr. Blakeney. (Communicated by Hon. Senator W. J. Macdonald.)

See Blackney passage; Reid island; Macdonald point; Glendale cove; and Knight inlet.

Adelaide point. Smith inlet. After Catherine Adelaide, youngest daughter of Rev. Thomas Horsfall, vicar of Cundall, Yorkshire. Born at Ripon, 1841. Died at Cundall, 1867. Named by the writer, and adopted by the Geographic Board of Canada, 1903.

See Horsfall island; Ripon point; and Cundall bay.

Admiral island. (See Saltspring island.)

Admiralty bay. (See Gauges harbour.)

Agamemnon channel, Jervis inlet. After H.M.S. *Agamemnon*, 64 guns, the first line-of-battle ship the immortal Nelson commanded, being appointed to her January 30, 1793. The *Agamemnon* was thus noticed by 'The Salisbury and Winchester Journal,' on April 10, 1781: 'Was launched at Buckler's Hard the *Agamemnon* (*sic*), a fine 64-gun ship, built by Mr. Adams, of that place.' Though it is long since vessels have been constructed there, the hamlet of Buckler's Hard still stands on the hillside close to Beaulieu river, Western Hampshire. The two-decker had a length of keel of 132 feet, gun deck, 160 feet, tonnage measurement, 1,384. Her first commander was Captain Benjamin Caldwell. The *Agamemnon* was busily employed on active service nearly the whole of her career, during which she was at the battle of Trafalgar, in command of Captain Sir Edward Berry, Knt., and was one of the weather division led by Nelson in the *Victory*. She was totally lost in the Rio de La Plata, on June 20, 1809, having run aground, and then settled on one of her anchors, which, upon the sudden shoaling of the water, had been let go to bring her up. It is said there were then on board several seamen who had been with her under Nelson's command. (See Naval and Military Record, June 28, 1906; and Mahan's 'Life of Nelson,' 2nd edition, p. 196.)

Named by Captain Richards, H.M. surveying vessel *Plumper*, 1860.

See Nelson island; Berry point; Sykes island; and Fearney point.

Aguilar point, Banfield creek, Barkley sound. **Aguilar point**, Topaze harbour, Sunderland channel. After Henry Aguilar, R.N., second master, navigating officer H.M. gunboat *Grappler*, who came out in her from England in 1860. On this station, 1860-1863. Master, 1863. Navigating lieutenant, H.M.S. *Bristol*, on particular service, 1868-1871. Retired, 1874. Staff commander, 1878. Died, 1902. Named 1861, and 1863, by Captain Richards, and Captain Pender (Master, R.N.), H.M.S. *Hecate*, and surveying vessel *Beaver* respectively.

See Helby island; Grappler reef; Verney passage; and Topaze harbour.

Ahousat (Mak-to-sis), Flores island, Clayoquot sound. An Indian village inhabited by the Ah-ous-aht tribe, numbering, in 1905, 263 persons. The Indian meaning of this word is, 'people living with their backs to the land and mountains,' because the original home of the tribe was on the sea front of Vargas island, near Foam reefs, there being no land to obstruct the full view of the ocean from the village. This abandoned home, Ah-ous, from which they derived their name, is occasionally used by members of the tribe as a fishing station, as is also another abandoned home, named Chee-ta-pa, at the foot of the Cat Face mountains, an open view of the ocean being obtained from here likewise. Mak-to-sis, on Flores island, the present home of the Ahousats, was, years ago, a burying place of the now extinct tribe of Out-sos-aht, whose home was on the sea coast of Flores island, about two miles east of Rafael point, in a cove which among the Indians still bears the name of Out-sos. Mak-to-sis is derived from the word 'Mak-yak-wats,' a coffin; or 'Mak-yak-witl,' to bury. (Rev. A. J. Brabant.)

'The harbour in Ahasset,' mentioned in Captain Kendrick's deed in 1791 (see Kendrick arm), is evidently meant to indicate this locality. In 1864, the Ahousat Indians massacred the crew and destroyed the small trading schooner *Kingfisher*, while lying in Matilda creek, which is close to the present village of the tribe. Name adopted by Captain Richards, when Clayoquot sound was surveyed, 1861.

See Kendrick arm; Wakennenish island; Matilda creek; Clayoquot sound; Flores island; Vargas island; Bawden bay; and Brabant island.

Alarm cove, Denny island, Lama passage. After the British trading sloop *Alarm*, 15 tons register, built in Victoria, 1860, and employed on this coast, with Alfred Hollins, and others, in charge. (*Victoria Colonist*, January 15, 1861; December 5, 1864.) Named by Captain Pender, Nav. Lieut., R.N., *Beaver*, circa 1863.

See Rebecca spit.

Alarm rock, Hudson island, Stuart channel. After H.M.S. *Alarm*, 26 guns, designed by Symonds, and built in 1845 at Sheerness, 910 tons. Captain Douglas Curry. On this station, 1855-1858. Named by Captain Richards, H.M.S. *Plumper*, circa 1859.

Alberni canal, Barkley sound. Named, in 1791, by Lieutenant Francisco Eliza, after Don Pedro Alberni, captain of infantry in the Spanish army, who was in command of the soldiers in the expedition in charge of Eliza, sent by the Viceroy of Mexico, Count de Revillagigedo, to reoccupy this coast after Martinez had returned to California in 1789. Eliza's expedition sailed from San Blas, February 3, and arrived at Nootka, April 5, 1790. Galiano mentions in his journal (*Viage*, p. 120), that Alberni was interested in agriculture, and grew successfully in his garden at Nootka, as in Spain, all the plants he tried, with the exception of wheat and maize.

A large sawmill, in connection, at first, with the exportation of spars from the district, was established at the head of Alberni canal in 1860, and a farm, to supply the wants of the people working in connection with the mill, was cultivated, on the right bank of the Somass river, a short distance from its mouth. (*Colonist*, April 5, 1860; April 10, May 28, 1861.) The soil proved fertile and the crops were good, and prize animals for the use of the farm were imported direct from England. With the exception of garden patches at Nootka, and perhaps at some of the Russian posts farther north, the farm at Alberni was the first regular farm established on the coast between the Alaskan peninsula and Sooke inlet. Owing, however, to the remoteness of the place, the uncertainty of the land laws, and the delay in the formal reconveyance of Vancouver island by the Hudson's Bay Company to the Crown (April 3, 1867), independent settlers were not attracted to the locality. Charles Taylor (hence Taylor river, Sproat lake), who had been employed at the sawmill, was the first settler who essayed, in 1863-1864, to start a homestead, on the left bank of the Somass and nearly opposite the sawmill farm, and a few others had patches, these being the germ of the later successful settlement of 1883. The sawmill was closed down in 1865, and accidentally destroyed by fire in 1869. (Personal reminiscence to writer by G. M. Sproat.)

The frost in Alberni in January, 1862, was exceptionally severe, being eight degrees below zero, and the canal was frozen for a distance of ten miles from the head. Snow four feet on the level; work at the mill entirely suspended. (*Colonist*, February 5, 1862.)

The Spanish name of Alberni for the establishment at the head of the inlet, and the Indian name of Somass for the river, were

adopted by Captain Richards, H.M.S. *Hecate*, in 1861. (*Colonist*, May 30, 1861.)

See Port Eliza; Sproat lake; Stamp harbour; Estevan point; Barkley sound; Galiano island; and Sooke inlet.

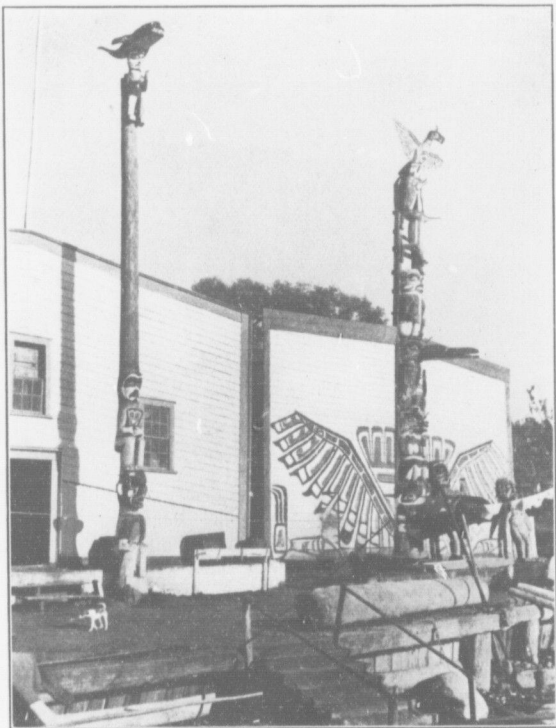
Albert Head, Royal roads, Vancouver island. After H.R.H. Prince Albert of Saxe-Coburg and Gotha, the husband of her late Majesty Queen Victoria. The name of Albert was given to this headland because of the name of his wife having been given to the town on the opposite side of the roadstead, called therefore Royal bay or roads (q.v.). Second son of Ernest, Duke of Saxe-Coburg and Gotha; born August 26, 1819; married to Queen Victoria in Westminster Abbey, February 10, 1840; died at Windsor Castle of typhoid fever, December 14, 1861. Named by Captain Kellett, H.M. surveying vessel *Herald*, 1846.

See Victoria; Royal roads; Cobourg peninsula; Cape Saxe; and Gotha point.

Alcala point, Porlier pass, Galiano island. After Dionisio Alcala Galiano, an officer in the Spanish navy, engaged exploring this coast in 1792. (Greenhow, p. 231.) Named by Captain John F. Parry, H.M.S. *Egeria*, on resurveying Porlier pass, 1905.

See Galiano island; Galiano gallery; and Birch bay.

Alden bank, Strait of Georgia. After Lieutenant James Alden, of the U.S.S. *Vincennes*, Commander Charles Wilkes, which vessel with the U.S. brig *Porpoise*, Lieutenant Commander Ringgold, was engaged examining and surveying Puget sound and the neighbourhood in 1841. Named by Lieutenant Commander Ringgold, who in the *Porpoise* commenced his survey, northward from Commencement bay, Admiralty inlet, in May, 1841, and in July was near Roberts point. (Boundary Commission, North America, No. 4, 1873, p. 26.) The *Vincennes* and *Porpoise* proceeded in August to San Francisco and Astoria, respectively. Subsequently, for some years, Lieutenant Alden was in command of the United States surveying and revenue steamer *Active*, after which vessel *Active* pass is named. Lieutenant Commander Alden's name and that of his vessel often appear in the Hudson's Bay Records at Nanaimo, 1855-1857, the *Active* frequently calling there for coal. In 1853 coal was discovered at Bellingham bay, and a report on the same was sent to Governor Douglas by Mr. J. W. McKay. The coal here did not, however, meet with the approval of Lieutenant Commander Alden, who, in 1857, on being asked at Nanaimo by Dr. Benson why he did not procure his coal from the United States mines at Bellingham bay, tersely replied, 'Coal? H—l! There is no coal there, it is all stones!' (Hudson's Bay Records, Nanaimo, in



9462—p. 17

Totem Poles at Alert Bay.

[Photo, by W.P.A.]

possession of Mr. M. Bate.) It was Wilkes, of the *Vincennes*, who, when commanding the U.S.S. frigate *San Jacinto*, in 1861, in the Atlantic, forcibly took the Confederate commissioners, Mason and Slidell, from the British mail steamer *Trent*, homeward bound from the West Indies, but owing to the strong protest made by the British government the President of the United States wisely surrendered the commissioners to England.

See Active pass; Dana inlet; Speiden island; Waldron island; McKay reach; Virago sound; Benson mountain; Mark mountain; and Von Donop creek.

Aldrich point, Price island. After Pelham Aldrich, R.N., Sub-Lieutenant, H.M.S. *Scout*, Captain J. A. P. Price. On this station, 1865-1868. Lieutenant, September, 1866. Commander, 1876. Captain, 1883. Named by Captain Pender (Nav. Lieut., R.N.), in the *Beaver*, 1866.

Alegria, Punta de. (See Beale, cape.)

Alert bay, Cormorant island, Broughton strait. After H.M. screw corvette *Alert*, 17 guns, built at Pembroke in 1856. On this station, 1858-1861, Commander W. A. R. Pearse. Also on this station, 1865-1869, Commander Arthur John Innes, when, in 1867, the officers of the vessel made a resurvey of this bay. Named by Captain Richards, H.M.S. *Plumper*, 1860.

See Pearse islands.

Alexander rock, Blackfish sound, Broughton strait. After George Hamilton Alexander, R.N., boatswain, detailed for surveying duties, H.M.S. *Egeria*, Commander Cortland H. Simpson. On this station, 1900-1903. Boatswain, 1899. Appointed to Sealark for surveying duties, 1904. Named by Commander Simpson, 1903.

See Egeria shoal.

Alexander point, Hardy island, Jervis inlet. After Rear Admiral Sir Alexander John Ball, Bart., and also after H.M.S. *Alexander*, 74 guns, of which ship he was captain at the battle of the Nile, August 1, 1798. Named by Captain Richards, H.M. surveying vessel *Plumper*, circa 1859.

See Ball point.

Alford reef, Metlakatla. After Rev. Charles Richard Alford, Principal of the Church Missionary Society's training college at Highbury, London, 1854-1864. At this college Mr. William Duncan (q.v.), was prepared for Church missionary work during the first two years that Mr. Alford had charge. Alford was born in 1816, and educated at St. Paul's school and Trinity college,

Cambridge. Ordained, 1841. He and Mr. Henry Venn, the well known secretary of the Church Missionary Society, were the last to bid farewell to Mr. Duncan when he left England for this coast in December, 1856. Vicar of Holy Trinity, Islington, 1865-1867, and in the latter year was consecrated Bishop of Victoria, Hongkong, which see he resigned in 1872. Vicar of Christ Church, Cloughton, Birkenhead, 1874-1877. Name suggested by Duncan and adopted by the Admiralty surveyors, Captain Richards in charge, H.M.S. *Hecate*, 1862, when the first survey of Metlakatla harbour was made.

See Metlakatla; Duncan island; and Venn passage.

Alice arm, Observatory inlet. After Alice Mary Tomlinson, wife of the Rev. Robert Tomlinson, B.A., who had charge of the Church Missionary Society's mission at Kincolith, 1867-1879. Native of Ireland, and second daughter of Richard Woods, registrar of the Supreme Court of British Columbia, at Victoria, 1862-1875. Married in Victoria, April 24, 1868, leaving immediately after the wedding day for Kincolith in a large Haida canoe, in which her husband had come for the bride from his distant home, accompanied by eight stalwart Indians and an Indian woman to attend the bride. The homeward journey was made in twenty-four days. Named by Staff Commander Pender, *Beaver*, 1869. Alice rock in Alice arm discovered in 1898, and named in association with the arm by the Geographic Board of Canada.

See Tomlinson mountain; Kincolith, Nass river; and Port Simpson.

Alldridge point, Becher bay. Named in 1846 by Captain Henry Kellett, H.M. surveying vessel *Herald*, after Lieutenant George Manly Alldridge, R.N., an officer in the surveying branch of the service. Commander, 1855, and detailed for special surveying duties, H.M.S. *Fisgard*, Woolwich. Retired captain, 1864. Died, 1905.

Alliford bay, Skidegate, Q.C. Ids. After William Alliford, A.B., quartermaster, H.M. hired surveying vessel *Beaver*. Alliford was coxswain of the boat engaged in sounding this bay when Skidegate harbour and inlet were surveyed by Captain Pender in 1866. Named by Captain Pender (Master, R.N.), *Beaver*, 1866.

See Beaver harbour; and Skidegate inlet.

Alpha passage, Barkley sound. **Alpha islet**, Discovery island. **Alpha bay**, Ogden channel. After the British trading schooner *Alpha*, 58 tons register, built at Nanaimo, 1859, the first vessel constructed there, hence the name of *Alpha*. Owned by Dr. Benson, A. G. Horne, Captain Edward Walker, Captain Charles

E. Stuart, and others (see *Colonist*, June 8, 1859). She was placed in the local coasting trade and commanded, respectively, by Walker, Jenkins, McCulloch, William E. George and others. In 1861 was engaged, in charge of Captain Jenkins, carrying the cargo of the *Florescia*, wrecked near Amphitrite point, to Nanaimo, where part of the lumber was used in the construction of St. Paul's church (pulled down, 1906) and schoolhouse; hence the passage, which is close eastward of Amphitrite point, was named after the *Alpha*, in 1861, by Captain Richards, H.M. surveying vessel *Hecate*. In 1868 the *Alpha* was sold to Captain Thomas Brennan and Andrew Phillips, shipwright. On November 25, 1868, she sailed from Victoria, bound for Honolulu, loaded with lumber, in charge of Brennan; William Ettershanks, mate, Phillips also on board. Shortly after leaving, she met with strong southerly gales off the strait which compelled her to heave to, and ultimately drove her ashore on Flores island, Clayoquot sound, November 27, where she became a total wreck. Nothing was saved from her but a few blankets and a little flour, and, after staying on the island nine days, the crew induced the Indians to take them to Barkley sound, whence they walked across Vancouver island to Nanaimo by the old Indian trail, suffering great hardships on account of the inclement wintry weather. (Communicated to writer by Pilot William Ettershanks; and *Colonist*, January 5, 1869.) Alpha bay was named by Captain Pender from information received from Captain W. E. George when master of the *Alpha*, 1867, and Alpha islet also named by Pender, circa 1863, because the schooner, when under McCulloch's charge, ran on it in a snow-storm, at 1 a.m., February 12, 1863, bound from Nanaimo to Victoria, coal laden, and with eight passengers. (*Colonist*, February 13, 1863.) She was floated off, slightly damaged, after discharging the cargo.

See Florescia island; Dodger cove; King island; Stuart channel; Benson mountain; George passage; Carolina channel; and McCulloch rock.

Amelia island. Ballenas channel. Named, in association with Douglas island in this vicinity, after Amelia (afterwards Lady Douglas), wife of His Excellency James Douglas (afterwards Sir James Douglas, K.C.B.), Governor of Vancouver Island and British Columbia. Born at Norway House, January 1, 1812, daughter of William Connolly, chief factor, Hudson's Bay Company, after whom Fort Connolly was named in 1826. Married, 1829. Died at Victoria, January 8, 1890. Named by Captain Richards, H.M.S. *Plumper*, circa 1860.

See Douglas channel.

9462—2]

Amethyst cascade, Denny island, Fisher channel. After H.M. corvette *Amethyst*, 14 guns, 1,934 tons, 2,144 (350 nominal) h.p., built at Devonport in 1873. On this station, under the command of Captain Alfred John Chatfield, 1875-1878.

See Chatfield island; and Dufferin island.

Amor point, Bute inlet. Named in 1862 in association with Cosmos heights (q.v.) after Amor de Cosmos.

See Cosmos heights; and Labouchere channel.

Amphitrite point, Barkley sound. After H.M. frigate *Amphitrite*, 24 guns, 1,064 tons, built at Bombay in 1816 from the plans of the French frigate *Leda*. Originally carried 42 guns. On this station, 1851-1857.

Captain Charles Frederick commissioned her in England; he joined the *President*, flag-ship on this station, in 1854, and was succeeded in the *Amphitrite* by Captain George Burridge.

During Christmas night, 1905, the steel four-masted British ship *Pass of Melfort*, 2,201 tons register, Captain Harry Scougall, from Panama to Port Townsend, was driven on shore, in a heavy southwest gale, a short distance eastward of Amphitrite point, when all hands perished. Named by Captain Richards, H.M. surveying vessel *Plumper*, circa 1859.

See Frederick mountain; and Plover reefs.

Anderson island, Puget sound, United States Territory. **Anderson lake**, Lillooet district, B.C. **Anderson hill** (108 feet), Victoria district. After Alexander Caulfield Anderson, chief trader, Hudson's Bay Company. Born in Calcutta, 10th March, 1814, and educated in England. Entered the Hudson's Bay service, 1831, and arrived at Fort Vancouver, on the Columbia river, in the following year. Assisted, in 1833-1834, at the establishing of the trading post at Fort McLoughlin, near Milbank sound, and another on the Stikine, and also assisted at the removal of Fort Simpson from the Nass to its present position. In the summer of 1840 had charge of Fort Nisqually, Puget sound, and from 1841-1848 of Fort Alexandria, on the Fraser, succeeding in the latter year Chief Factor John Lees in the Colville district. Chief trader, Fort Vancouver, Columbia river, 1851-1854, when he retired from the Company's service, and in 1858 took up his residence at Rosebank, Saanich, near Victoria. Subsequently occupied the position of first collector of customs of British Columbia, and postmaster of Victoria. Some years afterwards he was appointed a commissioner for the settlement of the Indian land question, and at the time of his death was fisheries commissioner for the province. His last important public

services were the collection and forwarding of edible fish to the International Fisheries Exhibition in London, and the selection of a site for a salmon hatchery on a tributary of the Fraser. This latter mission was indirectly the cause of his death, for the steamer in which he ascended the Fraser got aground and he was forced to pass the night on the bar, without fire, bedding or blankets, and the night being damp and cold, he suffered severely. He was never well afterwards, but attended to the duties of his office to the last, and died May, 1884. In 1838 Anderson married the eldest daughter of James Birnie, of the Hudson's Bay service, after whom Birnie island, near Port Simpson, is named. He was the author of some of the best descriptive pamphlets and essays on this province. (See *Colonist*, 10 May, 1884.) In the early survey of Puget sound, 1848, Anderson island is named Fisgard, and the island close northward Duntze, these names being changed later to Anderson and McNeal (McNeill). Anderson lake, named 1889. Anderson hill, circa 1870.

See Birnie island; Port McNeill; Port Simpson; Bella Bella and Fort McLoughlin.

Anderson lake, Barkley sound. See Henderson lake.

Anderson point, Zucarte channel, Nootka sound. Named, in 1862, by Captain Richards, H.M. surveying vessel *Hecate*, after William Anderson, surgeon of Captain Cook's ship *Resolution*, which refitted in this sound, March and April, 1778. Dr. Anderson died on board the *Resolution* in the Bering sea, 3 August, 1778, of consumption, under which he had been lingering for more than twelve months. The next day Cook removed Mr. Law, the surgeon of the *Discovery*, into the *Resolution*, and appointed Mr. Samwell, the surgeon's first mate of the *Resolution*, to be surgeon of the *Discovery*. In the "Life and Voyages of Captain Cook," by Andrew Kippis, D.D., F.R.S., 1788, p. 365, there is this note on Anderson:—

"He was a young man of a cultivated understanding and agreeable manners, and was well skilled in his own profession; besides which he had acquired a considerable degree of knowledge in other branches of science. Mr. Anderson left his papers to Sir Joseph Banks; but the Admiralty took possession of them, and there they are still retained. Such parts as related solely to natural history were delivered by Captain King to Sir Joseph, who wishes to add his testimony to the excellence of Mr. Anderson's character, to the utility of his observations and to the great probability that if he had survived he would have given to the world something which would have done him credit."

See Cape Cook; Nootka sound; Gore island; Resolution cove; Banks island; and King island, Fitzhugh sound.

Anderson point, Devastation channel. After Lieut. Colonel William Patrick Anderson, chief engineer of the Department of Marine and Fisheries, and general superintendent of lighthouses of the Canadian government. He entered the government service in 1874, and has held his present position since 1880. During this time the department has erected over 500 lighthouses besides many other aids to navigation in the waters of Canada. Retired from the command of the 43rd Battalion, Ottawa and Carleton Rifles, in 1892. In 1898, on one of his numerous inspections of British Columbia waters, Colonel Anderson made an examination of several inlets on the coast of British Columbia in the C.G.S. *Quadra*, with a view to establishing further aids to navigation, when he made a running survey of Devastation channel. Named by the writer in 1898, and adopted by the Geographic Board of Canada.

See Dorothy island; and Dorothy narrows.

Anne, cape, Greaves island, Smith inlet. After Anne Mary, only daughter of Peter Walbran, of the city of Ripon, Yorkshire, and granddaughter of Richard Greaves of that city, and wife of the writer of this book. Name adopted by the Hydrographic Office, Admiralty, London, 1890.

See Ripon point; Greaves island; Florence island; Ethel island; and Walbran rock.

Anthony island, Houston Stewart channel, Q. C. Ids. Named in association with the family of Denny, Tralee Castle, Ireland, and after the Venerable Anthony Denny, Archdeacon of Ardfert, father of Edward Denny, R.N., midshipman, H.M.S. *Virago*, the master of which vessel made a survey of this channel in 1853. On Anthony island are some totem poles, and the remains of a large and once populous village given on the charts as Ninstantins, meaning in the Haida language "Equal to two men," the hereditary name of one of the chiefs of the Gunghit tribe who had his home here. The inhabitants of Ninstantins were nearly all swept off by the smallpox about 1862, like the inhabitants of many other Indian villages, and the place subsequently abandoned. The Indian name of this island and also the village is Sgun-gwai," which means "Red Cod island," "Sgun" meaning Red Cod, and "Gwai" island. (Communicated to writer by C. F. Newcombe, M.D., Victoria.)

The Gunghit tribe is now nearly extinct, and the remnant is included at the present date, 1906, by the Indian Department, under the head of Skidegate.

See Denny rocks, Rose harbour; Denny rock, Egg island; Anthony point; Houston Stewart channel; Kunghit island; Virago sound; Queen Charlotte islands; Ganges harbour; and Bentinck arms.

Anthony, mount. See Malone point.

Anthony point, Denny island, Gunboat passage. After Lieut. Commander D'Arcy Anthony Denny, R.N., commanding on this station, 1866-1868, H.M. gun-boat *Forward*. Named, circa 1867.

See Denny rock, Egg island; D'Arcy mountain; and Forward inlet.

Anvil island, Howe sound. Vancouver gives the origin of the name in his journal, under date 14 June, 1792, as follows:—

"The sun shining at this time for a few minutes afforded an opportunity of ascertaining the latitude of the east point of an island which, from the shape of the mountain that composes it, obtained the name of Anvil island." (Vancouver, 8°, II, p. 195.)

On returning to his ships, then in Birch bay, from his boat excursion as far as Jarvis inlet, Vancouver again notes that Anvil island and Passage island "in one" are an excellent mark to pass safely westward of the shoal, now known as the Sandheads of the Fraser river, and which shoal he named Sturgeon bank (*supra*, p. 213). This note of Vancouver's shows the general accuracy of his observations, as the mark clears the shoal to this day (1906).

See Birch bay; and Sturgeon bank.

Archer point, Port Kuper, Q. C. Ids. After Archibald Leslie Archer, M.D., R.N., assistant surgeon, H.M.S. *Thetis*. On this station, 1851-1853. On returning to England served on board the screw line-of-battle ship *Nile*, 91 guns, during the Russian war, 1854-1856. Staff surgeon, 1860. Residing at Devonport, 1906. Named in 1852.

See Kuper island; Thetis island; Moore channel; and Mitchell harbour.

Archibald point. See Napier point.

Ardmillan bay, Scaforth channel. After James Crauford, Lord Ardmillan, Lord of Session, Scotland. Born in Hampshire, in 1805, eldest son of Major Archibald C. B. Crauford, of Ardmillan, Ayrshire. In 1829 he passed his examination in Roman and Scottish law and became an advocate. Sheriff of Perthshire, 1849, and four years later, November, 1853, was appointed solicitor general for Scotland under the administration of Lord Aberdeen. Lord of Session, 10 January, 1855, when he took the courtesy title of Lord Ardmillan, after the name of his paternal estate. On the 16 June of the same year he was also appointed a Lord of Justiciary, and held these two places until his death. The best remembered of his judgments is that which he delivered in connection with the well known Yelverton case when, on 3 July, 1862, he pronounced against the legality of the supposed marriage between

Maria Theresa Longworth and Major William Charles Yelverton, 1863. Died at Edinburgh, 7 September, 1876. Named by Captain Pender (Nav. Lieut., R.N.), *Beaver*, circa 1867.

See Ormidale harbour.

Aristazabal island, Hecate strait. Named by Lieut. Commander Jacinto Caamaño, of the Spanish corvette *Aranzazu*, while cruising along the coast, in 1792, searching for the supposed strait said to have been discovered by Admiral Fonte in 1640.

See Camaño island; Gil island; and Zayas island.

Arran rapids, Stuart island, Bute inlet. Named by the Admiralty surveyors, circa 1863, in association with the noble house of Bute, after the island of Arran, in the firth of Clyde, county of Bute, Scotland; southwestward of the island of Bute, and the southernmost of the chain of islands leading to the celebrated Kyles of Bute, noted for their scenery. Arran rapids are about one cable wide in the narrowest part, and the current rushes through with great strength, seven to ten knots, the flood tide from the westward, from what is known locally as the Yuculta (Euclutaw) rapids, making it very hazardous for a vessel to pass through except at or near slack water. Vancouver's boats were towed through by the Indians, 30 June, 1792, the *Discovery* and *Chatham* being at anchor at the time near Desolation sound.

See Bute inlet; Seymour narrows; Yuculta rapids; Desolation sound; and Cordero channel.

Arrow passage, Bonwick island, Q. C. Sd. After the British trading schooner *Arrow*, engaged on this coast, 1862, &c. Named by Captain Pender (Nav. Lieut., R.N.), *Beaver*, circa 1867.

See Rebecca spit.

Arrowsmith mountain (5,976 feet), Vancouver island. After Aaron Arrowsmith and his nephew John Arrowsmith, noted English cartographers. The former was born in 1750, at Winston, Durham. From an obscure beginning, he rose, by diligence and industry, to great prosperity; his publications, topographic and hydrographic maps and charts, being noted for the accuracy and care with which they were constructed (Naval Chronicle, 1810, Vol. 24, p. 223). He executed upwards of 130 maps, his general atlas appearing in 1817. Died in London, 1823. His nephew, John Arrowsmith, also published a number of cartographic works, and was one of the founders of the Royal Geographical Society. Arrowsmith's maps and charts were so universally known for their excellence, in the first half of the last century, that the name of Arrowsmith was often used as synonymous with everything clever and

accurate in cartography. Named, circa 1853, and adopted by Captain Richards, R.N., hydrographer, 1864.

Arthur mountain (5,585 feet), Jervis inlet. Named in association with Wellington mountain after Arthur Wellesley, the great Duke of Wellington, circa 1859.

See Wellington mountain.

Arthur passage, Kennedy island. After His Excellency Arthur E. Kennedy, Governor of Vancouver Island, 1864-1866. Named, in association with the island, by Captain Pender (Nav. Lieut., R.N.), *Beaver*, circa 1867.)

See Kennedy island; and Port Elizabeth.

Ashby point, Hope island. After James William Murray Ashby, R.N., paymaster. Secretary to Vice Admiral Sir James Hope, G.C.B., commander in chief, North America and West Indies station, flag-ship *Duncan*, 1864-1867. Paymaster, 1852. C.B., 1867. Paymaster in chief, 1878. K.C.B., 1902. Named by Captain Richards, hydrographer, Admiralty, 1864.

See Hope island; and Secretary point.

Ashe head, Esquimalt harbour. After Edward David Ashe, R.N., 5th lieutenant, H.M.S. *Fisgard*, Captain John A. Duntze. On this station, 1844-1847. Lieutenant, 1842. Commander, 1865. Retired, 1866. Died, 1895. Named by Lieutenant Commander James Wood, H.M. surveying vessel *Pandora*, 1847.

See Duntze head; *Fisgard* island; and Inskip island.

Ashton point, Douglas channel, Kitimat. Named by Mr. Whidbey, R.N., master of Vancouver's ship *Discovery*, who was in this neighbourhood on the 1 July, 1793. The exploring party had camped for the night on the preceding evening at the entrance to the lake five miles to the northward.

See Whidbey island; Skeena river; Staniforth point; and Cape Ibbetson.

Atchison island, Chatham channel, Havannah channel. After James Atchison, M.D., R.N., surgeon of H.M.S. *Havannah*, Captain Harvey. On this station, 1855-1859. Surgeon, 1843.

See Port Harvey; and Havannah channel.

Atkinson island, Sutlej channel. After Thomas Hall Atkinson, R.N., assistant surgeon, H.M.S. *Sutlej*, flagship of Rear Admiral the Hon. Joseph Denman, 1864-1866. Acting surgeon on the surveying vessel *Beaver*, 1865. Hence Surgeon islet near Atkinson island. Staff surgeon, 1876. Fleet surgeon, 1884. Fleet surgeon on the battle-ship *Howe*, Channel squadron, 1890-1891, when he retired from active service. Living 1906.

See Sutlej channel; and Beaver harbour.

Atkinson point, Burrard inlet. Stated by Vancouver to be named by him after a "particular friend." The date mentioned in his journal when the point was named is the 14 June, 1792, and at the time Vancouver was himself making an examination of this neighbourhood in the yawl of the *Discovery*, accompanied by Lieutenant Puget in the launch, while his vessels were at anchor in Birch bay. (Vancouver, 8°, II, p. 194.)

It is difficult at this date to find out who was the "particular friend" Vancouver thus honoured. On board the *Chatham* there was a junior officer named Edmund Atkinson, master's mate, but the expression "particular friend" does away with the probability that it was this young officer; the friend may, however, have been a relative of his. From information received from naval records in England the writer is of opinion that the point was named after Mr. Thomas Atkinson, master, R.N., who was a follower for many years of Lord Nelson, and after the naming of this point, master of the *Victory* at the battle of Trafalgar. If his Lordship had survived that action there is little doubt but Mr. Atkinson would have been rewarded in the same manner that Mr. Bowen was for his services as master of the *Queen Charlotte* on the 1 June, 1794 (see Bowen island, opposite point Atkinson). Mr. Atkinson died at Portsmouth dockyard, where he was master attendant, 30 May, 1836. (United Service Journal, 1836, Part II, pp. 407, 432.)

The point, though shown on Vancouver's draft of the coast at the time discovered by him in 1792, may not have been named until after his return home in 1795. It is evident that several of Vancouver's names, among them Howe sound, were then given, though it might be assumed from the text that they were bestowed at an earlier date.

See Bowen island; Birch bay; Rainier mountain; and Vancouver island.

Atrevida reef, northern entrance to Malaspina strait. After the Spanish corvette *Atrevida* (i.e., Audacious), Captain José Bustamente, one of the two vessels forming the exploring expedition of Commodore Alexandro Malaspina, whose corvette was named the *Descubierta* (i.e., Discovery). With these vessels Malaspina made an examination of the northwest coast of America in 1791. Named by the writer in 1902, and adopted by the Geographic Board of Canada the following year.

See Malaspina inlet.

Augustus point, Kuper island, Stuart channel. After Admiral Sir Augustus Leopold Kuper, G.C.B., who commanded the frigate

Thetis on this station, 1851-1853. Died 29 October, 1885. Named, in association with Kuper island, by Captain John F. Parry, H.M. surveying vessel *Egeria*, 1905.

See Kuper island; and Thetis island.

Bain point, Naden harbour, Q. C. Ids. After Archibald Bain, R.N., chief engineer, H.M.S. *Virago*, Commander James C. Prevost. Mr. Bain accompanied Mr. Inskip, master of the *Virago*, in the boat when the latter made his first examination of the sound and harbour previous to making his survey, August, 1853. Isabella point, on the opposite side of the harbour to Bain point, is named after the wife of Mr. Bain, Chief engineer, 1849. Retired, 1874. Fleet engineer, 1886. Died, 1890.

See Virago sound; Prevost island; and Inskip passage.

Bajo reef, Nootka island, Vancouver island. A Spanish word, signifying underneath or below, the name given to this dangerous reef, doubtless on this account, by Captain Alexandro Malaspina, who had the neighbourhood examined in August and September, 1791, while his ships *Descubierta* and *Atrevida* were at anchor in Nootka sound. Bajo point was named at the same time in association with the reef. Captain Cook notes this dangerous reef as he sailed into the sound 29 March, 1778. The British ship *King David*, 2,079 tons register, Captain William Davidson, bound from Salina Cruz, Mexico, to Port Townsend, was totally wrecked on Bajo point, 13 December, 1905, and a boat's crew consisting of an officer and six men, going for aid, were lost.

See Malaspina inlet; Port Eliza; Espinoza arm; Atrevida reef; Cape Cook; and Nootka sound.

Baker, mount (10,694 feet), United States territory, State of Washington. Named by Vancouver, 30 April, 1792, after Joseph Baker, R.N., third lieutenant of the *Discovery*. Vancouver in his journal under this date states as follows:—

"As the day advanced, the wind, which as well as the weather was delightfully pleasant, accelerated our progress along the shore. About this time a very high conspicuous craggy mountain presented itself towering above the clouds; as low down as they allowed it to be visible it was covered with snow." In the evening, Vancouver further notes from his anchorage at New Dungeness: "The high distant land formed, as already observed, like detached islands, amongst which the lofty mountain, discovered in the afternoon by the third lieutenant and in compliment to him called by me mount Baker, rose a very conspicuous object, bearing by compass N. 43° E., apparently at a very remote distance." (Vancouver, 8°. II, pp.

55-56.) The mountain had been previously named in 1790 by the Spanish exploring officer, Manuel Quimper, "La Gran Montana del Carmelo."

On the 26 September, 1792, a few days before the departure from Nootka of Lieutenant Mudge for England with despatches, Baker was appointed, by Vancouver, second lieutenant of the *Discovery*, and on the 13 January, 1793, when Lieut. Commander Broughton of the *Chatham* was sent to England from California with further despatches and Puget appointed to the command of that vessel, Baker became first lieutenant of the *Discovery*, which position he held until the expedition arrived home in 1795. (Vancouver, 8° II, pp. 378-379; III, p. 169; IV, p. 256.) He was born in the year 1767, the second son of Mr. James Baker and Nancy his wife, whose maiden name was Ludlow, who had lived in Bristol but removed latterly to the Forest of Deane, and he entered the navy at an early age. Lieutenant, 18 December, 1790, and joined the *Discovery*. He was selected by Vancouver as one of his officers, having served some years with him in the *Europa*, as midshipman and master's mate, when carrying the flag of Commodore Gardner, and was thus well known to the former for character and capacity. The principal charts made of the exploration of this northwest coast were drawn by Baker under the "immediate inspection" of Vancouver, and these charts are a memorial of Baker's skill as a draughtsman. Vancouver on leaving the *Discovery* in the river Shannon, 13 September, 1795, to repair to London, handed over the command of her to Lieut. Baker, of whom, when doing so, he speaks thus highly: "After having seen the *Discovery* very safely moored with the rest of the fleet, in the Shannon, and giving such instructions, as circumstances demanded, to my first lieutenant, Mr. Baker, in whose zeal for the service, and abilities as an officer, a long experience justified me in implicitly confiding, I resigned my command of the *Discovery* into his hands, and with such books, papers and charts as had been previously selected, as being essential to the illustration of the services we had performed, I took leave of my officers and crew." (Vancouver, 8°, VI, p. 379.)

In 1797, Lieut. Baker married Miss Elizabeth Weyerman, daughter of Mr. Casper Weyerman and niece of Admiral Vashon. In 1798, was first lieutenant of H.M.S. *Pompee*, 74 guns, commanded by his wife's uncle (then Captain James Vashon), and was present in her during the mutiny at the Nore. He afterwards commanded the *Calypso* sloop, and saw considerable service in her. As post captain he commanded, in 1809, the *Tartar* frigate, 32 guns, and was employed in the Baltic, and in March, 1811, was at the

repulse of the Danes at the island of Anholt, acting under the orders of Vice Admiral Sir James Saumarez, commander in chief, by whom he was warmly commended. (Naval Chronicle, 1811, XXV, pp. 343-347.) On the 18 August, 1811, the *Tartar* was wrecked by striking on an uncharted bank near the island of Dago in the Baltic, and in the ensuing courtmartial, 23 October, 1811, of which Rear Admiral Manly Dixon was president, Captain Baker was acquitted of all blame. The figurehead of the frigate was sawn off, and now stands in the hall of his grandson's house at South Petherton, Somersetshire. After the loss of the *Tartar*, Baker had charge of a prison for French sailors, &c., prisoners of war, at Stapleton, near Bristol. He finally resided at Presteign, in Radnorshire, where he died in 1817, leaving nine children, the eldest of whom, James Vashon Baker, attained the rank of admiral, and another that of captain, R.N. The second son was in the Bengal Engineers, and died as General Sir William E. Baker, K.C.B. (Communicated to writer by Captain Casper J. Baker, R.N., who commanded, on this station, 1903-1904, H.M.S. *Flora*; son of Admiral James Vashon Baker, and the grandson of the subject of this note.)

Point Baker, Port Protection, Alaska, was named by Vancouver after Lieut. Baker, then first lieutenant of the *Discovery*, in September, 1793. (Vancouver, 8^o. IV, p. 256.)

An ascent of mount Baker, which, rising in lonely grandeur, is one of the most beautiful mountains on this coast, was made in August, 1868, by Thomas Stratton, inspector of customs, Sehome; Edward T. Coleman and others, when the height was calculated by the barometer to be 11,400 feet. (Report in *Colonist* of the ascent, 25 August, 1868.)

See Vashon island; Gardner inlet; Puget sound; Cape Mudge; Cape Swaine; Johnstone strait; Broughton strait; Quimper peninsula; and Vancouver island.

Balaklava island, Q. C. Sd. In remembrance of the immortal charge of the Light Brigade at Balaklava, in the Crimea, 25 October, 1854. The brigade, numbering about six hundred men, was led by Lord Cardigan against a Russian force numbering thirty guns and four thousand men. The charge was successful, but the guns could not be held, and only a remnant of the brigade returned to the British lines. Named by Captain Pender (master R.N.), *Beaver*, on the anniversary of the charge in 1863.

See Raglan point; Cardigan rocks; Scarlett point; Nolan point; and Browning passage, Goletas channel.

Ball point, Hardy island, Jervis inlet. After Rear Admiral Sir Alexander John Ball, Bart., who, as captain of H.M.S. *Alex-*

ander at the battle of the Nile, 1st and 2nd August, 1798, was one of the "Band of Brothers" mentioned by Nelson in his letter, dated Palermo, 8 January, 1799, to Admiral Earl Howe, in reply to one from the latter congratulating Nelson on his victory. In his letter Lord Nelson states:—"I had the happiness to command a band of brothers, therefore night was to my advantage. Each knew his duty and I was sure each would feel for a French ship." (Letters and despatches of Nelson, Laughton, 1886, pp. 179-180.) Nelson and Ball formed a very close friendship, though the acquaintance did not open auspiciously. Nelson first heard of Ball as a young captain on half pay, economizing in France, during the peace of 1783, and describes him in a letter as a coxcomb for wearing epaulettes, which were not then a portion of naval uniform. And again when Captain Ball in the *Alexander* joined Nelson at Gibraltar previous to the battle of the Nile, and went on board the *Vanguard* to pay his respects, Nelson, it is said, greeted him with, "What, are you come to have your bones broken?" Ball answered, "He had no wish to have his bones broken unless his duty to his king and country required it, and then they should not be spared." Not long after this, the *Vanguard* was dismasted in a heavy gale of wind, when the *Alexander* took her in tow, and though there was imminent danger of both vessels being lost, Captain Ball nobly persevered and brought his charge to a safe anchorage. Nelson immediately visited Ball, and warmly thanked him for his valuable services, remarking, as he had previously done some eighteen months before to Captain Collingwood at St. Vincent, "A friend in need is a friend indeed." Nelson never forgot this service, and a warm friendship was the result, which only ended with Nelson's life. Lieutenant, 1778. Commander, 1782. Captain, 1783. Captain Ball with the aid of the Maltese inhabitants took the island of Malta from the French and added it to the British Crown, 1800, the siege having lasted two years. Commissioner of navy at Gibraltar, made a baronet, 1801, and governor of Malta, 1801, which appointment he held for several years, greatly liked and respected by the natives of the island. Rear Admiral, 1805. Born, 1757. Died at Malta, 20 October, 1809, and buried there. (Diet. Nat. Biog. III, p. 70.) Named by Captain Richards, H.M.S. *Plumper*, circa 1860.

See Nelson island; Vanguard bay; Foley mountain; Hollowell mountain; Troubridge mountain; and Alexander point.

Ballenas islands, strait of Georgia. These islands were discovered and named, in 1791, *Islas de las Ballenas*, i.e., Islands of the Whales (a name appropriate to this day, as whales are often

seen in the neighbourhood), by the expedition under Lieutenant Eliza when exploring in these waters with the Spanish armed vessels *San Carlos* and *Saturnina*, the latter commanded by José Maria Narvaez. The expedition proceeded to the westward of cape Lazo, discovering and naming many places, shown on Eliza's chart of 1791, and then returned to Nootka. These islands were for years erroneously shown on the Admiralty charts as Ballinae islands. Corrected by the Geographic Board of Canada, 1905. A lighthouse was erected on the easternmost island in 1900.

See Port Eliza; Narvaez bay; Haro strait; and Saturna island.

Ballingall islets, Trincomali channel. After Alexander Campbell Ballingall, R.N., 2nd lieutenant H.M.S. *Trincomalee*, Captain Wallace Houston. Served on the station, 1853-1855, succeeded by Lieutenant Henry M. Miller. Lieutenant, 1852. Formerly known as the Twin islets, name changed on resurveying the neighbourhood, 1905, by Captain John F. Parry, H.M.S. *Egeria*.

Bamfield islands, Malacca passage, Chatham sound. After Samuel Bamfield, R.N., assistant surgeon, H.M.S. *Malacca*, Captain Radulphus B. Oldfield. On this station, 1865-1868. Staff surgeon, 1873. Fleet surgeon, 1882. Deputy Inspector General, Hospitals and Fleets, retired, 1892. Died, 1892. Named by Captain Pender (Nav. Lieut., R.N.), *Beaver*, 1867.

See Malacca passage.

Banfield creek, Barkley sound, Vancouver island. Formerly incorrectly spelt Bamfield. After W. E. Banfield, who came out to this coast in H.M.S. *Constance*, in 1846, and served on board later as one of the carpenter's crew. Banfield left the service in 1849 on this station, and for several years traded among the Indians on the west coast of Vancouver island, living latterly at this creek, and it thus became known by his name, which was adopted by Captain Richards when surveying that neighbourhood in 1861. In this year Banfield was engaged as trader at a post established there by Messrs. Anderson & Company, Victoria, and the same year was acting as Indian agent on the west coast. (*Colonist*, 11 January, 1861.) While residing at this creek he collected a large amount of ethnological information about the Indians. Banfield lost his life under mysterious circumstances on the 20 October, 1862, and was first reported, by an Indian, to have been accidentally drowned from a canoe in Barkley sound when going out to meet the schooner *Alberni* which was expected. Later it was reported that he was killed by the Indians on shore. (*Colonist*, 24 October, 1862; 7

March, 1864.) An Ohlat Indian, charged with the murder of Banfield, was tried in Victoria, 3 November, 1864, and acquitted for lack of evidence. (*Colonist*, 29 September, 4 November, 1864.) When this Indian returned to Barkley sound he openly boasted that he had killed Banfield.

Banfield creek is the shore terminus of the submarine cable between the British possessions in North America and the British Commonwealth of Australia. The longest portion of this cable, 3,540 miles, Banfield creek to Fanning island, was successfully laid by the S.S. *Colonia*, Captain Woodcock, 18 September to 6 October, 1902. The portion between Fanning and Australia was completed 31 October, 1902, and the cable opened for business, 8 December, 1902. From the inception of this enterprise to its final accomplishment, Sir Sandford Fleming, K.C.M.G., after whom Port Fleming was named in 1879, was prominently identified with the project. He published a work on the subject in 1882.

See Barkley sound; Constance cove; Sproat lake; and Port Fleming.

Banks island, Hecate strait. **Banks reef**, cape Cook, Vancouver island. After Sir Joseph Banks, Bart., president of the Royal Society. Born 13 February, 1743, he was left, on his father's death in 1761, an ample fortune. Took a great interest in botany and other branches of natural history. Mr. Banks, by his influence with Lord Sandwich, First Lord of the Admiralty, obtained permission to accompany Lieutenant Commander Cook, as botanist and naturalist, in the latter's voyage round the world in the *Endeavour*, 1768-1771. Banks equipped himself at his own expense, taking with him Dr. Solander, two draughtsmen and two attendants. An interesting journal of the voyage was kept by both Cook and Banks, from which the official narrative of the voyage was published. Elected president of the Royal Society in 1778, and held that distinguished position until his death on the 19 June, 1820. Created a baronet in 1781. The influence of his strong will was manifest in all his undertakings. On his voyage in the *Endeavour* he was to be found in the first boat which visited each unknown land. After his return in the *Endeavour*, he became almost autocratic in his power regarding everything of a scientific character, and his long tenure of the presidential chair of the Royal Society led him to exercise over it a vigorous authority.

Banks island was named by Captan Charles Duncan, of the *Princess Royal*, in 1788; and the reef by Captain Richards, H.M.S. *Plumper*, in 1860, in association with the name of the cape, Solander rock, and Clerke reefs.

See Cape Cook; Solander rock; Clerke reefs; Gore island; Duncan rock; and Princess Royal island.

Barkley sound (Indian name, Nitinat), Vancouver island. Discovered and named in 1787 by Captain Charles William Barkley, of the British trading ship *Imperial Eagle*, after himself. The ship was sailing under Austrian colours to evade the procuring of a licence from the East India Company to trade in these seas, which vessels sailing under the British flag had to obtain. The *Imperial Eagle* had previously been the East Indiaman *Loudoun*, and was a fine vessel of 400 tons, ship-rigged and mounting 20 guns. Barkley was twenty-five years of age, an ex-officer of the Hon. East India Company, and had invested £3,000 in the venture. Henry Folger, 1st officer, William Miller, 2nd officer, and John Beale, purser. The ship sailed from the Thames in August, 1786, and after loading at Ostend, where the transfer to Austrian colours was carried out, left for this coast, 23 November, arriving at Nootka in June, 1787. An excellent market was met with, and a large number of sea otter skins speedily purchased, principally through the agency of a Dr. John Mackay, who was found living here with the natives (see cape Scott), and taken on board the *Imperial Eagle*. On leaving Nootka an easterly course was steered along the land till the sound now bearing Captain Barkley's name was discovered, where they anchored. Captain Barkley had his bride with him, a young English lady 17 years of age, Frances Hornby Trevor. Mrs. Barkley kept an interesting journal of the voyage, and from this book the incidents narrated here are taken. Mrs. Barkley mentions her husband naming many places in Barkley sound, including Frances island and Hornby peak after herself, cape Beale after the purser, William point and many other names familiar to them. With the exception of cape Beale these names do not appear on the present charts. Captain Barkley made a sketch plan of the sound, which is published in Meares' voyages (see Eftingham island). From Barkley sound the ship again proceeded eastward, and to the great astonishment of all on board a large opening with a clear easterly horizon presented itself. The entrance appeared to be about four leagues wide and remained about that width as far as the eye could see. Barkley at once recognized it as the long lost strait of Juan de Fuca, the existence of which Captain Cook, in 1778, had so emphatically contradicted. Barkley placed the opening on his chart, naming it Juan de Fuca, and continued along the ocean coast to the southeastward. Near Destruction island he had a boat's crew killed by the natives, hence the name given to it by Barkley. From here the ship proceeded to China, where she arrived in December, 1787, and the furs, 800 in number, were disposed of after some difficulty, the market being overstocked, for \$30,000.

Barkley then made a voyage to the Mauritius, returning to Calcutta. Here, owing to injustice and unpleasant treatment at the hands of the ostensible agents of the *Imperial Eagle*, he left his ship, an arbitration board of merchants awarding him £5,000 for loss of his appointment. Mrs. Barkley writes very bitterly on the subject of her husband's wrongs, and accuses Captain Meares of dishonesty and of having confiscated her husband's charts, journals and private stores without offering him any remuneration. The quarrel was a long and bitter one, Meares, it is stated, in several instances crediting to himself the information contained in the charts and journals. It is impossible at this day to say, in the absence of Captain Meares' account of the dispute, what grounds there were for the accusation, but it may be stated that he obtained the journals, &c., through the agents of the *Imperial Eagle*.

After a residence in Calcutta for some time, Barkley and some friends purchased, in 1792, the *Halcyon* brig, and another voyage was made to the northwest coast of America, with fair results, but the coast was not examined farther south than Norfolk sound, now Sitka, which place was left 4 October, 1792. Mrs. Barkley again accompanied her husband, and kept another interesting journal. She makes some amusing remarks about the lip ornaments of the women, ornaments she had evidently not seen on her voyage in the *Imperial Eagle*. The *Halcyon* went to Cochin China, and thence to Mauritius, where, July, 1793, she was taken possession of by the French, but owing to influential French friends whom Captain and Mrs. Barkley had made there when in the *Imperial Eagle*, his vessel was restored to him. The *Halcyon* was afterwards run away with by an unprincipled scoundrel under whose command Barkley had placed her. Strange to say, some years afterwards, when in England, Captain Barkley received information that his brig was in Boston; he went there, and through the influence of the British consul and others who became interested in the case, she was again restored to him.

The grandfather of Captain C. W. Barkley was James Barkley, who with C. Morrison, his wife, resided on the small estate of Himglende, Cromarty, but this was not sufficiently extensive to provide for a large family, especially when the government began to take strong measures to put down the smuggling which was carried on all down the coast and by which the fortunes of most of those whose properties were on the coast were increased. The three younger sons were accordingly sent out into the world. Andrew died in 1790, a post captain in the Royal Navy. William made for himself a handsome fortune as a lawyer. Charles, the father of

Captain C. W. Barkley, was first in the Hon. E. I. Company's service, and then took to a seafaring life, commanding his own ships. He was drowned in the Hooghly, whilst his children, John, afterwards in the Royal Navy for a time, Martha, and Charles William, who named Barkley sound, then a child, were in India with him. The last named was born in 1759, died at North Crescent, Hartford, in 1832, and was buried at Enfield. A note from the diary of Mrs. Barkley says:—"On 16 May, 1832, I lost my beloved husband—in his 73rd year—worn out more by care and sorrow than by years, as he had been blessed with a very strong constitution."

Mrs. Barkley died in 1843. She had been his companion in two circumnavigations of the globe, starting her first voyage at the age of 17½, directly after her marriage which took place at the Protestant Chapel at Ostend, 27 October, 1786. The ceremony was performed by her father, the Rev. John Trevor, D.D., chaplain. She was buried near her husband.

(Communicated by Miss Frances Barkley (who was named after her grandmother) of "The Close," Norwich, eldest daughter of the Rev. John Charles Barkley (dead), eldest son of Captain C. W. Barkley; obtained from diaries, old letters and manuscripts.)

Captain Barkley's grandson, Captain Edward Barkley, R.N., retired, who is the son of the Rev. John Charles Barkley (Captain Barkley's eldest son), from whom the writer obtained the loan of Mrs. Barkley's diary, &c., has resided for some years at Westholme, Vancouver island. The original log of the *Loudoun* or *Imperial Eagle* is still in existence, and is one of the chief treasures in the fine library of the Hon. Mr. Justice Martin, of Victoria, B.C. Barkley sound was for many years erroneously spelt on the chart "Barelay," but the correct spelling was restored by the Geographic Board of Canada in 1901. The sound is shown on Eliza's chart of 1791 under the name of "Archiepelago de Nitinat o Carrasco."

See Meares island; Beale cape; Destruction island; Effingham island; Port Effingham; Juan de Fuca strait; and Scott cape.

Barfleur passage, Howe sound. After H.M.S. *Barfleur*, 98 guns, engaged in the battle of the "Glorious First of June," 1794. Commanded by Captain Cuthbert Collingwood, and flagship of Rear Admiral of the Red George Bowyer. During the action she had nine men killed and twenty-four wounded. Named by Captain Richards, H.M.S. *Plumper*, 1859.

See Bowyer island; and Collingwood channel.

Barrell Sound. See Houston Stewart channel.

Batchelor point, Protection island, Nanaimo. After a seaman named Batchelor, H.M.S. *Virago*, Commander Prevost, one of the boat's crew assisting in the sounding of Nanaimo harbour and Departure bay, 1853. Named by Mr. George H. Inskip, master, H.M.S. *Virago*, in charge of the surveying duty, 1853.

See Nanaimo; Inskip passage; Virago sound; Departure bay; Jesse island; Horswell bluff; and Prevost island.

Bate passage, Queen Charlotte sound. After Captain William Thornton Bate, R.N., a noted surveying officer. Born 1819, and entered the navy in 1831. Whilst in H.M.S. *Wellesley*, 72 guns, flagship of Sir Gordon Bremer, he was employed in the assault upon Canton in May, 1841, mentioned in despatches, and promoted to lieutenant in October, 1841. Employed in the *Plover* under Captain Collinson in the China survey from 1843-1846, being in command of a tender to this vessel the greater portion of the time. Commander, 1848. Commanded the *Royalist* from 1849-1854, in survey of Palawan island and passage. In command of the *Actæon* for survey of coast of Tartary. Was at the attack upon Canton in 1856, being the first in the breach and slightly wounded, for which gallant conduct he was promoted to captain, February, 1857. At the capture of Canton on the 29th December, 1857, he was unfortunately killed. Named by Captain Richards, H.M. surveying vessel *Hecate*, 1862.

See Actæon sound; and Plover reefs.

Batt bluff, Turnour island. After David Batt, R.N., master, H.M.S. *Clio*, Captain Nicholas E. B. Turnour. On this station, 1864-1868. Master, 1855. Navigating lieutenant, 1867. Retired, 1870. Died, 1886. Named by Captain Pender (master, R.N.), commanding H.M. hired surveying vessel, *Beaver*, circa 1865.

See Clio bay; and Turnour island.

Batt rock, Ganges harbour. Formerly known as "One fathom patch." Name changed by Captain John F. Parry, H.M.S. *Egeria*, 1905, on resurveying Ganges harbour, to Batt rock after Robert Barrie Batt, R.N., master, H.M.S. *Ganges*, when the harbour was surveyed by Captain Richards in 1859. As master of the frigate *Amphion*, 1854, Captain Batt was at the reduction of Bomarsund. Staff commander, 1864. Staff captain, 1868. Retired captain, 1882. Died, 1886.

See Ganges harbour.

Bawden bay, Clayoquot sound. After Charles Bawden, R.N., master, H.M.S. *Bacchante*, 51 guns, Captain Donald McLeod Mackenzie, flagship of Rear Admiral Sir Thomas Maitland, Kt.,

C.B., who, in 1863, became the 11th Earl of Lauderdale. On this station, 1860-1863. Master, 1849. Staff commander, 1864. Retired commander, 1870. Died, 1876.

Commander Bawden, when master's assistant in H.M.S. *Cornwallis*, was at the destruction of the fire-rafts at Tinghae, capture of Chusan, Woosung, Ching-Kiang-foo, and at the treaty of peace at Nankin, 1842. Acting master of H.M.S. *Wolverene*, at the attack by the boats on Maluda bay, Borneo, 1845, and master of H.M.S. *Dadalus* on her voyage to Bering strait, 1851. On three occasions saved the lives of men by jumping overboard. Bawden bay and Cypress bay, with other places in Clayoquot sound, were the scene of Rear Admiral Denman's attack with his flagship *Sutlej* and paddle sloop *Devastation*, Commander Pike, October, 1864, on the Ahousat Indians, to punish them for the massacre of the master and crew of the trading sloop *Kingfisher* and her destruction in Matilda creek, Clayoquot sound, July or beginning of August, 1864. Charles point, between Bawden bay and White Pine cove, named after the subject of this notice, and the south point of Bawden bay after his son Clifford, also an officer in the navy. Named by Captain MacKenzie, flagship *Bacchante*, 1861.

See Ahousat; Matilda creek; Clifford point; Maitland mountain; Hankin island; Sutlej channel; Denman island; Devastation island; Pike island; and Dedalus passage.

Baylee bluff, Port Kuper, Q. C. Ids. After Rev. William Cecil Percy Baylee, M.A., R.N., chaplain and naval instructor, H.M.S. *Thetis*. On this station, 1851-1853. Chaplain, 1846. Named by Captain Kuper, C.B., H.M.S. *Thetis*, 1852.

See Moore channel; and Mitchell harbour.

Baynes passage, Haro strait. **Baynes mountain** (1,953 feet), Saltspring island. **Baynes sound** (Boca de Valdes of Eliza, 1791), strait of Georgia. After Rear Admiral Robert Lambert Baynes, commander in chief, Pacific station, 1857-1860. Flagship *Ganges*, 84 guns, Captain John Fulford. Entered the navy in 1810. Lieutenant, 1818. Commander, 8 July, 1827, and as commander of the *Asia*, 84 guns, flagship of Vice Admiral Sir Edward Codrington, K.C.B., was present at the battle of Navarino, 27 October, 1827, where the combined British, French and Russian fleet of twenty-four sail attacked and almost destroyed the Turkish and Egyptian fleet of thirty-six sail, and a cloud of gunboats, schooners and craft of all sorts; through this victory the independence of Greece was virtually secured. Captain, 1828. Rear Admiral, 7 February, 1855, and as such served in the Baltic expedition of that year, and in command of the blockading squadron in the gulf of Finland. While

in command of the Pacific station it was through his wise forbearance that no collision took place on San Juan island between the British and American forces when General Harney was placing troops on that island, with a view of holding it for the United States, in the summer of 1859. Neither the provocation of his enemies nor the rashness of his friends would allow him to hurry into ill-considered action, though he had an ample force to have prevented them landing or to effect their capture afterwards. K.C.B., 1860. Vice Admiral, 1861. Admiral, 1865. Sir Robert L. Baynes died 1869. Named by Captain Richards, circa 1859.

See San Juan island; Griffin bay; Dallas mountain; Saltspring island; Prevost island; Bazalgette range; Roche harbour; Port Eliza; and Richards, Admiral Sir George H.

Bazalgette range (4,340-5,300 feet), Loughborough inlet, B.C. **Bazalgette point**, Roche harbour, San Juan island, United States territory. After Captain George Bazalgette, R.M.L.L., commanding, 1860-1867, the British camp of occupation on San Juan during the joint occupancy of the island by British and United States forces, pending a decision of the dispute as to its ownership. The difficulty was settled in 1872, by arbitration, when the island was awarded to the United States. Early in 1867 Bazalgette was relieved by Captain Delacombe, R.M.L.L., who retained command for the remainder of the occupation. "The names of these two officers cannot be passed over without mention of their valuable services to their country while holding this appointment. The difficulty of maintaining discipline with every facility for desertion on the part of their men must have been very great, while the much greater difficulty of maintaining cordial relations with the other military occupants on the island can only be guessed at. In looking through the original correspondence, the diplomatic skill with which Bazalgette and Delacombe conducted their business is most striking, and in their early days it hardly needs to be said that a very slight error of judgment on their part might have caused serious friction between the two powers, if not war itself." ("History of Esquimalt," Captain John F. Parry, R.N., H.M.S. *Egeria*, 1906.) Major, retired, 1872. Bazalgette range named, circa 1864; and Bazalgette point, 1868, by Captain Pender (master, R.N.), commanding H.M. hired surveying vessel *Beaver*, 1863-1870.

See San Juan island; Griffin bay; Dallas mountain; Roche harbour; Delacombe point; Baynes passage; Cooper reach; Sparshott mountain; and Diana island.

Beacon hill, Victoria. Named by the officers of the Hudson's Bay Company from the fact of two beacons being placed on the hill, which beacons when in line and in a certain position marked

Brotchie ledge, known in those days, circa 1843, as the Buoy rock. The westerly beacon had a triangle on it and the other a square target or drum; thus when the observer saw the latter through the triangle he was on the rock. Captain Kellett, on his arrival off Victoria, 24 June, 1846, with H.M. vessels *Herald* and *Pandora*, to make a survey of the strait of Juan de Fuca, and the harbours of Victoria and Esquimalt, noted these beacons as he passed the hill to an anchorage in Cordova bay, but was ignorant at the time of their use, mistaking them for Indian signal posts, and therefore paid no attention to them. (Sailing Directions for West Coast of North America, London, 1853, p. 160.) The Indians used to erect large poles here, such as are described by Vancouver at Port Townsend and shown in his journal, by which nets were spread to catch the wild fowl as they flew across the open ground of the hill to or from the marshes beyond. (Vancouver's Voyages, 8°, Vol. II, pp. 77-78.)

See Brotchie ledge; Cordova bay; Herald rock; Kellett bluff; and Pandora peak.

Beale, cape (Punta de Alegria of Eliza, 1791). Named in 1787 by Captain Barkley after John Beale, purser of the trading ship *Imperial Eagle*. Beale, with Miller the 2nd mate and the whole of a boat's crew, was killed by the Indians in a small river near Destruction island the same year. Destruction island was so named by Captain Barkley from this fact.

With reference to the naming of cape Beale, Captain Meares, trading on this coast in 1788 with the vessels *Felice* and *Iphigenia*, states in the account of his voyage (4°, p. 171), "this headland obtained from us the name of cape Beale." Farther on in the volume (Appendix No. 11) a Mr. John Beale is mentioned, described as a merchant of Canton and the ostensible agent of the expedition, the inference being that Meares named the headland after this gentleman. The coincidence is striking, but the right to name it certainly belonged to Captain Barkley. The authority that the cape was named the previous year is from the diary of Mrs. Barkley, already cited, who was with Captain Barkley in the *Imperial Eagle*. According to this diary there was no love lost, as the saying goes, between the Barkleys and Captain John Meares.

See Barkley sound; Meares island; Destruction island; Port Effingham; and Port Eliza.

Beaver harbour (locally known as Fort Rupert), Vancouver island. **Beaver cove**, Broughton strait. **Beaver rock**, Chatham point. **Beaver ledge**, Laredo creek. **Beaver rock**, Brown passage. **Beaver creek**, Loughborough inlet. Named after the Hudson's Bay Company's paddle steamer *Beaver*, the first steam

vessel on this coast. Built in London by Green, Wigram and Green, of British oak, elm, greenheart and teak, copper fastened and sheathed with copper. Length 101 feet, beam over paddle boxes 33 feet, hold 11½ feet, 109 tons register. Launched 2 May, 1835, a distinguished company honouring the event with their presence, Mrs. John Labouchere, attended by her brother-in-law, the Right Hon. Henry Labouchere (vice-president of the Board of Trade), performing the launching ceremony. The popular and oft-repeated story that the occasion was distinguished by the presence of Royalty is without foundation. Left London, 29 August, 1835, in charge of Captain David Home, the company's barque *Columbia*, built at the same time, Captain Darby, acting as her consort to this coast. The *Beaver* was rigged as a brig for the passage out, paddles unshipped, and came out via cape Horn under sail alone. After calling at Juan Fernandez and Honolulu, arrived off the Columbia river, 18 March, 1836, and after stoppages in the river anchored off Fort Vancouver on the 10th April. Here the paddles were shipped and boilers and engines connected. The engines, 70 h.p., gave her a speed of 9¼ knots.

The long and successful career of the *Beaver*, and her unique position for many years as the only steam vessel on this coast, gained for the little vessel historical renown. During a portion of her service she was employed by the British government, under the command of Daniel Pender, master, nav. lieutenant, and staff commander, R.N., in the survey of these waters, March, 1863-November, 1870. Sold by the Hudson's Bay Company, 13 October, 1874, to Stafford, Saunders, Morton and Company, of Victoria, for \$17,500, and was used as a general freight and tow boat. Ended her career at Prospect point, entrance of Vancouver harbour, being carried by the tidal current upon the rocks at the foot of this bluff during the night of 26 July, 1888, when in charge of George Marchant.

The staff of the *Beaver* when her surveying duties commenced is given in the *Victoria Colonist*, 11 April, 1863. The following description of this vessel in her palmy days is by Dr. J. S. Helmcken, who was often on board of her as an official of the Hudson's Bay Company:—

"The *Beaver*, a paddle-wheel steamer, was flush fore and aft and schooner rigged. In 1850 I was a passenger in this pretty vessel, Charles Dodd, commander. She had the appearance of a small man-of-war, had four brass cannon, muskets and cutlasses in racks round the mainmast, and hand grenades in safe places. Along her sides were boarding nettings, and these could be triced

up vertically or placed horizontally as the case required. She had an old-fashioned steering wheel, and her anchors and cables were always ready, as no wharfs existed on the coast in those days; carried plenty of hands, not only for defence but to cut wood for the furnaces, there being no coal in her early career. When leaving Victoria she was saluted by the fort with five guns, as it was a matter of policy to keep up the dignity of the Hudson's Bay Company not only at Victoria but at all the company's posts along the coast to impress the Indians."

In 1792, Commanders Galiano and Valdes anchored with their exploring vessels, *Sutil* and *Mexicana*, in what is now known as Beaver harbour, and named it Puerto de Guemes, one of the names of the Viceroy of Mexico, Count de Revillagigedo (see Sooke). In 1850 a sketch survey of the northwest entrance to the harbour was made by Mr. Dillon, master R.N., serving at the time in H.M.S. *Daedalus*, and named after the frigate. The first plan of Beaver harbour was made by Lieut. George Hope Mansell, H.M.S. *Daphne*, in 1851, when the name of Beaver given to the harbour by the officers of the Hudson's Bay Company, circa 1837, was adopted on the chart. Surveyed again by Captain Richards, H.M.S. *Plumper*, in 1860, and another survey made by Commander Simpson, H.M.S. *Egeria*, 1903. The places named after the *Beaver* were given at various dates, 1837-1867, by the officers of the Hudson's Bay Company; Captain Richards; and by Captain Pender when in charge of the vessel.

See Fort Rupert; *Daedalus* passage; Helmcken island; Bella Kula; McKay reach; Home bay; Port McNeill; Squash; Dodd narrows; Marchant rock; Pender island; Galiano island; *Sutil* point; Dillon rock; and Simpson rock.

Becher bay (Chowitzen). After Commander Alexander Bridport Becher, R.N., a well known and valuable surveying officer. Born, 1796. Entered the navy in 1810, and commenced his surveying career in 1814, chiefly on the Canadian lakes; surveying in various parts later. Lieutenant, 1822. Commander, 1841. Captain, 1856. Rear admiral, retired, 1874. Died, 1876. Named by Captain Henry Kellett, H.M. surveying vessel *Herald*, 1846.

See *Herald* rock; Kellett bluff; Bedford islands; and Hood point.

Bedford island, Grenville channel, Skeena river entrance. After William Orlebar Bedford, R.N., assistant paymaster, H.M.S. *Scylla*, Captain Frederick A. Herbert. On this station, 1869-1872. In May, 1871, Captain Herbert was relieved by Captain Charles R. F. Boxer. Assistant paymaster, 1869. Paymaster, 1885. Chief paymaster, 1905. Living, 1906. Named by Staff Commander Pender, H.M. hired steamer *Beaver*, circa 1869.

Bedford islands, Becher bay. Large Bedford, West Bedford, and South Bedford. After Bedford Clapperton Tryvelling Pim, R.N., midshipman, H.M.S. *Herald*, Captain Kellett, surveying on this coast in 1846. Born, 1826, entered the navy, 1842, and served under Captain Sheringham surveying the south coast of England. Midshipman in the *Herald*, 1845-1848, when he was transferred to the *Plover*, Commander Moore, engaged in the search for Sir John Franklin, as a store-ship, and remained in her until 1849, during which he made a land journey from Kotzebue sound to Norton sound. Lieutenant, 1851. Went to St. Petersburg to propose a search for Franklin along the Siberian coast, which was declined. Lieutenant in the *Resolute*, Captain Kellett, Belcher's expedition, and proceeded to the Arctic regions, via Davis strait, in the search for Franklin, 1852-1854. In the sledge travelling he was away 17 days in the autumn of 1852, and went over 175 miles. In the spring of 1853 he was sent to communicate with the *Investigator*, a record from Captain M'Clure, detailing his position, having been found in Winter harbour, Melville island, the previous autumn by Frederick G. Meham, 1st lieutenant of the *Resolute*. Pim, who found the *Investigator* in bay of Mercy, Banks island, was absent from the *Resolute*, lying near Dealy island, 10 March to 19 April (41 days), and travelled 427 miles. In 1854 the *Resolute* was abandoned and the crew returned home by the *North Star*. Commander, 1858. Commanded H.M.S. *Gorgon*, West India station, 1858-1860, and the *Fury* on the coast of Africa, 1860-1861. Captain, 1868. Retired, 1870. F.R.G. Society. M.P., Gravesend, 1864. Captain Pim was called to the Bar in 1873. Rear admiral, 1885. Died, 1886.

The name of Bedford, at the date of naming these islands, had been associated with the surveying branch of the navy for many years, and was doubtless one of the reasons the islands were named after the midshipman of the *Herald* present at the survey of Becher bay. Two brothers, the elder George A. Bedford, R.N., the younger Edward J. Bedford, R.N., were surveying officers the whole of their service career. The former, born in 1809, entered the navy in 1823 and died, rear admiral retired, in 1869; the latter, born in 1810, entered the navy in 1824 and died, vice admiral retired, in 1887. George A. Bedford and his brother, the former as captain and the latter as commander, were on the books, 1854-1856, of H.M.S. *Fisgard*, guardship at Woolwich, specially detailed for surveying duties, there being at the same time on the books for survey duty, Commanders Aldridge, Church, Creyke, Edey and Wood, the last named late of surveying vessel *Pandora*, and Messrs.

Calver and Hoskyn, masters, R.N.; Captain Sheringham was also on the *Fisgard's* books at the same time. For these names see chart of Becher bay and neighbourhood. The city of Bedford was also the residence, at the time of the survey, of Captain Smyth, after whom Smyth head, in the vicinity of the islands, is named, probably another reason why the name of Bedford was given. Bedford islands named by Captain Kellett in 1846.

See Kellett bluff; Herald rock; Plover reefs; Pym island; Piers island; Belcher mountain; Smyth head; Beechey head; and Franklin range.

Bedingfield range, Clayoquot sound. Named in association with Wood mountain, by Captain Richards, H.M. surveying vessel *Hecate*, after Charles Bedingfield Wood, M.D., R.N., surgeon of that vessel, 1862.

See Wood mountain; Hankin island; and Hecate strait.

Bedwell harbour, Pender island. **Bedwell sound**, Clayoquot. **Bedwell bay**, Burrard inlet, and **Bedwell islets**, Quatsino sound. After Edward Parker Bedwell, second master, H.M. surveying vessel *Plumper*, 1857-1860. Master, 1860, and appointed to H.M.S. *Hecate*, 1861-1862, which vessel relieved the *Plumper* of her surveying duties in December, 1860. Staff commander, retired, 1870. A treacherous murder was committed in this harbour by the Cowichan Indians on a man named Brady, 4 April, 1863. Named by Captain Richards, in command of the surveying vessels.

See Cowichan bay.

Beechey head, Sooke, strait of Juan de Fuca. Named by Captain Kellett, in 1846, after the Arctic navigator and geographer, Captain Frederick William Beechey, R.N. Born, 1796. Entered the navy, 1809, under the direct patronage of Lord St. Vincent, and as midshipman of the *Asirea* was present in the action with French frigates off Madagascar, 1811. Lieutenant, 1815. Lieutenant of the *Trent* in Buchan's voyage to Spitzbergen; of *Hecla* in Parry's first polar voyage; and in 1821-1822 of the *Adventure* in Commander Smyth's survey of the gulf of Syrtis and Syrenaica, when he explored a vast tract of country and made valuable researches. Commander, 1822, and in 1825 commanded the *Blossom*, which was engaged for more than three years surveying in the Pacific, 1825-1828. Captain, 1827. In September, 1835, was appointed to the *Sulphur* for the survey of the west coast of North and South America, but his health failing he was compelled to resign the command, being relieved in 1836 by Commander Edward Belcher. Made an important survey of the coast of Ireland, 1837-1847. Rear admiral of the *Blue*, 1854. President of the Royal Geographical

Society, 1855, an office which he held at his death, 26 November, 1856.

See Belcher mountain; Kellett bluff; Bedford islands; and Smyth head.

Bela Kula, North Bentinck arm. An adaptation of the name of a tribe of Indians residing in this neighbourhood. The name has been spelt several ways. John Dunn, in 1846 (*History of Oregon*), gives the name as Bellaghehoolas, and Commander Mayne, R.N., in 1862, as Bel-houla. The local spelling used by the postal authorities is Bella Coola.

It was in this bay that Alexander Mackenzie (afterwards Sir Alexander) arrived at salt water after his long overland journey from eastern Canada. Under the date of his arrival, 20 July, 1793, he notes as follows:—"At about eight we got out of the river which discharges itself by various channels into an arm of the sea. The tide was out and had left a large space covered with seaweed. The surrounding hills were involved in fog. The wind was at west, which was ahead of us, and very strong; the bay appearing to be from one to three miles in breadth. As we advanced along the land we saw a great number of sea otters." After proceeding a little farther the party landed in a small cove on the right side of the arm to await finer weather. (Mackenzie, 4°, 1801, pp. 340-341.) The expedition included in all ten men. Alexander Mackay was his lieutenant, who was destined, some years afterwards, to meet with a violent death on the ship *Tonquin* in Clayoquot sound. The village at the mouth of the river was named by Mackenzie "Rascal's village," on account of the hostile manner in which his party had been received, and he gives its latitude as N. 52° 23' 43". The bay on old maps is named "Mackenzie's outlet." There is at the present day (1906) a Norwegian settlement in the Bela Kula valley, named Hagensborg, twelve miles from the wharf at the head of the arm. Name adopted on the Admiralty charts, 1867.

See Cascade inlet; Bentinck arms; Sutlej channel; Bella Bella; Clayoquot sound; Ganges harbour; Mayne island; and Cowichan bay.

Belcher mountain (1,600 feet), Saltspring island. After Captain Sir Edward Belcher, Kt., and C.B., son of Andrew Belcher, of Halifax, Nova Scotia, and grandson of William Belcher, governor of the same colony. A noted surveying officer and Arctic explorer. Born, 1799. Entered the navy in 1812, and in 1816, as a midshipman of the *Superb*, was at the bombardment of Algiers. Lieutenant, 1818, and in 1825 was appointed assistant surveyor of the *Blossom*, Captain F. W. Beechey, on a voyage of discovery to the Pacific ocean which lasted more than three years. Commander,

1829. In 1836 was appointed to the *Sulphur*, from which Captain Beechey had invalided, surveying on the west coast of North and South America. In 1839 was at Nootka, and made the first scientific survey of Friendly cove. After being actively engaged in China the *Sulphur* arrived in England, July, 1842, after a commission of nearly seven years. During his absence, advanced to post rank, May, 1841, and created C.B. Knighted, 1843. Published a narrative of his voyage in the *Sulphur* (2 vols., 8vo., 1836-1842). Commanded surveying vessel *Samarang*, East Indies, 1842-1847. He then had charge of an expedition to the Polar regions in search of Sir John Franklin, 1852. The appointment was an unfortunate one in many respects, for Belcher, though an able and experienced surveyor, had neither the temper nor the tact necessary for a commanding officer under circumstances of perilous difficulty. Perhaps no officer of equal ability has ever succeeded in inspiring so much personal dislike. His Arctic expedition is distinguished from all others as the one in which the commanding officer showed an undue haste to abandon his ships when in difficulties. The three vessels, *Assistance*, *Resolute* and *Pioneer*, were abandoned in August, 1854, the two latter much against the wishes of their commanders, Kellett and Osborn, the officers and men returning home by the *North Star* and other vessels. One of the vessels so abandoned, the *Resolute*, rescued herself from the ice and was picked up floating freely on the Atlantic. Belcher published an account of this voyage, "The Last of the Arctic Voyages" (2 vols., 8vo.), with which may be compared the description of the abandonment of the *Resolute* in Captain Sherard Osborn's book of the same voyage, "Discovery of a Northwest Passage." Rear admiral, 1861. Vice admiral, 1866. Admiral, 1872. Died, 1877. In 1835 published, "A Treatise on Nautical Surveying," long a standard work, though now obsolete. Named by Captain Richards, H.M.S. *Plumper*, 1859.

See Beechey head; Friendly cove; Kellett bluff; Osborn bay; Salt-spring island; Richards, Admiral Sir George H.; Piers island; and Pym island.

Bella Bella, Campbell island, Lama passage. (Pronounced by the Indians, "Pil-palla.") An adaptation of the name of a tribe residing in the neighbourhood. The Hudson's Bay post established here in 1833 was named Fort McLoughlin, but after the erection of the fort the surrounding Indians gathering around it, the place gradually became known as Bella Bella, the name adopted, generally, for the Indians of the vicinity by the officers of the company. Dr. Tolmie, who was stationed at Fort McLoughlin, 1833-1834, gives the name of the principal tribe as the Bil-Billa or Haeltzuck

Indians; John Dunn, trader and interpreter, also stationed here about the same date, and again later, spells the name Bel-Bellahs. The chiefs in Tolmie's day, as gathered from his diary, appear to have been known by the names of Kyete (pronounced Kite), Boston and Wacash (pron. Walkus), as he often mentions these men. Kyete was an old man and had the most authority; he resided at a village near the eastern entrance of Spiller channel, and now given on chart, No. 2,449, as Kilkite. Boston was the sharper and shrewder, and his village was at the head of what is now known as Lizzie cove, Lama passage. Both villages have been abandoned for years, but remnants of houses at these once populous places are yet to be seen. Kyete having often expressed a wish that an officer of the Hudson's Bay Company would pay him a visit at his village, ten miles distant from the fort, Mr. Donald Manson, who was in charge, at last thought it would be a matter of good policy to carry out the old chief's wishes, and, by so doing, show Kyete the confidence reposed in him, as none of the officials had at any time trusted themselves to the honour of the natives. At the request of Manson, the visit was made by Tolmie, on the 27 and 28 November, 1834, and he gives in his diary an interesting account of it. Evidently many of the tribe were against the landing of the white man at the village, but the authority of the chief prevailed, and Tolmie was escorted under a strong guard from the beach to Kyete's house, where Kyete, his stalwart sons, and the principal warriors of the tribe took every care of their guest. A conjuring entertainment and dance were given in the evening in a large building, and during the visit Tolmie was shown a leathern belt trimmed with three rows of thimbles which Kyete had received from Vancouver. The names of the three chiefs in Vancouver's day, as spelt by him, were Keyut, Comockshulah, and Whacosh. (Vancouver, 8°, IV, p. 29.)

Dunn, *supra*, in his "History of the Oregon Territory," 1844, states that the Bel-Bellah Indians were both ingenious and imitative, and in proof of this (p. 271) gives the following illustration:—

"They promised to construct a steamship on the model of the *Beaver*. We listened and shook our heads incredulously; but in a short time we found they had felled a large tree and were making the hull out of its scooped trunk. Some time after, this rude steamer appeared. She was from twenty to thirty feet long, all in one piece—a large tree hollowed out—resembling the model of our steamer. She was black, with painted ports; decked over and her paddles painted red, and Indians under cover to turn them round. The steersman was not seen. She was floated triumphantly, and went at the rate of three miles an hour. They thought they had

nearly come up to the point of external structure; but the enginery baffled them; this, however, they thought they could imitate in time by perseverance and the helping illumination of the Great Spirit."

See McLoughlin bay; Tolmie channel; Lama passage; Dryad point; Kaicete point; Beaver harbour; Lowe inlet; and Spiller channel.

Bell point, Josling peninsula, Port Kuper, Q. C. Ids. After John Bell, R.N., paymaster, H.M.S. *Thetis*. On this station, 1851-1853. Paymaster, 1821. Retired, 1855. Named by Captain Kuper, C.B., 1852.

See Moore channel; Thetis island; Kuper island; and Mitchell harbour.

Belle chain, Mayne island. After Isabel (Belle), youngest daughter of Captain Jeremiah Nagle, harbour master, Vancouver island, residing at Victoria, 1865. Miss Belle Nagle married at Victoria, in the summer of 1865, Philip J. Hankin (late R.N.), then superintendent of police, Victoria. Named, circa 1860.

See Hankin island; and Race rocks.

Belleisle sound, Kingcome inlet. After H.M.S. *Belleisle*, 20 guns (originally a 64-gun ship), built 1816. Engaged as a troop-ship in the operations in the Yang-tse-kiang in 1842, Commander John Kingcome, who was a rear admiral commanding this station, 1863-1864. Named in 1864 by Captain Pender (master, R.N.), in the *Beaver*, 1864.

See Kingcome inlet.

Belize inlet, Seymour inlet, Q. C. Id. After the capital of British Honduras, West Indies, of which British possession His Excellency Frederick Seymour was governor previous to being appointed governor of British Columbia in 1864. Named by Captain Pender (master, R.N.), in the *Beaver*, April, 1865.

See Seymour inlet.

Belmont point, Nuchatlitz inlet, Vancouver island. After Belmont, the residence on the shore of Esquimalt harbour of Hon. David Cameron, Chief Justice of Vancouver Island, 1853-1865. His wife, Edith, was a sister of Governor Douglas. In recent years Belmont became a portion of Rodd hill fort and was taken down. Named by Captain Richards, H.M.S. *Hecate*, 1862.

See Cameron lake; and Edith point.

Benmohr rock, Trincomali channel. After the British steamer *Benmohr*, 1,935 tons register, Captain A. Wallace, which vessel found this rock, hitherto unknown, by grazing over it when proceeding to sea from Ladysmith, 11 March, 1900. Named by the Geographic Board of Canada, 1900.

Benson, mount (3,323 feet), Nanaimo. After Alfred Robson Benson, M.D., Hudson's Bay service, 1857-1862, later in the service of the Vancouver Coal Company, 1862-1864. Native of Whitby, Yorkshire, to which place he returned and where he died a few years ago. Dr. Benson was the returning officer in the celebrated Nanaimo election to the Provincial Legislature, 23 June, 1859, the candidate being Captain John Swanson, of the Hudson's Bay Company's steamer *Labouchere*, and Captain Charles E. Stuart was the only qualified voter! The return mentions that Captain Swanson was duly elected by a majority of one! In recording the election and the incidents in connection with it, the local paper remarks:—"This caps the climax of all elections that were ever heard of, where the Anglo-Saxon language is spoken." (*Colonist*, 1 and 6 July, 1859.) An election had taken place a short time before when John George Barnston, of Victoria, had been elected by Stuart, but he had not assumed the seat. Dr. Benson, though a strict teetotaller, was a genial host, and a great friend of Captain Richards, H.M. surveying vessel *Plumper*, who named the mountain after him in 1859. It had been previously called by the Indians and the officers of the Hudson's Bay Company, "Wake-siah," a Chinook word, meaning literally "Not far," i.e., "A short distance."

See Nanaimo; Alpha passage; Stuart channel; Swanson bay; and Labouchere channel.

Bentinck arms, north and south, Burke channel. Named by Vancouver in 1793, after the noble house of Portland, the holder of the ducal title at the date of naming being William Henry Cavendish Bentinck. This neighbourhood in Vancouver's survey was chiefly examined by Lieutenant Johnstone, of the armed tender *Chatham*. The head of the north Bentinck arm has been locally known as Bela-kula (Bella Coola) for many years. In the early colonial days the north Bentinck arm was the scene of several Indian tragedies, it being much frequented by prospectors and traders, as a pack trail led from the head of the arm into the Cariboo country. Settlers had made homes in the valley in 1863. Two of these tragedies will be here mentioned. In the winter of 1862-1863 the tribe of Indians living in the neighbourhood, recorded as the As-i-nies, treacherously murdered four white men, Robert Macleod, ex-Sergeant Fisher, R.M., John Holmes and a German, name unknown. The first named, known as Bob Macleod, an old prospector, was shot dead in his sleep by an old savage whom he had hospitably entertained the previous evening, and Fisher was killed by being shot through the back, the Indians afterwards burning

his body. The account sent to Victoria by the schooner *Ino* closes with the statement that the savages were perfectly reckless of human life. A gunboat was sent up but no prisoners were made. (*Colonist*, 4 and 19 May, 1863.) The following year a massacre, evidently an offshoot of the Bute inlet tragedy which had taken place only three weeks before, was perpetrated upon the unoffending members of a pack train passing along the trail from the head of the north Bentinck arm. Alexander Macdonald, the leader, and two others, MacLeod and Higgins, were massacred, the remaining five men barely escaping with their lives, nearly all of them terribly wounded. When last seen Macdonald was standing behind a tree keeping the savages at bay with his revolver. Admiral Kingcome, on hearing of the disaster, immediately proceeded to the north Bentinck arm, where he arrived, 18 June, and landed his seamen and marines at what was then known as New Aberdeen. One murderer only was secured, but several were killed by the pursuers, consisting of both white men and natives. Several settlers returned in the *Sutlej*. (*Colonist*, 27 June, 1864; and Chilcooten Expedition, diary of a volunteer; *Colonist*, 14 October, 1864.)

See Portland canal; Bela Kula; Sutlej channel; Kingcome inlet; Waddington harbour; Tiedemann glacier; Whympier mountain; Gauges harbour; and Cowichan bay.

Berens island, Victoria harbour. After Joseph Berens, who was governor of the Hudson's Bay Company, 1812-1822, when he was succeeded by John Henry Pelly (later Sir J. H. Pelly, Bart.), and also after Henry Hulse Berens, who later was deputy governor, 1856-1858, and governor, 1858-1863, of the Hudson's Bay Company.

A lighthouse was built on this island at the close of 1874, and the light established in March, 1875, being then a fixed blue light. The light remained so for twenty years, when it was changed to an occulting white light, to distinguish it more readily from the lights of the growing city of Victoria.

Named by the officers of the Hudson's Bay Company, and adopted by Captain Kellett on surveying the harbour in 1846.

See Victoria; Pelly islet; and Colville islet.

Berry point, Hotham sound, Jervis inlet. After Rear Admiral Sir Edward Berry, Bart., one of Nelson's captains. Born in 1768, Berry was one of a large family left in straitened circumstances owing to the early death of his father, a London merchant. The boy entered the navy, in 1779, as a volunteer, through the influence of Lord Mulgrave, then one of the Lords of the Admiralty, who had been a pupil of Berry's uncle, a clergyman at Norwich. Berry was Lord Nelson's follower through life, first joining him as a lieu-

tenant in the *Agamemnon*, May, 1796. Commander, November, 1796. At the battle of St. Vincent, 14 February, 1797, Berry, while waiting an appointment, was on board the *Captain*, flying Commodore Nelson's broad pennant, and as a volunteer assisted Nelson in capturing the Spanish line-of-battle ships, *San Nicolas* and *San Josef*; afterwards returned to England and promoted to captain, 6 March, 1797. On the 6 October, after Nelson had recovered from the loss of his right arm at Teneriffe, Captain Berry was taken to court by Nelson, who, on the King remarking on the loss of his arm, promptly presented Berry as "his right hand." Berry was Nelson's flag captain in the *Vanguard* at the battle of the Nile, 1 August, 1798, and was afterwards sent by Nelson in the *Leander*, 50 guns, to the commander in chief, Earl St. Vincent, then off Cadiz, with the news of the victory, but was captured on the way by the French line-of-battle ship *Generaux*, 74 guns, and did not arrive in England until Christmas, long after the victory of the Nile had been known there, when he was received by the King and knighted. "Here comes Berry; now we shall have a fight!" said Nelson, as Sir Edward Berry in command of the *Agamemnon*, Nelson's old ship, joined his fleet a day or two before the battle of Trafalgar. In 1806 he was advanced to the dignity of a baronet. For portrait, &c., see *Naval Chronicle*, 1806, XV, pp. 177-185.) Rear admiral, 1821. Died at Bath, after a lingering illness, 13 February, 1831, when the baronetcy became extinct. (*Annual Register*, 1831, LXXIII, p. 228.) Berry point named by Captain Richards, H.M. surveying vessel *Plumper*, circa 1860.

See Nelson island; Vanguard bay; Agamemnon channel; Captain island; Fearney point; and San Josef mountain.

Bessborough bay, Sunderland channel. Named by the Admiralty surveyors, 1865, after the noble house of Bessborough. The holder of the title, at the date of naming, was John George Brabazon Ponsonby, 5th Earl of Bessborough and Baron Duncannon, whose nephew, Edward Ponsonby, R.N., was a midshipman in the navy and serving on this coast. Mr. Edward Ponsonby was promoted to lieutenant, 1874, and retired from the service, 1876.

Bigsby inlet, Moresby island, Q. C. Ids. After John Jeremiah Bigsby, M.D., geologist. Born at Nottingham, 1792, the son of Dr. John Bigsby. Studied medicine at Edinburgh, where he took the degree of M.D. in 1814. Soon afterwards joined the army as a medical officer and served at the Cape in 1817. In the following year he was sent to Canada, where he chiefly developed his interest in geology. In 1819 was commissioned to report on the geology of

Upper Canada. British secretary and medical officer of the Canadian Boundary Commission, 1822. Returned to England in 1827, and practised medicine at Newark, Nottinghamshire, where he remained until 1846, when he permanently settled in London. Fellow of the Royal Geological Society, 1823, and of the Royal Society in 1869. In 1874 the Geological Society presented him with the Murchison medal. In 1877 he presented to the Geological Society a sum of money to provide for a gold medal to be called after him, and to be awarded biennially to students of American geology under forty-five years of age. He died at Gloucester Place, London, 10 February, 1881. Bigsby was the author of many works on geology and other subjects. The Royal Society's "Catalogue of Scientific papers" gives the names of twenty-seven, almost all treating of geology. In 1850 he published a narrative of travel in Canada, "The Shoe and Canoe." Named by George M. Dawson, Geological Survey of Canada, 1878.

See Dawson harbour.

Billings point, Sooke inlet. After William Thomas Billings, R.N., assistant surgeon, H.M. surveying vessel *Herald*, Captain Kellett. On this station, 1846. Surgeon, 1855. Staff surgeon, retired, 1874. Living 1906. Named in 1846.

See Sooke inlet; Kellett bluff; and Herald rock.

Binnington bay, Cameleon harbour. *See Cameleon harbour.*

Birch bay, United States territory. Named by Vancouver, in June, 1792, because a species of black birch was found growing on the surrounding shores in great abundance, the discovery of which was doubtless due to Vancouver's indefatigable botanist, Dr. Archibald Menzies. The *Discovery* and *Chatham* lay at anchor in this bay, 11 to 24 June, 1792, while the boats examined the continental shore in the neighbourhood, and northwestward as far as Jervis inlet. It was on returning from the latter exploration that Vancouver with two of his boats met on the 22nd, to his astonishment and annoyance, the two Spanish exploring vessels, *Sutil*, Commander D. A. Galiano, and *Mexicana*, Commander C. Valdes, at anchor off what is now known as Spanish bank, whence the name. The Spanish officers received the British officer most courteously, and they cheerfully communicated to him all the information they possessed of the neighbourhood, also expressing a desire that circumstances might so concur as to admit of their joining him in his further examination. When Vancouver placed before these gentlemen the sketch of the coast line he had examined, they seemed much surprised that he had not found a river said to exist in the

region explored, and named by one of their officers Rio Blanco (Blanca), in compliment to the then prime minister of Spain, and which river they had sought for thus far to no purpose. The Spanish naval officer above alluded to was Lieutenant Eliza, who had visited what is now the strait of Georgia in 1791, and the prime minister of Spain, Don Josef Monino, Count of Florida Blanca. Neither Vancouver nor his "new and unexpected friends" subsequently found the river which was named Fraser in 1808. Having partaken of a hearty breakfast with Galiano and Valdes, Vancouver continued on his journey, with the promise to meet them again with his vessels in a day or two, which he did on the 24 June, when the little fleet pursued their way up the gulf together. (Vancouver, 8^o, II, pp. 209-218.)

See Fraser river; Port Eliza; Menzies bay; Galiano island; Sutil channel; Savary island; Cordero channel; Burrard inlet; Howe sound; Jervis inlet; Vancouver bay; Spanish bank; Sturgeon bank; and Anvil island.

Birnie island, Port Simpson. After James Birnie, born in Aberdeen, Scotland, 1800. Like many enterprising young Scotchmen, Birnie left home for Canada, arriving 1816. Joined the North West Fur Company, 1818, as clerk. After the North West Company and Hudson's Bay Company amalgamated, Birnie was sent as an officer of the latter company to Astoria, and in 1824 was at the founding of Fort Vancouver, on the Columbia river, when that post was established by Dr. John McLoughlin. In 1831 Birnie took charge of Fort Simpson, and on the death of Captain Simpson, after whom the fort was named, and when that post was removed to where it exists to-day then known as McLoughlin bay, continued in charge (*see* Port Simpson). After being in charge of Fort Simpson for several years, Birnie returned to Astoria, and took charge of that post. While there he was instrumental in rendering such service to the United States steamers *Peacock* and *Shark*, wrecked on the bar of the Columbia, that before the officers left Astoria they presented him with a service of silver plate. In 1845, after a long and faithful service in the Hudson's Bay Company, he retired from public life and settled at Cathlamet, Washington territory, where he died, 1864. Named by the officers of the Hudson's Bay Company, circa 1836.

See McLoughlin bay; Port Simpson; Tolmie channel; and Inskip passage.

Birkby point, Greaves island, Smith sound. After Birkby Nab, an ancient homestead and farm, a portion of the Studley Royal estate, Yorkshire, and for many years tenanted by the family

of Greaves, 1850. Named by the writer in 1903, and adopted by the Geographic Board of Canada.

See Greaves island; Cape Anne; Ripon point; and Quasquilla bay.

Bischoff islands, Juan Perez sound, Q. C. Ids. After Karl Gustav Bischof, a noted German chemist and geologist, professor of chemistry at Bonn university. Born near Nuremberg, Bavaria, 1792. Died at Bonn, Prussia, 30 November, 1870. Named by George M. Dawson, Geological Survey of Canada, 1878.

See Dawson harbour.

Blackney passage, Hanson island, Broughton strait. **Blakeney passage**, Smith sound. **Blakeney island**, Calvert island. **Port Blakeney**, Don peninsula. After William Blakeney, R.N., paymaster, who had previously been in the executive branch of the service, and when these places were named spelt his name Blackney. He arrived in Vancouver Island from England in June, 1863, with the rank of assistant paymaster, his appointment to the hired surveying vessel *Beaver* being specially for surveying duties. Paymaster, January, 1864. Continued as a surveying officer till November, 1865, when he returned to England, having been appointed officiating secretary to the Hydrographer of the Admiralty, where he remained until retired, as chief paymaster, in 1882. Residing in England in 1906. Blackney passage was named by Captain Pender (master, R.N.), of the *Beaver*, in October, 1865, this being the last surveying work on the coast of British Columbia in which Mr. Blakeney was engaged. (Communicated to writer by Mr. Blakeney in 1905.)

It was through Mr. Blakeney's exertions when engaged in the Hydrographic Office, London, that the Admiralty copy of Captain Cook's journal of his voyage in the *Endeavour*, sent by Cook to the Admiralty, which had been absent for some years, was recovered. (Wharton, "Captain Cook's Journal," 1768-1771, p. 8.)

See Adeane point; Reid island; Macdonald point; Cape Cook; and Beaver harbour.

Blair inlet, Seaforth channel, Milbank sound. Named in 1867 by Captain Pender (Nav. Lieut., R.N.), after David Blair, a resident of Victoria, and engaged in mercantile pursuits previous to and at the time the inlet was surveyed.

Bligh island, Nootka sound, Vancouver island. After Vice Admiral William Bligh, who was master of H.M.S. *Resolution* on Cook's third voyage. The ship was refitted in 1778 in a cove on the island, now known as Resolution cove. Bligh was known later

as "Bread Fruit Bligh," owing to the notoriety he gained in connection with that fruit and the mutiny of the *Bounty*. The fruit associated with Bligh's name was first discovered at Tahiti on Cook's voyages, and Cook's journal gives a full account of it. On returning home in the *Resolution*, Bligh received a commission as lieutenant, and made several important hydrographic surveys which acquired him a high reputation as a scientific seaman. The government being desirous to transport the bread fruit to the West India islands with a view to its acclimatization, the *Bounty*, in 1787, was selected to convey the fruit from Tahiti, and Lieut. Bligh placed in charge. She arrived safely, was filled with plants, and duly sailed for her destination, when owing to Bligh's irascible temper and overbearing conduct, combined with the demoralizing life the crew had led on the island, the mutiny occurred which has made the name of the *Bounty* known the world over. Bligh, with eighteen companions, was turned adrift in a small open boat, and in this frail craft, with no chart, made one of the most noted boat voyages on record. They sailed a distance of 3,618 miles, and were finally rescued. Some of the mutineers were ultimately captured and several executed, but the majority and the ship were never seen again or heard of, until their descendants, with one survivor of the mutiny named Adams, were discovered, years afterwards, living on the lonely island of Pitcairn, in the South Pacific. In 1791, Captain Bligh made another and successful voyage for the bread fruit in H.M.S. *Providence*, but there was no practical result from the voyage, as the West Indians preferred the plantain to the bread fruit. (Annual Register, 1793, Chronicle, p. 6.) In 1805, Bligh was Captain General and Governor of New South Wales, but his harsh exercise of authority was strongly resented by his civil and military subordinates, and he was forcibly deposed, and kept a prisoner from 1808 to 1810. For this act Major Johnston, who deposed him, was cashiered in 1811. The main object which Bligh had in view, namely the prevention of an unlimited importation of ardent spirits, seems to have been a good one for the colony.

Rear admiral of the Blue, 1811. Vice admiral of the Blue, 1814. Born 4 October, 1754. Died in Bond street, London, 7 December, 1817.

The last surviving officer of the adventurous boat voyage was Mr. Purcell, R.N., who died at Haslar hospital, 10 March, 1834. (Annual Register, 1834.)

Name adopted by Captain Richards, H.M.S. *Hecate*, on surveying the sound in 1862.

See Cape Cook; Broughton strait; Resolution cove; and Portlock point.

Blinkinsop bay, Johnstone strait. After George Blinkinsop (not Blenkinsop), native of Cornwall, born 1822. On 24 August, 1840, joined the Hudson's Bay Company as an apprentice to the sea service, and the next day sailed in the barque *Cowlitz*, Captain William Mitchell, from London for the coast, arriving at Fort Vancouver, Columbia river, 7 February, 1841. Went with Sir George Simpson on the *Cowlitz* to California, sailing in November, 1841, and thence to the Sandwich islands, leaving there in March, 1842, for Sitka. At the request of Captain Dodd he was left with him as his assistant, having received a good education, when Dodd was appointed to take charge of Fort Stikine (later called Fort Wrangell), and succeed young John McLoughlin, son of Chief Factor Dr. McLoughlin, who had recently been killed at the fort in a quarrel with a French Canadian employee, and Blinkinsop staid there for seven years, till 1849. In 1850 Blinkinsop was second in command to Captain McNeill at Fort Rupert, and was there in charge, during the temporary absence of McNeill, when the deserters from the ship *England* were killed by the Nahwitti Indians in July of that year. (*See Victoria Colonist*, 1 January, 1890, "Fort Rupert in 1850," by Dr. J. S. Helmcken. Long and interesting account.) In 1857, Blinkinsop succeeded Angus Macdonald, who was in poor health, as chief trader in charge of Fort Colville, and remained there until 1859. Fort Colville was about a quarter of a mile above the Kettle falls and on the east bank of the Columbia river, the Kettle joining the Columbia about one and one-half miles above the fort, a portion of which still stands. Afterwards was again at Fort Rupert as second in command, Hamilton Moffat in charge. In May, 1881, he was appointed Indian agent on the west coast of Vancouver island, and the next year transferred to Fort Rupert, where he remained until 1886, when he retired from the Indian Department. Made his home at Fort Rupert afterwards, and died there in 1904. Named by Captain Richards, I.L.M. surveying vessel *Plumper*, 1860. This note is taken partly from a personal narrative given at various times by the subject of it to the writer some years ago, and also from notes taken by Mr. Justice Martin, of Victoria, who describes Blinkinsop as "a tall nice looking old man, who speaks slowly and distinctly, and his memory is wonderfully clear;" he was at the time 81 years of age.

See Fort Rupert; Port McNeil; Helmcken island; Dædalus passage; Dodd narrows; Moffatt islands; Mitchell harbour; Suquasa; and Hankin island.

Blinkhorn island, Johnstone strait. After Thomas Blinkhorn, J.P., and Anne, his wife, daughter of Thomas Beeton, of Great

Gidding, Huntingdonshire, who, with Mrs. Blinkhorn's niece (Miss Martha Beeton Cheney), came out from England to Vancouver island in the barque *Tory*, in 1851, as "free and independent settlers" (i.e., not servants of the Hudson's Bay Company). On arrival, Mr. Blinkhorn took charge of a farm for Captain James Cooper at Metchosin, the Indian name of the vicinity, about fifteen miles from Fort Victoria. Most of the farm labourers were brought from England, but for clearing the land, Kanakas (Sandwich islanders) were employed, having been found to be the best axemen. In 1853 he was appointed a magistrate for the Metchosin district, which appointment he held until his death, 13 October, 1856. Mr. Blinkhorn was a native of Sawtry, Huntingdonshire. When stock raising in Australia, 1837-1849, before coming to this coast from England, he was instrumental in rescuing from nearly certain death Captain Sir John Franklin, R.N., when lost in the bush and at the end of his resources. Lady Franklin never forgot this incident in her husband's career, and did not fail when in Victoria, in 1861, to visit Mrs. Blinkhorn in remembrance of this service. Mrs. Blinkhorn died in Victoria, 24 August, 1884, aged eighty years. Her niece, Martha Cheney *supra*, married, 19 July, 1855, Captain H. B. Ella (hence Ella point, close westward of Blinkhorn island), and is now his widow, residing in Victoria, 1906. Named by Captain Richards, H.M.S. *Hecate*, 1861.

See Ella point; and Franklin range.

Bloxam island, south entrance, Skeena river. After Cecil Robert Bloxam, R.N., navigating midshipman, H.M.S. *Malacca*, Captain R. B. Oldfield. On this station, 1866-1867. Probably, like Midshipman Chalmer, temporarily serving on board the hired surveying vessel *Beaver* in this neighbourhood. Bloxam entered the navy in 1865, and after serving on this station was appointed navigating midshipman, H.M. paddle steamer *Valorous*, Mediterranean station, 1869. Died, 1870.

Named by Captain Pender (navigating lieutenant, R.N.), H.M. hired surveying vessel *Beaver*, 1867.

See Chalmers anchorage; and Malacca passage.

Blunden island, Clayoquot sound. **Blunden rock**, Uchucklesit harbour, Barkley sound. **Blunden harbour**, Q. C. Sd. **Blunden passage**, Eden island. After Edward Raynor Blunden, R.N., master's assistant, H.M. surveying vessel *Hecate*, 1861. 2nd master, H.M. hired surveying vessel *Beaver*, 1863. Left the service, 1864. Blunden island and Blunden rock named by Captain Richards, H.M.S. *Hecate*, 1861. Blunden harbour by Captain Pender (master, R.N.), in charge of the survey on *Beaver*, 1863.

Boca de Carmelo. *See* Howe sound.

Bockett islands, Havannah channel, Johnstone strait. After William Charles Bockett, R.N., assistant surgeon, H.M.S. *Havannah*, Captain T. Harvey. Named by Captain Richards, H.M.S. *Plumper*, 1860.

See Havannah channel.

Bodega hill (900 feet), Galiano island. After Captain Juan Francisco de la Bodega y Quadra, commandant of Nootka when Vancouver arrived there in 1792. Quadra is often mentioned in Spanish documents during his early career as Bodega, his father's name, but the latter having assumed the name of Quadra, his son adopted it also. Named by Captain John F. Parry, H.M.S. *Egeria*, in association with Quadra hill on the same island, 1905.

See Quadra island; and Vancouver island.

Bolkus island, Skinecuttle inlet, Q. C. Ids. Shown on Francis Poole's plan of Queen Charlotte copper mines, 1862, as Balkus island, and described as good land. (Poole, Q. C. Ids., p. 163.) Off the northwest point of Bolkus island is an islet which the Haidas state in their legendary lore to be the first land that rose from the water when the Queen Charlotte islands were formed. (Communicated by C. F. Newcombe, M.D., Victoria.)

See Harriet harbour; and Queen Charlotte islands.

Bonilla point, Vancouver island, Strait of Juan de Fuca. **Bonilla island,** Hecate strait. A Spanish word meaning "High." Named by the Spaniards from the appearance of the land, the former by Sub Lieutenant Quimper, in 1790, commanding the *Princess Royal*; the latter by Lieut. Commander Jacinto Caamaño, in 1792, in command of the *Aranzazu*. Carmanah point is evidently the *Emilpa* point of *Quimper*, both from the appearance of the land and the position given on his chart. Bonilla island consists of a high isolated peak, hence the name. This island is mentioned, by the name of Bonilla, by Vancouver, who sighted it after leaving Principe channel, bound northward, 19 July, 1793. Captain Vancouver had Caamaño's chart on board the *Discovery*.

See Quimper peninsula; Camaño island; Gil island; Zayas island; and Carmanah point.

Bonwick island, Queen Charlotte sound. **Bonwick islands,** Blunden harbour. **Bonwick point,** Grenville channel. **Bonwick mountain** (1,600 feet), Dundas islands. After Charles Bonwick, R.N., acting assistant engineer, 1860. Acting chief engineer of H.M. hired surveying steamer *Beaver* while engaged in surveying

duties on this coast, 1863-1870. Bonwick had been previously acting assistant engineer of the gunboat *Grappler*, from which vessel he joined the *Beaver*. Retired as acting assistant engineer, and residing in England, 1906. Names given at various dates by Captain Pender, in charge of the *Beaver* and the survey, 1863-1870.

See Beaver harbour; Grappler rock; and Pender island.

Boswell inlet, Smith sound. After Hazel and Olive Boswell, daughters of St. George Boswell, harbour engineer, Quebec, and granddaughters of Sir Henri G. Joly de Lotbinière, K.C.M.G., Lieutenant Governor of British Columbia, 1900-1906. Named by the writer on making a preliminary survey of Smith inlet, 1903, and adopted by the Geographic Board of Canada.

See Hazel point; and Olive point.

Boughey bay, Havannah channel. After Charles Fenton Fletcher Boughey, R.N., first lieutenant, H.M.S. *Havannah*, Captain T. Harvey. On this station, 1855-1859. Captain, 1866. Captain, retired, 1873. Rear admiral, 1883. Vice admiral, 1888. Died, 1894. Named by Captain Richards, *Plumper*, 1860.

See Havannah channel.

Boulder point. See Nares point.

Bowen island, Howe sound. After Rear Admiral James Bowen, who was master of H.M.S. *Queen Charlotte*, flagship of Admiral Earl Howe, on the "Glorious First of June," 1794, and, who, for his valuable and exceptional services on the occasion of this memorable victory, was specially promoted to the rank of lieutenant (23 June), and the following year to commander (23 June), and to post captain (2 September).

He was born at Ilfracombe, 1751, and first went to sea in the merchant service, commanding, in 1776, a ship in the Africa and West India trade. Shortly afterwards entered the navy as a master, and was serving in that capacity in 1781. Bowen joined the *Queen Charlotte* as master at the request of Earl Howe, and thus had the proud duty of piloting her on the 1st of June. It is a tradition of the service that Bowen took the ship so close to the stern of the *Montagne*, the flagship, that the fly of the French ensign brushed the main and mizzen shrouds of the *Queen Charlotte* as she passed and poured her broadside into the French ship's starboard quarter. He was captain of the Channel fleet in 1806, under Earl St. Vincent, and in 1816 was appointed a commissioner of the navy, and continued in that office until 1825, when he retired with the rank of rear admiral. Died, 27 April, 1835.

He had two sons post captains in the navy, and he (the eldest of five sons) was descended from the ancient and respectable family of the Bowens of Court House, in the seignory of Gower, Glamorganshire, and his four brothers were all in His Majesty's service. The second brother, Richard, as captain of the *Terpsichore*, was killed in Nelson's attack on Teneriffe, 24 July, 1797.

The following footnote in the Naval Chronicle, 1799, p. 19, in the memoir of Earl Howe, refers eulogistically to the subject of this note:—"Mr. Bowen, the distinguished master of the *Queen Charlotte*, since deservedly raised to the rank of post captain, addressing Lord Howe frequently during the action by his title, was heard by the officers on board to receive from the admiral this grateful and animated reply: 'Mr. Bowen, you may call me my Lord! and my Lord! you yourself deserve to be a prince!'" (See also Naval Chronicle, 1810, Vol. 23, p. 379.)

Named by Captain Richards, H.M. surveying vessel *Plumper*, 1860.

See Howe sound, Queen Charlotte channel; Cape Roger Curtis; and Point Atkinson.

Bowyer island, Howe sound. After Admiral Sir George Bowyer, Bart., who as Rear Admiral Bowyer, carrying his flag in the *Barfleur*, 98 guns, Captain Collingwood, was under the command of Earl Howe on the "Glorious First of June," 1794. Born 1740, third son of Sir William Bowyer, Bart., attained the rank of lieutenant, 1758, commander, 1761, and post captain, 1762. On the breaking out of hostilities between Great Britain and her American colonies, he was appointed to the *Barford*, 70 guns, and early in 1778 transferred to the *Albion*, 74 guns, in which he sailed for North America and the West Indies, where he remained till 1781, taking part in Rodney's actions with the Count de Guichen, April and May, 1780. On the occasion of the Nootka difficulty (Spanish armament) in 1790, Captain Bowyer was appointed to the *Boyne*, 98 guns (burnt May, 1795), and paid her off towards the end of the year. Rear admiral, 1 February, 1793, and the following year, with his flag in the *Barfleur* as previously mentioned, was with Earl Howe in the victory of the 1st of June, where, like Rear Admiral Pasley, he lost a leg, for which, in addition to the gold chain and medal granted for the victory, he received a pension of £1,000; and on the 16 August was created a baronet. Vice admiral, 4 July, 1794. Admiral, 14 February, 1799. By the death of his brother, in April, 1797, he succeeded to the older baronetcy, in which his newer title was merged. Died, 6 December, 1800. Named by Captain Richards, *Plumper*, 1860.

See Howe sound; *Barfleur* passage; Collingwood channel; Pasley island; and Cape Roger Curtis.

Boyle point, Denman island. After David Boyle, R.N., 1st lieutenant, H.M.S. *Tribune*, Captain G. T. Phipps Hornby. On this station, 1859-1860. Commander, 1865. Captain, retired, 1878. Succeeded his cousin as 7th Earl of Glasgow, April, 1890, his father, Patrick Boyle, of Shewalton, Ayrshire, being descended from John, 2nd Earl, temp. George II. Governor and commander in chief, New Zealand, 1892-1897. President of the Institute of Naval Architects, 1905. Named by Captain Richards, H.M. surveying vessel *Plumper*, circa 1860.

See Hornby island; and Tribune bay.

Boyles point, Wells passage, Q. C. Sd. Named by Vancouver, in August, 1792, after Captain Charles Boyles, R.N., who had an active career in the naval service of his country. When in command of the *Swiftsure*, 74 guns, Captain Boyles captured, on the 7 April, 1794, after a chase of nearly two days, the French frigate *L'Albatre*, 38 guns, commanded by the celebrated Linois, who did not surrender to such superior force until he had ten men killed and thirty-two wounded. In Sir Robert Calder's action off Finisterre, 22 July, 1805, Captain Boyles, in the *Windsor Castle*, 98 guns, had an active share in the battle, and his ship was the greatest sufferer in all respects of any in the fleet. (Annual Register, 1805, pp. 541 and 569.) When the passage of the Dardanelles was forced by the British fleet, under Sir John Duckworth, in March, 1807, and the Turks fired their immense pieces of ordnance loaded with stone shot at the ships, Captain Boyles was in command of the same 98-gun ship, which had her mainmast nearly cut in two with one of the huge pieces of granite. Appointed colonel, Royal Marines, 1808. Rear admiral of the Blue, 1809. Rear admiral of the Red, 1812. Vice admiral of the Blue, 1814. Died, 11 November, 1816. (Annual Register, 1816, LVIII, p. 223.)

See Calder mountain; and Bruce bight.

Boxer point, Nigei island. After Alexander Fraser Boxer, R.N., master, H.M.S. *Alert*, Commander William A. P. Pearse. On this station, 1858-1861. Master, 1854. Navigating lieutenant, 1867. Retired, 1870. Living 1906. Named by Captain Richards, H.M.S. *Plumper*, circa 1860.

See Port Alexander; and Fraser island.

Boxer reach, Hawkesbury island. After H.M. composite twin-screw gunboat *Boxer*, 4 guns, 465 tons, 120 H.P., built at Devonport, 1867. Arrived on this station, via strait of Magellan, July, 1869, and remained here till 1875. (*Colonist*, 23 July, 1869.) Lieutenant Commanders, Frederick Wilbraham Egerton, 1869-1872;

William E. Fitzgerald, 1872-1873; and William Collins, 1873-1875. Named, circa 1870.

See Tomkinson point; Riordan point; Moody point; and Collins point.

Brabant island, Barkley sound. Formerly Pender island, name changed by Geographic Board of Canada, 1905. After Rev. Augustus Joseph Brabant, native of Courtray, West Flanders; educated there, completing his studies at the famous university of Louvain. Ordained priest in the Roman Catholic Church in 1868, and the following year came out to this coast. In 1874 he established the mission at Hesquiat, west coast of Vancouver island, and has since resided there, and so has at this date (1906) been over thirty years working for the advancement of the Indians of the coast. Although his headquarters are at Hesquiat, he has constantly travelled from one tribe to another, and is thus universally known along that coast, hardly a point or bay of which he cannot call by its proper Indian name. Having a thorough knowledge of the Indian tongue, he has gathered a fund of information and anecdote relating to the tribes of those parts. The traditions of the first appearance of white men in the neighbourhood of Hesquiat (see Estevan point), the attack on the *Boston* and the murder of the crew (see Maquinna point), and a graphic description of the blowing up of the *Tonquin* in Clayoquot sound (see Clayoquot sound), have all been given to him by Indians who had the facts related to them by eye witnesses of, or participators in, those events. He is thus a link between the past and present history of the west coast Indians, who are gradually becoming themselves a thing of the past. Residing at Hesquiat, 1906.

In 1908, on the resignation by Archbishop Orth of the see of Victoria, Father Brabant was appointed Apostolic Administrator of the diocese.

Brandon islands, Departure bay. **Brandon point**, Blunden harbour. After Lieutenant Vivian Ronald Brandon, R.N., H.M.S. *Egeria*. Employed making a resurvey of those harbours in 1903 and 1904. Named by Commander J. F. Parry, H.M.S. *Egeria*, 1904.

Branham island, Q. C. Sd. A misprint for Bramham. After Bramham Park, West Riding of the county of York, the residence of the family of Lane Fox. Bramham Park is in the heart of an extensive sporting district, a mile north of the Park being Bramham Moor, where for many years the kennels of the Bramham fox hounds were situated. On 29 July, 1828, the beautiful mansion house was nearly totally destroyed by fire, the damage being esti-

mated at £40,000. (Annual Register, 1828, p. 98.) A battle was fought in the neighbourhood of Bramham Park in 1408 between Sir Thomas Rokeby, sheriff of Yorkshire, and the Earl of Northumberland, in which the earl was defeated and slain, and by which the Crown of England was secured to Henry IV. Named by Captain Pender (master, R.N.), *Beaver*, circa 1866.

See Fox islands; and Slingsby channel.

Brazo de Mazarredo. See Jervis inlet and Virago sound.

Brazo de Vernaci. See Knight inlet; and Vernaci point.

Breakers point. See Estevan point.

Bremner islet, Slingsby channel, Q. C. Sd. After John Bremner, assistant paymaster, R.N., Naval Dockyard, Esquimalt, 1864-1865. Paymaster, 1866. Naval storekeeper, Hong-Kong, 1872-1874. Fleet paymaster, 1886. Died on the China station in 1896 as fleet paymaster of H.M.S. *Centurion*, battleship, 14 guns, flagship of Vice Admiral Hon. Sir Edmund R. Fremantle, K.C.B. He married in 1865, Annie Louise, daughter of Thomas J. Skinner, of Constance farm, Esquimalt. Named by Captain Pender (master, R.N.), *Beaver*, 1865.

See Skinner bluff and Constance cove.

Britannia range, Howe sound. After H.M.S. *Britannia*, 100 guns, built at Portsmouth in 1762, which vessel at the battle of St. Vincent, 1797, carried the flag of the second in command, Vice Admiral Charles Thompson, his flag captain being Thomas Foley; and at the battle of Trafalgar, 1805, the flag of the third in command, Rear Admiral the Earl of Northesk, his flag captain, Charles Bullen, where she was the tenth ship in the weather line, led by Nelson. The *Britannia* had previously taken an active part in engagements in the Mediterranean in 1793 and the two succeeding years, under Admiral Hotham.

The first *Britannia* in the British navy was built at Chatham in 1682, after the designs of Sir Phineas Pett, and carried 94 guns. After a long and active career, flagship in several gallant actions, she was broken up in 1715, and her successor was launched in 1719. She carried 100 guns, and was succeeded by the subject of this note. After the battle of Trafalgar her name was for some reason changed to *St. George*. The fourth *Britannia*, 120 guns, was launched in 1820. She was considered an excellent sailer, and in the Crimean war was the flagship of Admiral Dundas, where she took part in the bombardment of Sebastopol, 17 October, 1854. This vessel ended her service career as the well known training ship for naval cadets,

succeeding the *Illustrious* at Portsmouth in 1859. Stationed at Portland, 1862-1863, and finally at Dartmouth, September, 1863 to 1869, when she was relieved by the *Prince of Wales*, 131 guns, renamed *Britannia*. This vessel hauled the pennant down on 30 June, 1906, when the cadets were housed in a college on shore, situated on the banks of Dartmouth harbour. (See "The Story of the *Britannia*," by Commander E. P. Statham, R.N., 1904.) The name *Britannia* is perpetuated by a battleship of 16,350 tons now completing at Portsmouth. The range of mountains named by Captain Richards, H.M. surveying vessel *Plumper*, circa 1859.

See Foley mountain; Hotham sound; Jervis inlet; Nelson island; Edye passage; Inskip island; and Knapp island.

British Columbia. Named by Her Majesty Queen Victoria in 1858. In the "Letters of Queen Victoria," which were published in 1907, appears one having an historical interest for this province. It is dated Osborne, 24 July, 1858, and was addressed by the Queen to Sir E. Bulwer Lytton. At that time objections were being made in France to the name of New Caledonia being given to the proposed colony between the Pacific and the Rocky mountains. The Queen wrote:—

"The Queen has received Sir E. Bulwer Lytton's letter. If the name of New Caledonia is objected to as being already borne by another colony or island claimed by the French, it may be better to give the new colony west of the Rocky mountains another name. New Hanover, New Cornwall and New Georgia appear from the maps to be names of subdivisions of that country, but do not appear on all maps. The only name which is given to the whole territory in every map the Queen has consulted is 'Columbia,' but as there exists also a Columbia in South America, and the citizens of the United States call their country also Columbia, at least in poetry, 'British Columbia' might be, in the Queen's opinion, the best name."

And in this way and for the reasons stated the province was named British Columbia by Queen Victoria.

See Vancouver island; Victoria; and New Westminster.

Brodie rock, Trial island. **Brodie rock,** Principe channel. **Brodie rock,** Chatham sound. **Brodie mountain,** Promise island. After George Staunton Brodie, R.N., H.M. hired surveying vessel *Beaver*, Captain Pender, 1867-1870. Acting second master, 1865. Navigating sub lieutenant, 1867. Navigating lieutenant, 1870. Retired, 1876. Died, 1901.

See Pender island; Beaver harbour; and Dickens point.

Brockton point, First narrows, Burrard inlet. Named by Captain Richards on surveying Burrard inlet, after Francis Brockton, R.N., chief engineer, H.M. surveying vessel *Plumper*, 1859. Engineer, 1857. Retired, 1879. Died, 1898.

See *Plumper bay*.

Brooks peninsula, Brooks bay and port, Vancouver island. Named by Captain Richards, H.M.S. *Hecale*, 1862, after the name which Captain Duncan, of the trading sloop *Princess Royal*, gave in 1788 to the small inlet now known as Klaskish. Duncan anchored in port Brooks (Klaskish inlet), 5 August, 1788, on his way south from Queen Charlotte islands (see Duncan's letter in Dixon's "Further Remarks"). The harbour is given as "Puerto de Brucks" by the exploring officers, Galiano and Valdes, on their chart of 1795, adopting under a Spanish form Duncan's name.

See *Klaskish inlet*; *Princess Royal island*; *Dixon entrance*; and *Duncan rock*.

Brotchie ledge, Victoria. After Captain William Brotchie, of the Hudson's Bay Company's service. Born 1799, native of Caithness, North Britain, Scotland. Name first appears on the company's books on this coast as an A.B., brig *Dryad*, 1831. Second mate, naval department, 1832. Returned to England, 1833. (Records in Hudson's Bay House, Victoria, B.C.) Commanded the Hudson's Bay brigantine *Cadboro*, 1835-1838, barque *Nereid*, 1839, and other vessels in the company's service on this coast. The ledge was known in 1846 as the Buoy rock, and, with a buoy on it, was also marked by two beacons on Beacon hill. (Captain Kellett's journal.) Named Brotchie ledge in 1849 by the officers of the Hudson's Bay Company from the circumstance of the barque *Albion* striking on it in command of Brotchie, which vessel was shortly after seized and confiscated at Dungeness while taking out and shipping a cargo of spars without a license from the United States government. (Communicated to writer by Captain, Lewis, late Hudson's Bay service.) In 1849, Brotchie obtained a license from the Admiralty, also a separate license from the Hudson's Bay Company, to cut spars on Vancouver island, and he carried on this industry chiefly at Fort Rupert till 1855. The business turned out a complete failure, the magnificent timber not having a market owing to the immense size of the spars that were prepared for shipment. Appointed by Governor Douglas harbour master for Vancouver Island, 1858. Died, after a long illness, at Victoria, 28 February, 1859. Captain Brotchie is described as a portly, good natured, even tempered man, and was highly respected (see "Tribute of Respect," *Colonist*, 5 March, 1859). It is believed in Brotchie's family that

he brought the first lot of potatoes to this country from California, also when in the *Albion* he made two trips to Knight inlet for a load of ice and took it to San Francisco. (Communicated to writer by his son, E. W. Brothie, residing at Alert bay, 1906.)

The American steamer *San Pedro*, 3,119 tons register, Captain C. H. Hewitt, while proceeding in charge of a pilot from Union bay, Baynes sound, to Victoria, and bound to San Francisco, coal laden, ran on this ledge, 22 November, 1891, and, notwithstanding all efforts made to float her, remained there for six years, being at last taken to pieces. A steel and concrete beacon was erected on Brothie ledge, 1898, and the buoy withdrawn. The beacon is provided with an electric light and electric fog bell.

See Beacon hill; Cordova bay; Cadboro bay; Fort Rupert; Kellett bluff; and Herald rock.

Broughton strait, Vancouver island. **Broughton island** (Broughton archipelago), Q. C. Isl. **Broughton peaks**, Barkley sound. The strait and archipelago named in 1792 by Vancouver after Lieutenant Commander William Robert Broughton, H.M. armed tender *Chatham*, engaged examining this coast during that year. Broughton returned to England with despatches, overland from California, early in 1793, Lieutenant Puget continuing Broughton's duties in the *Chatham*. After arrival in England Lieutenant Broughton was promoted to commander, 3 October, 1793, and appointed to the sloop of war *Providence*, 400 tons, which, after a series of delays, sailed for this coast 15 February, 1795. On his arrival at Nootka, 17 March, 1796, he found that Vancouver had completed his work and sailed for England. Broughton then commenced a close survey of the coast of Asia, 35° N. to 52° N., and carried it on assiduously for four years, in encouragement of which important work he was advanced to the rank of post captain, 28 January, 1797. The *Providence* was unfortunately lost, before the survey was finished, by striking on an unknown coral reef near Formosa, 16 May, 1797. The history of this voyage was published in 1804, the original journals from which it is compiled, including Broughton's journey from San Blas to Vera Cruz in 1793, being now in the library of the Royal United Service Institution. They contain many interesting personal notices. In 1809 Broughton had command of the *Illustrious*, and the following spring, as commodore in India, had charge of the expedition from Malacca against Java; the passage from Malacca was long and tedious, and Broughton, in the opinion of many, was unduly cautious. (See Lord Minto in India, 1807-1814, p. 280.) On 9 August, 1810, the squadron was joined by Rear Admiral Hon. Robert Stopford, who took command.

Commodore Broughton was excessively annoyed at this, and applied for a courtmartial on the Rear Admiral, "for behaving in a cruel, oppressive, and fraudulent manner unbecoming the character of an officer, in depriving me of the command of the squadron." On the other hand, Lord Minto wrote in his private letters: "The little commodore's brief hour of authority came to an end, to the great relief of all in the fleet and army." Possibly this opinion reached the Admiralty, as they did not think fit to grant a courtmartial, and in fact approved of the course taken by Stopford. In 1812 Commodore Broughton returned to England, and at the peace was created a C.B. He was born in 1762, and died suddenly at Florence, 12 March, 1821, where he was buried. (Dict. Nat. Biog., VI, p. 466.)

Broughton peaks, Barkley sound, were named by Captain Richards, H.M.S. *Plumper*, 1860.

See Chatham islands; Discovery island; Vancouver island; Baker mountain; Deep Sea bluff; Puget sound; and Knight inlet.

Brown passage, Chatham strait. Named by Vancouver, July, 1793, after Captain William Brown, of the ship *Butterworth* of London, formerly a French frigate of 30 guns, which vessel, with two tenders, Vancouver met with at the north end of Stephens island, 21 July. Brown had seen Vancouver in the offing, and sent out one of his officers to guide him to the anchorage, for which kindness, as the weather was stormy and the waters unknown, Vancouver was most grateful. (See Stephens island.) On taking up a berth, Brown duly saluted Vancouver with seven guns, which were duly returned with five. After this ceremony, Captain Brown visited the *Discovery*, and in the course of the evening gave Vancouver all possible information of the neighbourhood, especially of his having sailed up a large opening to the northward when he arrived again in the ocean,—Clarence strait. He also informed him that he understood from the Indians there was in the neighbourhood an extensive inland navigation up a large arm about nine leagues to the N.N.E.,—Portland and Observatory inlets. This information raised Vancouver's curiosity, and the next day, Sunday 22nd, he continued his voyage, with the sloop *Prince Le Boo* accompanying him, Brown having placed her at his naval friend's disposal. Vancouver speaks most favourably of this small vessel as a means of prosecuting the survey of the coast, and when she returned to the *Butterworth* regretted he had not one or two vessels of thirty to forty tons like her, calculated as well for rowing as sailing, to assist him in the intricate investigation of these shores, "by which means much despatch would have been given to our survey, and our

labours would have been carried on with much less danger and hardship than we had constantly endured." (Vancouver, 8°, IV vol., p. 120.) The following summer Vancouver met Brown in the neighbourhood of Cross sound in command of the *Jackal* schooner, the *Butterworth* at the close of the season, 1793, having been despatched to England. Brown having been in China, was able to give Vancouver's vessels their first news of the French Revolution, the tragic death of Louis XIV and the war with England. The next meeting was at Nootka, where Brown arrived in the *Jackal*, 6 October, 1794, with a rich harvest of upwards of one thousand sea otter skins; a few days after his arrival Vancouver sailed for England. In less than three months, 1 January, 1795, Brown was killed at the Sandwich islands by the natives on their attempting to capture his schooner, in which they failed.

See Butterworth rocks.

Brown range, Saturna island. After William Henry Joseph Brown, R.N., paymaster, H.M. surveying vessel *Plumper*. On this station, 1857-1861. Paymaster, 1856. Named by Captain Richards, circa 1859.

Brown river, Comox district, Vancouver island. After Robert Brown, Ph.D., M.A., F.L.S., Vancouver island explorer, 1863-1864. He arrived at Victoria in the spring of 1863, and made his first exploring and scientific expedition from Barkley sound to Kynquoot, 28 May to 8 July of that year. (Report, *Colonist*, 13 July, 1863.) Early in 1864 he was again in the field, as commander and government agent of the Vancouver Island Exploring Expedition, and was instrumental in discovering the gold fields at Leech river, a discovery which at the time created great excitement in Victoria, but led to no permanent results, the estimated find being in the neighbourhood of \$60,000. (*Colonist*, 2, 8, August, *et seq.*, 1864.) Brown river received its name from Dr. Brown at the express desire of the members of his expedition in 1864. Dr. Brown describes it as joining the Puntledge river about five miles up the latter, and that some rich croppings of coal were found on its banks. (Report, Vancouver Island Expedition, 1864, p. 17.) In this report, pp. 22 and 24, foot notes, Dr. Brown gives the origin of many names he bestowed on mountains, rivers and lakes during the expedition, being those of several of the prominent men of Victoria at that date, members of his expedition, and the exploration committee (q.v.).

Born 1842, a native of Scotland, he is described, when in his prime, as a fair stalwart northerner, full of vigour. His attainments as a scientific botanist and a geologist were of the highest

order, and at the time of his death he was a member of the council of the Royal Geographical Society. After returning to England from Vancouver island, he undertook an expedition to Greenland, and some years later was a resident of London, where he took up journalism. He prepared a reprint, with many interesting notes, of "The Adventures of John Jewitt among the Indians of Nootka Sound," 1803-1805, the manuscript of which was found among his papers after his death. He died on the morning of the 26 October, 1895, working almost to his last hour. Before the leader he had written for the *Standard* on the previous evening had come under the eyes of its readers the hand that had penned it was cold in death.

See Leech river; Sproat lake; Maquinna point; Henderson lake; Franklyn range; Follinsbee river; and Buttles lake.

Browning passage, Clayoquot. After Revd. Arthur Browning, Methodist minister engaged on this coast in mission work. Named by Captain Richards, H.M. surveying vessel *Hecate*, 1861.

See Governor rock.

Browning passage, Goletas channel. **Browning passage**, Smith sound. **Browning entrance**, Ogden channel. **Browning islands**, Q. C. Sd. **Browning creek**, Quatsino sound. **Browning rock**, Havannah channel, and **Port Browning**, Pender island. After George Alexander Browning, second master, H.M. surveying vessel *Hecate*, Captain Richards, 1861-1862. Assistant surveying officer, H.M. hired surveying vessel *Beaver*, Captain Pender (master, R.N., &c.), 1863-1868. Named by Captains Richards and Pender. On returning to England in 1868 he was engaged as naval assistant, Hydrographic Office, for many years. Master, 1865. (On the change to executive names, navigating lieutenant, 1867.) Staff commander, 1874. Retired captain, 1893. Living 1906.

Bruce bight, Monarch head, Saturna island. After Rear Admiral Henry William Bruce, commander in chief, Pacific station, flagship *Monarch*, 1854-1857. Lieutenant, 1810. When lieutenant of the *Belvidera* assisted in the boats of that frigate and the *Nemesis* in the capture of two Danish schooners on the coast of Norway. Commander, 1814. Captain, 1821. Rear admiral, 1852. Admiral Bruce was a midshipman on the frigate *Euryalus*, Captain Blackwood, repeating ship to the *Victory* at Trafalgar, 1805, and also midshipman on the 44-gun ship *Endymion*, Captain Hon. T. B. Capel, at the passage of the Dardanelles, March, 1807. It was on the return from Constantinople of Sir John Duckworth's squadron, as the fleet passed the forts situated at the narrowest part of the Dardanelles,

that the Turks fired the celebrated stone shot at the British ships. These shots were fired from immense pieces of ordnance, imbedded in masonry, which could only be fired with effect when the object was passing in front. The calibre of the guns was a little over two feet and the granite shot weighed 800 pounds.

Several of the ships were struck; the flagship *Royal George* had a part of her cutwater carried away by a granite shot which very nearly sank her, another shot cut the mainmast of the *Windsor Castle* almost in two, a shot of the same description knocked two ports into one on board the *Thunderer*, the *Repulse* by another had her wheel shot away and twenty-four men killed or wounded, nor was the ship saved from going on shore without most wonderful exertions. A granite shot came through the port bow of the *Active* on her lower deck, rolled aft and brought up abreast of the main hatchway. These shots were all of the largest dimensions that had been ever met with in British naval warfare, and no vessels had received equal damage in so short a time. The *Endymion* had two men wounded. (Brenton's Naval History, Vol. II, p. 192.)

Bruce light was formerly known as Open light; name changed in association with Monarch head, by Captain John F. Parry, H.M.S. *Egeria*, on resurveying the neighbourhood, 1905.

See Boyles point; and Monarch head.

Bruce point, Camelion harbour. See Camelion harbour.

Bruin bay, Graham island, Parry passage, Q. C. Ids. This bay received its name because a large bear came down on the beach to feed abreast of the *Virago* when at anchor here in May, 1853. An attempt was made to shoot it but was unsuccessful. (Communicated by Captain G. H. Inskip, R.N., 1905.) Named by the officers of the *Virago*, 1853. **

See Inskip passage; and Virago sound.

Brunswick mountain (6,265 feet), Howe sound. After H.M.S. *Brunswick*, 74 guns, 1,836 tons, Captain John Harvey. Built at Deptford, and launched in 1790. The captain of the *Brunswick* and Captain Hutt, H.M.S. *Queen*, 98 guns, were both wounded in the action of the 1 June, 1794; each lost a limb, each died on the same day, 30 June, each is remembered by the same monument in Westminster Abbey, and to complete the coincidence, before leaving England these officers had driven down together in the same post-chaise to join their respective ships. Harvey mountain, close southward of Brunswick mountain, is named after the unfortunate Harvey, and Hutt island after the equally unfortunate captain of the *Queen*. (Naval Chronicle.) Named by Captain Richards, H.M.S. *Plumper*, circa 1859.

See Howe sound; Harvey mountain; and Hutt island.

Buccaneer bay, Thormanby islands. Named in 1860, after the racehorse Buccaneer, a contemporary of Thormanby. He did not especially distinguish himself as a three-year-old, but, in 1861, won several good races, including the Royal Hunt cup at Ascot, Thormanby winning the Ascot cup the same year.

See Thormanby islands.

Buck point, Moresby island, Q. C. Ids. Named by Vancouver, 25 September, 1793, while on his passage to California and the Sandwich islands for the winter after his season's examination of the Alaskan coast.

See Hunter point.

Buckley point, Dowager island, Milbank sound. After Rev. Arthur Buckley, M.A., R.N., chaplain and naval instructor, H.M.S. *Scout*, Captain J. A. P. Price. On this station, 1865-1868. Appointed in 1872 to the same office on board H.M.S. *Lord Warden*, 18 guns, armour-plated, flag-ship on the Mediterranean station.

Named by Captain Pender (nav. lieut., R.N.), in the *Beaver*, 1867.

See Price island.

Buckley point, Telegraph passage, Skeena river. After Captain Cecil William Buckley, R.N., V.C., H.M.S. *Pylades*, 17 guns, on this coast, 1868-1869, on particular service. Entered the navy, 1845. Lieutenant, 1854. Commander, 1856. Captain, 1862. Died at Funchal, Madeira, 7 December, 1872. When second lieutenant of the *Miranda* during the Russian war, he gained the Victoria Cross by landing with Lieutenant Burgoyne and Gunner John Roberts, 29 May, 1855, in presence of a large force of the enemy, and firing immense quantities of Russian stores and forage at Genitchi, sea of Azov; he also landed the following 3rd June, with boatswain Henry Cooper, in presence of a surprising force, and set fire to the Russian stores at Taganrog, sea of Azov, the dangers of the second undertaking being equally as great as the first. Roberts and Cooper were also awarded the Victoria Cross. (See *London Gazette*, 24 February, 1857, and *Illustrated London News*, 20 June, 1857, with illustration.) Named by Captain Pender (nav. lieut., R.N.), in the *Beaver*, 1868.

See Cecil point; Burgoyne bay; and Pylades channel.

Bull harbour, Hope island. Known by this name to the officers of the Hudson's Bay Company in 1840, and probably named at an earlier date, from the number of large and fierce sea lions (bulls) to be found in the neighbourhood. Sir George Simpson mentions the harbour in 1841 and speaks of the sea lions. (*Journey Round the World*, Vol. I, p. 200.)

Bull passage, Lasqueti island. After John Augustus Bull, R.N., master, H.M.S. *Plumper*, and senior assistant surveyor under Captain Richards, 1857-1860. Master, 1855. Married at Colwood, 7 February, 1860, Emma, third daughter of Edward E. Langford. Died suddenly at Esquimalt, 14 November, 1860, shortly after returning from the summer season's surveying on this coast. Buried in the old cemetery, Quadra street, Victoria, B.C. (*Colonist*, 15, 16 November, 1860.)

See *Plumper passage*; *Port Langford*; and *Colwood islet*.

Bulley bay, Dowager island, Oscar passage. After Frederick Augustus Bulley, R.N., chief engineer, H.M.S. *Scout*. On this station, 1865-1868. Chief engineer, 1861. Chief engineer, H.M.S. *Iron Duke*, Coast guard service, 1875. Named by Captain Pender (nav. lieutenant, R.N.), in the *Beaver*, 1867.

See *Price island*.

Bunsby islands, Ou-ou-kinsh inlet, Vancouver island. After Captain John Bunsby, an amusing character in Charles Dickens' novel "Dombey and Son," published in 1848. Captain Bunsby's vessel was the brig *Cautious Clara*, hence the association in this neighbourhood of the names *Cautious point* and *Clara islet*. Two other "Dickens" names were also given in this vicinity: *Gay passage* after Walter Gay, nephew of old Sol Gills, the instrument maker; and *Cuttle group*, after that genial mariner, Captain Cuttle. Named by Captain Richards, H.M. surveying vessel *Hecate*, 1862.

See *Cuttle group*; *Gay passage*; and *Dickens point*.

Buoy rock. See *Brothie ledge*.

Burdwood bay, Read island. **Burdwood group**, Tribune channel.* After Staff Commander John Burdwood, R.N. Master, 1841. Staff commander, 1863. Naval assistant, Hydrographical Department, Admiralty, 1847-1869, and the compiler of those useful tables for Seamen, "Sun's True Bearing or Azimuth Tables, 30° to 60°," published 1866. It was Captain Burdwood's intention to extend the work, so ably commenced, to the equator, and at his death he left a portion computed, but this was unknown to Captain J. E. Davis, R.N., F.R.G.S., and his son, P. L. H. Davis, F.R.A.S., who, in 1875, republished the tables, continued to the equator.

Captain Burdwood when master of H.M.S. *Persian*, 1842, commanded two of her boats at the capture of a slaver and 36 men in the bight of Benin. Named by Captain Pender (master, R.N.), H.M. hired surveying vessel *Beaver*, circa 1864.

Burrard inlet, strait of Georgia. Examined by Vancouver personally, in June, 1792, and named by him after his friend Captain

* Burwood point, Nootka sound, was probably also named, circa 1849, after this officer.

Sir Harry Burrard, Bart., R.N., who was an acting lieutenant with Vancouver in the *Europa* in the West Indies in 1785. Born 16 September, 1765, eldest son of Lieut.-Colonel William Burrard, and entered the navy in 1778. Promoted to lieutenant, 29 September, 1787, on board H.M.S. *Expedition*, and in 1790 was in Lord Hood's flag-ship *Victory*. Commander, 1790. On the death of his uncle, Sir Harry Burrard, 12 April, 1791, he succeeded to the baronetcy. Post captain, 1793. He married, in 1795, Grace Elizabeth, the heiress of the house of Neale, lady in waiting to Queen Charlotte and companion to the Princess Amelia, and assumed by Royal license the additional surname and arms of Neale. Groom of the Bed-chamber to George III and William IV and one of the Lords of the Admiralty. Rear admiral, 1810. Vice admiral, 1814. K.C.B., 1815. Commander in chief, Mediterranean, 1823-1826, an appointment that then carried with it a nomination for the G.C.M.G. Admiral, 1830. Member of Parliament for Lymington for forty years, where there is an obelisk erected to his memory by Queen Adelaide and others. Died 15 February, 1840, and was succeeded in the baronetcy by his brother, Rev. Geo. Burrard, rector of Yarmouth. (Dict. Nat. Biog. XL, p. 141; and Annual Register, 1840.) A steel engraving of Sir H. Burrard Neale is to be seen in the Parliament Buildings, Victoria, B.C., from an original painting by Sir W. Beechey, R.A., in the collection of Earl St. Vincent. Engraved, 1822.

The Spanish officers Galiano and Valdes examined this inlet about the same time as Vancouver, and named it Canal de Sasamat, which was understood to be the Indian name, and it is thus given on their chart of 1792. Eliza, another Spanish officer, on his exploring voyage in 1791 had named the inlet Boea de Florida Blanco, and this name Galiano adopted on the large copy of his chart dated 1795. Vancouver notes in his journal regarding this inlet, under date 13 June, 1792:—

"The shores in this situation were formed by steep rocky cliffs, that afforded no convenient space for pitching our tent, which compelled us to sleep in the boats. Some of the young gentlemen, however, preferring the stony beach for their couch, without duly considering the time of high water mark, found themselves incommoded by the flood tide, of which they were not apprized until nearly afloat; and one of them slept so sound that I believe he might have been conveyed to some distance had he not been awakened by his companions."

See Birch bay; Galiano island; Port Eliza; Sutil point; Vancouver island; and Gardner inlet.

Burrill point, Active pass. After two brothers, Frederick and Joseph Burrill, sons of Mr. Joseph Burrill, Mile House, Masham,

Yorkshire, who have resided (1904) for some years at a ranch on Galiano island, near the point named after them. Named by Commander John F. Parry, H.M. surveying vessel *Egeria*, on his survey of Active pass, 1904.

Butler cove, Stephens island, Hecate strait. After John William Butler, a native of Newfoundland, in command of the steamer *Thistle*, engaged in the halibut fisheries of Hecate strait, 1896-1897, and in the service of the New England Halibut Company, which had at that date an establishment in the cove for the cleaning and packing of halibut. Named by the writer on making a survey of the cove, 1897.

See Joyce island; Freeman pass; and Wallace rock.

Bute inlet. Named by Vancouver, in 1792, after John Stuart, third Earl of Bute, K.G. Born in Edinburgh, 25 May, 1713. Succeeded to the earldom on the death of his father, 4 March, 1723. He appears to have spent many years when a young man in the island of Bute amusing himself with the study of agriculture, botany and architecture, and removed to London in 1745. For his future political career Bute was indebted to a mere accident. A shower of rain after the Egham races in 1747 delayed the return of Frederick, Prince of Wales, to Cliefden, and Bute who happened to be on the race ground was summoned to the royal tent to join in a game of whist while the weather cleared. He became a favourite with the Prince and Princess, the constant companion of their son, afterwards George III, and aided in his instruction in the principles of the constitution. On the accession of George III, the Earl of Bute entered upon a political career, holding many and various offices until his resignation as First Lord of the Treasury in 1763. K.T., 1738. K.G., 1762. Died in London, 10 March, 1792, and buried at Rothesay, Isle of Bute. His son John was the 1st Marquess of Bute. (Dict. Nat. Biog., LV, p. 92.)

Bute inlet was proposed by Alfred Waddington in 1862, as a terminus of a railway and steamboat route between the Atlantic and Pacific oceans. He spent five years in procuring information respecting his proposed interoceanic route. (See Royal Geographical Society, 1868, Vol. XXXVIII, pp. 118-128.) Frederick F. Whymper, artist, in his work on Alaska, gives an interesting account of a visit he made to the head of Bute inlet in 1864.

See Waddington harbour; Tiedemann glacier; Arran rapids; Stuart island; Desolation sound; Cordero channel; Jervis inlet; and Whymper mountain.

Burke channel, Fitzhugh sound. Named by Vancouver in 1793 after the Right Hon. Edmund Burke, the eminent statesman

and orator. Born in Dublin, 1729. (New style, New Year's day, 1730.) On completing his studies at Trinity college, Dublin, he entered as a law student in the Temple. After devoting himself more to letters than law, he determined to confine himself to that pursuit for which he was undoubtedly the best fitted—politics. Died, 1797.

See Edmund point.

Burleith arm, Oyster harbour. After the residence of James Dunsmuir, Victoria, B.C., which residence was so named by him after Burleith farm, Ayrshire, Scotland, near the native place of his father, the late Robert Dunsmuir, president of the Executive Council of British Columbia. Named by Commander John F. Parry, H.M.S. *Egeria*, on resurveying the harbour in 1904.

See Dunsmuir islands; Ladysmith; and Joan point.

Burly bay, Mackenzie sound, Q. C. Sd. After William Blair Mackenzie, who was generally known to his relatives and friends as "Burly." The name was given to the bay in 1865 by the surveying staff of H.M. hired surveying vessel *Beaver*, to whom he and his parents (of the Craigflower farm, Victoria) were well known. Born in Scotland, 1850. Died in Spokane, 1901.

See Mackenzie sound.

Burnaby shoal, Vancouver harbour. **Burnaby lake**, New Westminster. **Burnaby range**, Mackenzie sound. **Burnaby island** and **Burnaby strait**, Queen Charlotte islands. After Robert Burnaby, commission merchant, Victoria, one of the leading men of the city for many years, the firm being known under the name of Henderson & Burnaby, established 1858. Mr. Burnaby through ill health retired to England in 1875. Died in Lincolnshire, 1878. Burnaby shoal named by Captain Richards in 1859. Burnaby island and strait named by Francis Poole, C.E., in 1862. Burnaby range named by Captain Pender in 1865.

See Harriet harbour; and Ganges harbour.

Burgoyne bay, Saltspring island. After Commander Hugh Talbot Burgoyne, V.C., H.M.S. *Ganges*, Captain Fulford, flagship of Rear Admiral Robert L. Baynes. On this station, 1857-1860. Born in 1833 and entered the navy in 1847. Lieutenant, 11 January, 1854. When senior lieutenant of the *Swallow* during the Crimean war, he was, for most perilous service at Genitchi in destroying a large quantity of Russian stores, 29 May, 1855, awarded the Victoria Cross. (London *Gazette*, 24 February, 1857.) Commander of the *Ganges*, 16 July, 1857. On the night of 21 September, 1859, the American merchant ship *Northern Eagle*, Captain McKinney, was burnt in Esquimalt harbour. Admiral Baynes in his despatch to the Admiralty, 11 October, 1859, highly extols the

conduct of Commander Burgoyne on this occasion. Seamen from the *Ganges*, *Pylades*, *Tribune* and *Plumper* saved everything possible from the burning ship. Captain, 15 May, 1861. On the 30th April, 1870, Captain Burgoyne placed the ill-fated turret ship *Captain* in commission. She was a new type of warship, had a low freeboard, and was full ship rigged; designed by Captain Cowper Phipps Coles, R.N., C.B., and built by Messrs. Laird Bros., of Birkenhead. This unfortunate vessel, when attached to the Channel fleet, turned completely upside down and foundered, off Cape Finisterre, one rather squally night a few minutes after twelve o'clock, on the 7 September, 1870. Captain Burgoyne, Captain Cowper Coles the designer, and nearly the whole of the crew, numbering more than five hundred persons, perished. The loss of his only son practically killed Field Marshal Sir John Fox Burgoyne, an eminent engineer officer of the Peninsular war, who died the following year. Two brass mural tablets, commemorating by name the officers and ship's company of the *Captain*, have been placed in St. Paul's Cathedral, London. Burgoyne bay named by Captain Richards, H.M. surveying vessel *Plumper*, 1859.

See *Ganges* harbour; *Fulford* harbour; *Saltspring* island; *Baynes* passage; *Buckley* point, *Skeena* river; and *Captain* island.

Butterworth rocks, Brown passage. After the British trading ship *Butterworth*, formerly a French frigate of 30 guns, captured in the war of 1793. Captain William Brown of the *Butterworth* sent one of his officers, from *Qlawdzeet* anchorage where she was lying, to meet Vancouver when his vessels were seen in the offing one stormy afternoon, 20 July, 1793, to pilot him into the anchorage. Named by Staff Comander D. Pender, 1870.

See *Stephens* island; Brown passage; and *Qlawdzeet* anchorage.

Buttles lake, Vancouver island. After John Buttle, assistant and naturalist to the Vancouver Island Exploration Expedition under the command of Dr. Brown, 1864. The lake is about eighteen miles long, and from the north end flows the Campbell river, a noted fishing river, which after passing through the upper and lower Campbell lakes falls into *Discovery* passage. On this expedition Buttle examined and named *Nah-mint* lake, connected with *Alberni* canal by the *Nahmint* river, a name derived from the *Nah-mint* Indians residing in the neighbourhood. (Brown's Report, 1864, p. 23.) Mr. Buttle subsequently had charge of an exploring expedition on Vancouver island. (*Colonist*, 9, 15, June, 1865.)

See *Brown* river; and *Leech* river.

Caamaño island. See *Camaño* island.

Cadboro bay, Vancouver island, Baynes passage. **Cadboro point**, Southeast extreme of Vancouver island, Haro strait. Named after the Hudson's Bay Company's brigantine *Cadboro*, Captain Scarborough, from the fact that she was the first vessel to anchor in the bay. The *Cadboro*, under the command of Scarborough, was also the first vessel to enter the harbour of Victoria, in 1842, then known as the canal of Camosack or Camosun. Like the company's steamer *Beaver*, this small sailing vessel was of historical renown in these waters, and when she took her place in the coast trade with a picked crew of thirty-five men, was the pride of the Pacific. The *Cadboro* arrived from England at Fort Vancouver, Columbia river, in the spring of 1827, commanded by John Pearson Swan, who on arrival at Fort Vancouver relinquished the command, and was succeeded by Captain Emilius Simpson. The *Cadboro*, under the command of Simpson, was the first vessel to enter the Fraser river, 22 June, 1827. Captain Simpson remained in charge until 1830, after which she was commanded by many of the company's officers: Thomas Sinclair, 1832-1833; then William Ryan, and, in 1835, Brothie, who held command until 1838, when James Scarborough, who had been in temporary command in 1831, again had charge until 1848, when he was succeeded by James Sangster until 1854. (Records, Hudson's Bay House, Victoria, B.C.) She was sold by the Hudson's Bay Company, in 1860, to a Captain Howard, for \$2,450, and was driven on shore in a heavy gale of wind near Port Angeles, 6 October, 1862, laden with lumber from Puget sound to Victoria, and became a total wreck. (*Colonist*, 8 October, 1862.) She was built at Rye, Sussex, England, 1824. Length, 56 feet; beam, 17 feet; depth of hold, 8 feet; 72 tons register; and mounted six guns.

Cadboro bay named by the officers of the Hudson's Bay Company, circa 1842; and Cadboro point, always known locally as Ten Mile point, by Captain Richards, in association with the bay, 1858.

See Port Simpson; Brothie ledge; Sangster island; Clover point; Garry point; Fraser river; Beaver harbour; and Victoria.

Calder mountain (4,960 feet), Jervis inlet. After Admiral Sir Robert Calder, Bart., who as Captain Calder, captain of the fleet on board the *Victory*, flagship of Sir John Jervis, was engaged in the battle of St. Vincent, 14 February, 1797, and was sent home with the despatches relating to the victory, when he was knighted, the year following being made a baronet. Born 1745, and entered the navy in 1759 on board the *Chesterfield* with Captain Sawyer, whom he followed to the *Active*, and thus participated in the capture of the

Spanish register ship *Hermione*, 21 May, 1762, off Cape St. Vincent. The *Hermione* was bound from Lima, from whence she had sailed on 6 January, to Cadiz, laden with a most valuable cargo, one of the items being \$2,276,715 in gold and silver coin. She was, up to the time of her capture, the richest prize on record, even a midshipman's share amounting to eighteen hundred pounds sterling. (Annual Register, 1762, Chronicle, p. 92.) Lieutenant, 1762. In August, 1780, he was advanced to post rank, and successively commanded the *Buffalo*, *Diana* and *Thalia*, all on the home station. In 1796 was appointed to the *Victory* as captain of the fleet, and after the battle of St. Vincent, as above stated, carried home the despatches. It has been positively stated by several writers that the despatches as first written gave very high praise to Nelson for his conduct in the action; but at the instance of Calder they were modified. The story is, however, mere hearsay. Sir John Jervis had the highest opinion of Nelson, and was not the man to yield to persuasion or submit to the dictation of an inferior. Rear admiral, 1799. Vice admiral, 1804, and with his flag in the *Prince of Wales*, 98 guns, joined the fleet off Brest under Admiral Cornwallis. While having a detached command in the bay of Biscay he fell in with the French fleet, July, 1805, and captured two of the enemy's vessels, but not taking the advantage of the victory which it was thought he should have done, his conduct was severely criticized in England, with the result that he demanded a courtmartial. In the meantime he had joined the fleet off Cadiz with his squadron, and a courtmartial having also been ordered, Nelson had orders when he joined the fleet as commander in chief to send Calder to England; the latter accordingly sailed with his flagship a few days before the battle of Trafalgar. At the trial he was found guilty of an error in judgment, and severely reprimanded. This was the end of his active career, though he rose by seniority to the rank of admiral, 31 July, 1810. Died, 31 August, 1818. Named by Captain Richards, H.M. surveying vessel *Plumper*, circa 1860. Calder mountain, near Port Protection, Alaska, was named by Vancouver in 1793 after the subject of this note.

See Captain island; Nelson island; Grey point; Jervis inlet; Dacres point; Ripon point; and Thetis island.

Call canal, near Knight inlet. Examined and named by Lieutenant Commander Broughton, of the *Chatham*, July, 1792, after Sir John Call, a military engineer. Born in 1732. Call, like many others in those days, went out to India, and was one of the fortunate ones, possibly owing to his ability in the profession he had taken up—military engineering. He was a very young man when he left the

shores of England as a writer in the E. I. Company's service. John Call made such good use of his opportunities, and "shook the pagoda tree" to such good purpose, that he was enabled, at his father's death in 1759, to return to England in affluence, and with a reputation as a military engineer second to none. At the early age of twenty he had been appointed chief engineer in the East India Company's service, and when acting in that capacity, the strong fortresses of Pondicherry and Vellore were captured by the company's troops, the latter supposed to be impregnable. Created a baronet, 28 July, 1791. Died, 1 March, 1801.

Calver cape, Pedder bay. After Edward Killwick Calver, master, R.N., a surveying officer. Detailed specially for surveying duties, H.M.S. *Fisgard*, 1851-1856. Master, 1842. Staff commander, 1863. F.R.S. Retired captain, 1872. Died, 1893. Named by Captain Kellett, H.M. surveying vessel *Herald*, 1846.

Calvert island, Fitzhugh sound. Named by Captain Charles Duncan in the sloop *Princess Royal* when trading on this coast in 1788. The name was probably given in honour of the noble house of Baltimore, and was retained by Vancouver in 1792.

See Duncan rock; Princess Royal island; and Fitzhugh sound.

Calvert mountain (1,135 feet), Dunsany passage, Suttle channel. After the original surname of Sir Harry Verney, Bart., Claydon house, Buckinghamshire, the eldest son of General Sir Harry Calvert, G.C.B., who was created a baronet in 1818, on vacating the post of adjutant general, which he had held since 1799. Sir Harry assumed the name and arms of Verney in 1827 (after his father's death) on inheriting, by will, the estates of the Verney family from his cousin Mrs. Verney (Catherine Calvert), who had inherited them, in a similar manner, from the last of the direct line of the Verneys, the Hon. Mary Verney, created Baroness Fermanagh, 13 June, 1792. Named by Captain Pender (master, R.N.), H.M. hired surveying vessel *Beaver*, circa 1865.

See Verney mountain; Verney passage; Claydon bay; and Fermanagh mountain.

Camaño island and Camaño head (misprint for Caamaño), Possession sound, state of Washington, U.S.A. The opening to Puget sound was originally named Ensanada de Caamaño, in 1790, by Sub-lieutenant Manuel Quimper, of the Spanish navy, when commanding the confiscated British sloop *Princess Royal*, after Lieutenant Commander Jacinto Caamaño of the Spanish corvette *Aranzazu*, but was changed the following year by Lieutenant Com-

mander Eliza, in the San Carlos, to Boca de Caamaño, who found it was the opening to an unexplored and apparently extensive southern channel. In later years the surveyors of these waters, after Vancouver's visit in 1792, have transferred the Spanish name of the bay or opening to this island, the south point being named Camaño head in association with the island.

See Gil island; Quimper peninsula and Port Eliza.

Cameleon harbour, Sonora island, Nodales channel. After H.M. screw sloop *Cameleon*, 17 guns, 952 tons, 200 h.p., Commander Edward Hardinge, whence Edward point and Hardinge island at the entrance of the harbour. Commissioned 1861, and arrived at Esquimalt, 8 May, 1863, remaining on the station till 1865. On the 1st June, 1863, she joined in the expedition with the *Forward* against the Lamalehi Indians for the murder of Frederick Marks and his daughter on Saturna island, a formidable demonstration that was not at all relished by the Indian inhabitants of the Gulf islands. (See *Colonist*, 8, 9 and 11 May, 1 and 8 June, 1863.) The following names in Cameleon harbour are given after the officers of the sloop during this commission: Bruce point, after John Bruce, R.N., 1st lieutenant; Binnington bay, after William Binnington, R.N., 2nd lieutenant; Tully island and Handfield bay, after John Handfield Tully, R.N., master; and Greetham point, after Peter Greetham, engineer. Maycock rock and Piddell bay are named after two young officers of the flagship *Sutlej* on the station, 1863, viz., James D. Maycock, R.N., midshipman, and Alfred H. Piddell, R.N., secretary's clerk. The *Cameleon* was also on the station 1867-1869, Commander William H. Annesley, leaving Victoria for England, via South Sea islands, 22 October, 1869, and again on the station, sloop of 7 guns, 1870-1874, Josiah Henry Hatchard, R.N., 1870-1871; Karl Heinrich Augustus Mainwaring, R.N., 1871-1873; and Andrew James Kennedy, R.N., 1873-1874; commanders. Named by Captain Pender (master, R.N.), H.M. hired surveying vessel *Beaver*, 1863.

See Hardinge island; Lamalehi bay; Maycock rock; Piddell bay; *Sutlej* channel; and *Forward* inlet.

Cameron lake, Vancouver island. The present high road from Nanaimo to Alberni winds along the summit of the cliff extending along the north shore of the lake. Named, in 1860, by Captain Richards, H.M.S. *Plumper*, after the Hon. David Cameron, chief justice of Vancouver Island. Appointed 2 December, 1853; resigned, 11 October, 1865. He was the first judge of the colony but was not originally a professional man. He was born in Scotland in 1804, and carried on business as a cloth merchant in Perth, whence he went, in 1830, to Demerara and engaged in sugar planting. He came

to Vancouver Island, July, 1853, having been given a position at Nanaimo in the Hudson's Bay Company in connection with the coal mines. His wife was a sister of Governor Douglas. When the question of the union of the two colonies of Vancouver Island and British Columbia was being agitated, it was felt, in the more advanced condition of affairs, that judicial offices should be filled by men who had a professional training, which consideration moved him to retire. Died at Belmont, Esquimalt, 14 May, 1872. Edith point, Campbell bay, Mayne island, was named, circa 1864, after his daughter.

See Douglas channel; Edith point; Belmont point; and Horne lake.

Camosun, fort. *See* Victoria.

Campania island, Campania sound. Named by Lieut. Commander Jacinto Caamaño, commanding the Spanish corvette *Aranzazu*, engaged examining this neighbourhood in 1792.

See Gil island.

Campbell bay, Mayne island. After Samuel Campbell, M.D., assistant surgeon, H.M. surveying vessel *Plumper*, Captain Richards. On this station, 1857-1861. Staff surgeon, 1867. Fleet surgeon, retired, 1877. Named by Captain Richards, circa 1859.

Canal de Descubierta. *See* Johnstone strait.

Canal de Lopez de Aro. *See* Haro strait.

Canal del Nuestra Signora del Rosario. *See* Malaspina strait.

Captain island, Jervis inlet. After H.M.S. *Captain*, 74 guns, Captain Ralph Willett Miller. Built on the Thames, 1787. This vessel, at the battle of St. Vincent, 14 February, 1797, carried Commodore Nelson's broad pennant, and, by Nelson's orders, made the daring manœuvre of turning out of the line of battle, without orders from the commander in chief, Sir John Jervis, thereby preventing the Spanish fleet from escaping, and which deed was one of those that won for Nelson immortal fame. It was from the *Captain* in this battle that Nelson boarded the *San Nicolas*, and from the latter the *San Josef*, capturing both ships. This gallant act, boarding one enemy's ship from the other was spoken of in days to come as, "Nelson's patent bridge for boarding first-rates." After the battle it was pointed out to Sir John, by Captain Robert Calder, his flag captain in the *Victory*, Sir John's flagship, that Nelson in turning out of the line had acted without orders. Sir John nobly replied to this innuendo, "I forgive him, sir, and if ever you act in such a

manner without orders I'll forgive you too." The following interesting note, referring to the *Captain* is given in Mahan's "Life of Nelson," second edition, revised, p. 252:—"In naval biography and history, distinguished ships have a personality only less vivid than that of the men who fought them. The fate of the *Captain*, Nelson's flagship at St. Vincent, can therefore scarcely fail to interest readers. The author is indebted to Lieutenant Henry Chamberlain, R.N., for calling his attention to the following paragraph in the Naval Chronicle for 1813, vol. XXIX, p. 245: 'On the night of Friday, March 22, the *Captain*, of 74 guns (Lord Nelson's ship when he took the *San Josef*), which had recently been converted into a hulk at Plymouth, took fire, and was totally destroyed. The *San Josef*, which lay alongside, was with difficulty preserved.'" The name of *Captain* for a man-of-war has not been in use in the British navy since the painful loss of the last vessel of that name, which turned completely over and foundered, carrying down with her more than 500 persons, off Cape Finisterre, 7 September, 1870. Named by Captain Richards, H.M. surveying vessel *Plumper*, circa 1860.

See Nelson island; Fearney point; San Josef mountain; Departure bay; Jervis inlet; Calder mountain; Cockburn cape; and Burgoyne bay.

Captain passage, Saltspring island. The former name of Saltspring island having been Admiral island (named after Rear Admiral Robert L. Baynes, commander in chief of the station when this neighbourhood was surveyed), the passage was named, in association with the island, after Captain John Fulford, in command of the Admiral's flagship *Ganges*. Named by Captain Richards, H.M. surveying vessel *Plumper*, 1859.

See Saltspring island; Baynes passage; Fulford harbour; and *Ganges* harbour.

Cardero channel and point. See Cordero channel.

Cardigan rocks, Balaklava island. After James Thomas Brudenell, seventh Earl of Cardigan, son of Robert the sixth Earl, born 16 October, 1797. An only son, and for many years before his father's death, known as Lord Brudenell. Entered the 8th Hussars as cornet in 1824. Lieutenant-Colonel of the 15th Hussars in 1832, purchasing his grades by a most lavish expenditure of money, said to amount to £32,000. Colonel of the 11th Hussars in 1836. Spent £10,000 a year on his regiment, and it soon became the smartest cavalry regiment in the British army. Major-General in 1847. Went to the Crimea and led the immortal charge of the Light Brigade at Balaklava on 25 October, 1854, in which he received a

small wound in the leg. Died on 28 March, 1868, from a fall from his horse.

Named by Captain Richards, R.N., Hydrographer, Admiralty, 1864.

See Balaklava island; Scarlett point and Nolan point.

Carey group, Turnour island. After Charles James Carey, R.N., first lieutenant of H.M.S. *Clio*, Captain Turnour. On this station, 1865-1868. Born, 1838. Entered the navy, 1850. Lieutenant, 1858. Commander, 1868. Retired as captain, 1883. Died, 1891.

See *Clio* bay; and Turnour island.

Carmanah point, Vancouver island, strait of Juan de Fuca. An adaptation by the local navigators, and adopted by the Admiralty surveyors, circa 1860, of the name of the village (Qua-ma-doa), situated close under the eastern bluff of the promontory, inhabited by a band now nearly extinct of the once numerous and fierce Nitinat tribe. This tribe in 1906 numbered 198 persons. One of the largest villages of the tribe, named Why-ack, is situated at the entrance to Nitinat lake, hence the name of that sheet of water. (Brown's Report, 1864, p. 7.)

A lighthouse and fog signal station was established on Carmanah point in 1891. This is the headland that was named Punta Bonilla (High or Bold point), in 1790, by Sub-lieutenant Quimper, a name misapplied by the Admiralty surveyors, in 1846, to the next point eastward, which is low land with shallow water extending some distance seaward.

See Bonilla point; Brown river; Nitinat lake; and Quimper peninsula.

Carmichael point, Don peninsula. After William Carmichael, M.D., assistant surgeon, H.M.S. *Scout*, Captain John A. P. Price. On this station, 1865-1868. Named by Captain Pender (nav. lieutenant, R.N.), *Beaver*, 1867.

Carolina channel, Barkley sound. **Carolina reef**, Baynes channel. After the British trading schooner *Carolina*, 56 tons, built on Puget sound by a shipwright named Sherman, 1858. Owned by Captain Jenny Jones, and principally engaged trading between Puget sound ports and Victoria. She was a fine fast sailing vessel, and made the trip in May, 1859, from Victoria to Port Townsend, Steilacoom, Nisqually, and Tumwater, Olympia, and back to Victoria in four days. (*Colonist*, 1 June, 1859.) She also made a record trip between Victoria and Nanaimo, when carrying coals, which for a sailing vessel has never been beaten,—twenty-eight hours. The *Carolina* was sold on the 27th June, 1863, to Mr.

William Duncan, the missionary at Metlakatla, for \$1,500, and, in charge of Alexander McKinnon (afterwards lightkeeper at Bering island), was engaged for several years in the service of the mission carrying produce and stores between Metlakatla and Victoria. The *Alpha* was a similar trading schooner on this coast, hence the association of Alpha passage with Carolina channel, Barkley sound.

Carolina channel named by Captain Richards, in 1861, and the reef named by Captain Pender (master, R.N.), circa 1863.

See Jemmy Jones island; Alpha passage; Rudlin bay; and Rebecca spit.

Carpenter bay, Moresby island, Q. C. Ids. After William Benjamin Carpenter, M.D., F.R.S., a noted English naturalist, born at Exeter, 1813. Soon after his graduation in medicine at Edinburgh, 1839, he published his "Principles of General and Comparative Physiology," afterwards divided into two works, "General Physiology" and "Comparative Physiology." These together with the "Principles of Human Physiology," 1846, and "Mental Physiology," 1874, form a perfect cyclopedia of biological science. F.R.S., 1844. Carpenter also published many other scientific works. Lecturer on Geology at the British Museum and Principal of University hall. Registrar of the University of London, 1856-1879. He took a chief part as naturalist in the government expeditions sent out in H.M. ships *Lightning*, *Porcupine* and *Shearwater*, 1868-1871, for deep-sea exploration in the northern Atlantic, and in the *Challenger*, 1872-1876. Through these expeditions he contributed largely to the discussion of the vexed question of ocean circulation, in the journal of the Royal Geographical Society and other periodicals. He advocated the doctrine of a vertical circulation sustained by opposition of temperature wholly independent of and distinct from the horizontal currents produced by winds. Professor Lenz, of St. Petersburg, in 1845 advanced the same doctrine, but Carpenter was ignorant of this when the deep-sea observations begun in 1868 led him to an identical theory. President of the British Association for the Advancement of Science, 1872. Died in London, 1885. Named by George M. Dawson, Geological Survey of Canada, 1878.

See Dawson harbour.

Carr islet, Metlakatla. After the Rev. Edward Carr, clergyman of the Church of England, who was connected with the mission at Metlakatla. Cridge islands and Carr islet were named in 1862 by the officers of H.M.S. *Hecate*, who made the first survey of Metlakatla harbour under the superintendence of Captain Richards, in charge of the survey of this coast

See Metlakatla; Cridge islands; Alford reef; and Venn passage
2162-61

Carrington bay, Cortes island. After R. C. Carrington, first-class draughtsman, Hydrographic Office, Admiralty, 1864. Retired, 1875. Named by Captain Pender (master, R.N.), H.M. hired surveying vessel *Beaver*, circa 1864.

See Evans bay.

Carter bay, Finlayson channel. Named by Vancouver, in 1793, after John Carter, a native of Mitcham, Surrey, and an able seaman of the *Discovery*, aged 24 years, who died from eating poisonous mussels whilst on a boat expedition examining this part of the coast, and was buried here 16 June, 1793. The mussels were gathered on the sands and not on the rocks, in a cove about 15 miles to the north-eastward of Carter bay, and the place where they were gathered Vancouver named Poison cove and the inlet in which this cove is situated, Mussel inlet. The mussels were roasted for breakfast about 8 a.m., at 9 o'clock some of the men felt unwell, and Carter died at 1.30 p.m., after pulling his oar to the last. He had to be helped on shore from the boat. After death his body was placed in the boat and buried at the first suitable stopping place, which from this incident was named Carter bay. The other men recovered through drinking hot salt water as an emetic, but such was their foolish obstinacy that it was not until poor Carter resigned his life they could be prevailed upon to drink the hot water. His fate, however, induced them to follow the advice of their officers, and the desired effect was produced. (Muster book, H.M.S. *Discovery*; and Vancouver, 8°, IV, p. 46.)

Cartwright sound, Graham island, Q. C. Ids. Named by Vancouver, 25 September, 1793, when proceeding southwards at the termination of his second season's examination of this coast.

Cascade inlet, Dean channel. Examined by Vancouver in June, 1793, and given by him the name of Cascade channel on account of the numerous cascades along the precipitous sides of the inlet. Vancouver remarks in his journal:—"These cascades were extremely grand, and by much the largest and most tremendous of any we had ever beheld. The impetuosity with which these waters descended produced a strong current of air that reached nearly to the opposite side of the channel, though it was perfectly calm in every other direction." (Vancouver, 8°, IV, p. 15.)

It was in this inlet that Alexander (afterwards Sir Alexander) Mackenzie terminated his long and adventurous journey to these shores, having travelled overland from the Canada of those days. In his journal he states as follows regarding the termination of this journey:—

"I now mixed up some vermilion in melted grease and inscribed in large characters on the southeast face of the rock on which we had slept last night this brief memorial: 'Alexander Mackenzie from Canada by land, the twenty-second day of July, one thousand seven hundred and ninety-three.'" Mackenzie gives the position of the termination of his journey at lat., N. $52^{\circ} 20' 48''$; long., W. $128^{\circ} 2' 0''$; and in a footnote states: "This I found to be the cheek of Vancouver's Cascade canal."

While Mackenzie was on his canoe journey from where he arrived at salt water to Cascade inlet, the Indians he met with told him that some white men had been in the neighbourhood with a big war canoe. One Indian stated with an air of insolence, imitating the motion of using a gun and a sword, that the chief "Macubah" had fired on him and his friends, and that "Benzins" had struck him on the back with the flat of his sword. In mentioning this, Mackenzie states: "I do not doubt he well deserved the treatment which he described." Mackenzie also states that this Indian produced several European articles which could not have long been in his possession. (Mackenzie's *Voyages*, 1789-1793, London, 4^o, 1801, pp. 344, 349, 351.)

Mackenzie just missed meeting Vancouver, the "Macubah" of the Indians, by a few weeks, as from 27 May to 10 June, 1793, he was at anchor with his vessels in Restoration cove, Burke channel, forty-four miles southwestward of Mackenzie's outlet to salt water, now known as Bela-Kula (Bella Coola). While lying in the cove, Vancouver's boats, in charge of himself and officers, examined the neighbourhood.

Mr. John Dunn, trader and interpreter at Fort McLoughlin, saw Mackenzie's inscription in 1836, when on a trading voyage from Fort McLoughlin to Bentinck arms and Knight inlet of Vancouver. The *Beaver* was under the command of Captain Home, with Mr. Dodd as first officer.

See Bela Kula; Bentinck arms; Bella Bella; Restoration cove; Home bay; Dodd narrows; Beaver harbour; and Knight inlet.

Catala island, Esperanza inlet. Shown on the chart of Eliza and Malaspina, 1791, having been surveyed by Malaspina's officers, and named in Galiano's chart of 1792, *Isla de Catala*, after the Rev. Magin Catala, a Franciscan monk, who served at Nootka as chaplain for more than a year. He returned to California in 1794 by the corvette *Aranzazu*, commanded by Jose Tobar. Father Catala was born in 1761 in Catalonia, Spain, and arrived in Mexico in 1786. For forty-four years he was engaged on the Spanish-American

coast in missionary work, and when he died at Santa Clara, 30 November, 1830, left behind him a name of sanctity and zeal.

See Port Eliza; Malaspina inlet; Esperanza inlet; and Galiano island.

Catherine mountain (4,420 feet), Knight inlet. Named in 1865 by William Blackney, R.N., assistant surveying officer, *Beaver*, after Catherine Balfour Macdonald, wife of Senator W. J. Macdonald, Victoria, and second daughter of Captain James M. Reid, of the Hudson's Bay Company's service. In association with this name the following were given at the same time in the neighbourhood: Beatrice peak (3,410 feet), after Beatrice Moriarty, daughter of Captain Moriarty, R.N.; and Naena point, after the daughter of Mr. John Coles (late R.N.), nieces of the subject of this note. Sallie point was named after a favourite pony belonging to Senator Macdonald.

See Macdonald point; Reid island; Cole bay; Blackney passage; Adeane point; and Glendale cove.

Caution, cape (Ka-klees-la), Q. C. Sd. Named by Vancouver in May, 1793, from the dangerous navigation in the vicinity. Vancouver's ship *Discovery* was nearly lost the previous year, 6 August, 1792, on a rock about fifteen miles southeastward of Cape Caution while passing out by North channel to the ocean.

Cautious point, Bunsby islands, Ou-ou-kinsh inlet, Vancouver island. After the mythical brig *Cautious Clara*, Captain Jack Bunsby, of immortal memory in Dickens' "Dombey and Son." Named, 1862.

See Bunsby island; and Cuttle group.

Cayetano point, Porlier pass, Valdes island. After Commander Cayetano Valdes, an officer in the Spanish navy, engaged exploring this coast in command of the schooner *Mexicana*, 1792. Named by Captain John F. Parry, H.M.S. *Egeria*, on resurveying Porlier pass, 1905.

See Valdes island; Galiano island; Mexicana point; and Birch bay.

Cayuqet sound. See Kyuquot sound.

Cecil patch, Malacca passage, Chatham sound. After Cecil Robert Bloxam, R.N., navigating midshipman, H.M.S. *Malacca*, 1866-1867. Named by Captain Pender (nav. lieutenant, R.N.), *Beaver*, 1868.

See Malacca passage; Oldfield mountain; and Bloxam island.

Cecil point, Marrack island, Skeena river. After Captain Cecil W. Buckley, V.C., H.M.S. *Pylades*. On this station, 1868-1869. Named by Captain Pender (nav. lieutenant, R.N.), *Beaver*, 1863.

See Buckley point; Pylades channel; and Marrack island.

Chads island, Satellite channel. After Captain Henry Chads, H.M.S. *Portland*, flagship of Rear Admiral Fairfax Moresby. On this station, 1850-1853. Born, 1819. Entered the navy, 1832. Lieutenant, 1841. Commander, 1845. Captain, 1848. Rear admiral, 1866. Vice admiral, 1872. Admiral, 1877. K.C.B., 1887. Died, 1906. When senior lieutenant of the *Harlequin* was severely wounded in command of her boats in an encounter with pirates, on the coast of Sumatra, in 1844.

Named by Captain Richards, H.M.S. *Plumper*, 1858.

See Portland island; and Moresby island.

Chalmers anchorage, Elliott island, Malacca passage. After Francis Chalmer, R.N., midshipman, H.M.S. *Malacca*, temporarily serving, being a good draughtsman, on board H.M. hired surveying vessel *Beaver*, 1866-1867. Hence also Francis point on east side of anchorage. Sub-lieutenant, December, 1867. Lieutenant, February, 1872. Retired, August, 1872. Named by Captain Pender (nav. lieutenant, R.N.), *Beaver*, 1867.

See Malacca passage; and Noble islets.

Chancellor channel. Given this name by Captain Richards during his survey, 1860, as it passes between the islands and channel named after, or in connection with, Lord Chancellors of England, by Captain Vancouver in 1792.

See Thurlow island; and Loughborough inlet.

Chapman point, Tugwell island, Metlakatla. Named by William Duncan, of the mission station, Metlakatla, after the Rev. John Chapman, B.D., secretary of the Church Missionary Society for many years, 1856, &c. Name adopted by Captain Richards, H.M. surveying vessel *Hecate*, on surveying the harbour of Metlakatla in 1862.

See Duncan island; Venn passage; and Metlakatla.

Charles point, Bawden bay, Clayoquot sound. After Charles Bawden, R.N., master, H.M.S. *Bacchante*, flagship of Rear Admiral Sir Thomas Maitland, Knt., C.B., commander in chief. On this station, 1860-1863.

See Bawden bay.

Charles rocks, Prevost island. After Captain James Charles Prevost, H.M.S. *Satellite*. On this station, 1857-1860.

See Prevost island.

Charlie islands, Beaver harbour. Thus named by Captain Richards, R.N., on harbour plan, dated 1860. On the plan of an earlier survey made in 1851, by Lieutenant George Hope Mansell.

H.M.S. *Daphne*, the islands are named "The Two Charleys," after two little boys, Charley Beardmore and Charley Blinkinsop, sons of officers in the Hudson's Bay service stationed at the time at Fort Rupert. (Personal reminiscence to writer from Mr. George Blinkinsop.)

See Blinkinsop bay; Beaver harbour; Dedalus passage; and Fort Rupert.

Chase river, Nanaimo. See Gallows point.

Chatfield island, Seaforth channel. After Captain Alfred John Chatfield, R.N., H.M.S. *Amethyst*, 14 guns. On this station, 1875-1878. The Earl of Dufferin, Governor General of Canada, and the Countess of Dufferin, made a cruise with Captain Chatfield in the *Amethyst* along the inside channels of the coast of British Columbia, August and September, 1876.

Entered the navy, 1846. Lieutenant, 1854, and served during the Russian war, 1854-1856, on the Mediterranean station in the steam frigate *Gladiator*, 6 guns. Commander, 1862. Captain, 1868. Rear admiral, 1886. C.B., 1887. Vice admiral, retired, 1891. Living 1906. Named by the Hydrographic Office, Admiralty, 1876.

See Amethyst cascade; Dufferin island; and Countess of Dufferin range.

Chatham point, Vancouver island, Johnstone strait. **Chatham islands**, Baynes channel, Haro strait. **Chatham channel**, Knight inlet. Chatham point was named by Vancouver in 1792 after H.M.S. *Chatham*, the small consort of the *Discovery*, and, at that time, commanded by Lieut. Commander Broughton, R.N. The vessel was doubtless named after the Earl of Chatham who, when Vancouver sailed from England, was First Lord of the Admiralty. The *Chatham* was built at Dover, and is described as "an armed tender, mounting four three-pounders and six swivels, 135 tons burthen, and sheathed with copper." She was brig rigged, and carried a crew of fifty-five all told. (Vancouver, 8^o, I, pp. 49-50; and Muster book, *Chatham*.) On Broughton leaving for England early in 1793, Lieut. Puget, of the *Discovery*, was placed by Vancouver in command of the *Chatham*.

The Chatham islands were named previously to the survey of Captain Richards in 1858, and probably by Captain Kellett or Lieut. Commander Wood, 1846-1847, in association with *Discovery* island. Chatham channel was named by Captain Pender (master, R.N.), *Beaver*, circa 1866, because Broughton examined this neighbourhood in the *Chatham* in 1792.

See *Discovery* island; Broughton strait; Johnstone strait; Hanson island; Puget sound; Kellett bluff; Pandora peak; and Richards, Admiral Sir George H.

Chatham sound, British Columbia. **Chatham strait**, Alaska, United States territory. The former named (according to Vancouver when he arrived in the neighbourhood in July, 1793) by some previous visitors (doubtless by Captain Duncan in 1788), and the latter by Vancouver in August, 1794, after John Pitt, second Earl of Chatham, who from July, 1788 to December, 1794, was First Lord of the Admiralty. (Vancouver, 8°, IV, pp. 89, 100; VI, p. 55.) He was the eldest son of William Pitt, the great statesman, and first Earl of Chatham, and was born 10 September, 1756. His younger brother was William Pitt, prime minister of England for many years, who was said to be not only a chip of the old block but the whole block itself. Entering the army, John was appointed lieutenant in the 39th foot in 1778, the year he succeeded his father as second Earl of Chatham, and served as a subaltern during the siege of Gibraltar, 1779-1783, when he made the acquaintance of midshipman George Duff, who was fortunate in after years to benefit by his lordship's patronage. In July, 1788, his younger brother, then prime minister, invited him to join his ministry, and he entered the cabinet on 16 July as First Lord of the Admiralty. On retiring from the Admiralty he was appointed Lord Privy Seal and, from that office, in 1796 to the presidency of the Council, which he retained till his brother's resignation in July, 1801. He meanwhile retained his connection with the army, attaining the rank of lieutenant-general in 1802. In 1809 he was in command of the unfortunate Walcheren expedition with Rear Admiral Sir Richard Strachan. The expedition, fitted out at an enormous cost, effected nothing beyond the capture of Flushing, and its return home was the signal for an outbreak of angry recriminations. An inquiry into his conduct was held, and the revelations deeply compromised his reputation. He attributed fatal delays in his early movements to the dilatoriness of Strachan, which becoming known to the latter he wrote a reply stating that his ships had done all that from the nature of things they could do, and Strachan's friends retaliated with a charge of unpunctuality against Chatham, and applied to him the sobriquet of "the late" Earl of Chatham. The situation gave rise to the epigram:—

"Great Chatham with his sabre drawn,
 Stood waiting for Sir Richard Strachan;
Sir Richard longing to be at 'em,
 Stood waiting for the Earl of Chatham."

Notwithstanding his condemnation, Chatham received further promotion. General, 1812. In 1820, on the death of the Duke of

Kent, appointed governor of Gibraltar, which post he held till his death, which occurred in London, 24 September, 1835. Chatham strongly resembled his father "in face and person" and in nothing else. He was extraordinarily distant in manner, which was said "to forbid approach and prohibit all familiarity." (Dict. Nat. Biog., XIV, pp. 344-345; Naval Chronicle, 1806, XV, p. 268.)

See Pitt island; Grenvil. channel; Rivers inlet; and Duff point.

Chemainus bay, Stuart channel, Vancouver island. After the Chemainus tribe of Indians who have resided in this neighbourhood since time immemorial. Known for many years as Horse-shoe bay, the name given to it, on account of its shape, by Captain Richards, H.M. surveying vessel *Plumper*, 1859, in which year land was taken up by settlers in the Chemainus district. (*Colonist*, 11 and 13 July, 1859.) Name changed to Chemainus, by the British Hydrographic Office in 1895, as being in accord with the name of the settlement and large lumbering industry established here in 1882, the latter known as the "Chemainus Saw mill," owned by the Victoria Lumber Company, and the name of Horse-shoe bay discontinued. A small lighthouse was established on Bare point, east shore of Chemainus bay, in October, 1897.

See Kulleet bay; Crofton; and Cowichan bay.

Cheslakee, Nimpkish river, Broughton strait, Vancouver island. A populous Indian village when visited by Vancouver in June, 1792; mentioned in his journal as Cheslakee's village, and the name adopted on his chart. The Indian name of the place has since been known to be Whulk. The terraces where the houses stood are still to be seen on the west bank of the river, but the site has been abandoned for years. Captain Richards notes in his journal, in 1860, that the houses had then disappeared. The Indians have now their residence in Alert bay, Cormorant island, on the other side of the strait and opposite their old home.

See Alert bay; Cormorant island; Nimpkish river; Karmutzen lake; and Hankin island.

Chismore passage, Porcher island. **Chismore range** (1484-1,570 feet), Porcher island. After Dr. Chismore, United States army. Stationed with a detachment of the 2nd U.S. Artillery at Tongass island, Alaska, 1868. Named by Captain Pender (nav. lieutenant, R.N.), surveying vessel *Beaver*, circa 1868.

See Pearse island.

Chowitzen bay. See Becher bay.

Christie pass, between Balaklava and Hurst islands, New channel. **Christie islands**, Browning entrance, Hecate strait. After

George Christie, R.N., master, H.M. gun vessel *Sparrowhawk*, Commander Porcher. Mr. Christie was on this station, 1866-1869, and left the navy in October, 1875. Master, 1864. Named by Captain Pender (master, R.N.), *Beaver*, circa 1866.

See Sparrowhawk rock.

Christopher point, Rivers inlet. After Christopher James Walbran, of Ripon, Yorkshire, son of John Walbran, mayor of the city, 1840-1841. Born 1825. Married in 1847, Sarah, daughter of the Rev. Thomas Horsfall. Died 1853. He was an ardent student of Shakespeare, and gave many lectures on this his favourite study. Author of "Quotations from Shakespeare," a work giving short extracts from the principal plays of the poet. Published 1849. Named by the writer when in command of the C.P.N. Company's steamer *Danube*, 1890.

See Horsfall island; and Walbran island.

Church island and **Church cape**, Becher bay, Vancouver island. After Lieutenant William Harvey Church, R.N., a surveying officer. Lieutenant, 1838. Commander, 1854. On the books of H.M.S. *Fisgard*, guardship at Woolwich, for surveying duties, 1854-1857. Named by Captain Henry Kellett, H.M.S. *Herald*, on making a survey of Becher bay in 1846.

See Becher bay; Bedford islands; Kellett bluff; Herald rock; and Fisgard island.

Clan-Ninick harbour, Kyuquot. (Kai-ne-nitt.) After a chief of the Kyuquot tribe residing at the village of Actiss on Village island. Lieutenant P. J. Hankin, H.M.S. *Hecate*, in his interesting report (in the *Colonist* of December 13, 1862) to Captain Richards of an exploring trip he made across Vancouver island in May and June, 1862, mentions this chief as follows:—

"The chief of the tribe is quite a young man, apparently not more than 22 or 23 years of age; his name is Kai-ne-nitt. He appears to possess more influence with his tribe than any other chief I have met." Owing to unfavourable weather, Hankin stayed a few days at the village of Actiss, where the chief did what he could to make Hankin and his companion comfortable. Sports were got up by the Indians in which all joined. For the Indian guides across the island, six of them, 300 blankets were given the tribe and five blankets and two shirts to each of the guides, who also carried everything. Hankin states in his report that the Indians did not appear to have any religious belief whatever. Named by Captain Richards, H.M.S. *Hecate*, 1862.

See Hankin island.

Clapp passage, Gilford island. After Edward Seobell Clapp, navigating lieutenant, H.M.S. *Scout*, Captain Ralph Peter Cator. On this station, 1871-1873. Staff commander, 1879. Commander, retired, 1890. Died, 1902. The *Scout* was on this station a previous commission, 1866-1867, Captain Price.

See Price island.

Clara islet, Bunsby islands, Ou-ou-kinsh inlet, Vancouver island. After the mythical brig *Cautious Clara*. Named 1862.

See Cautious point; Bunsby islands and Cuttle group.

Claydon bay, Wells passage, Q. C. Sd. After Claydon House, Buckinghamshire, residence of Sir Harry Verney, Bart., having been in the possession of the family of Verney since the time of Sir Ralph Verney, Knt., who was lord mayor of London in 1465. The present mansion dates from the early part of the 18th century. Sir Harry Verney's eldest son, Lieutenant Edmund Hope Verney, was in command, on this station, of the gunboat *Grappler*, 1860-1865. Hence the association in this neighbourhood of "Sir Harry range," and "Verney mountain," also "Florence mountain and Nightingale mountain," the latter mountains being named after Florence Nightingale, who was a sister of Sir Harry Verney's second wife. Named by Captain Pender (master, R.N.), *Beaver*, 1865.

See Verney mountain; Verney passage; Grappler reef; Parthenope mountain; Nightingale mountain; and Embley lagoon.

Clayoquot sound, Vancouver island. The name of this sound is derived from the tribe of Indians residing here, and was spelt by the early traders, dating from 1785, Clloquatt, Clayocuat, Klaoquatt and Klahoquaht. In 1787 Captain Barkley, of the *Imperial Eagle*, named it Wickaninnish's sound, from the hereditary name of the principal chief residing here. Captain Meares spells this name Wicananish, and in his book gives a graphic account of a visit he paid this potentate on 14 June, 1788. (Meares, 4°, pp. 139-140.) Meares named the portion of the sound near the chief's village, Port Cox, and in the book above mentioned (p. 143) is given a plan of the harbour. The number of Indians residing in the sound in 1788 is estimated at four thousand; their present number (census, 1904) is about five hundred, divided about equally between the two villages of Clayoquot and Ahousat.

It was in this sound, at anchor off Village harbour, that the Indians, in 1811, attacked the American ship *Tonquin*, Captain Jonathan Thorn, and Alexander McKay, supercargo and trading officer, and killed the captain and nearly the whole of the crew before the latter managed to drive their assailants overboard. The full facts of

the tragedy can never be correctly known, as the only survivor was an Indian interpreter engaged before the ship left the Columbia river. The *Tonquin* had lately arrived from New York at Astoria, and sailed from there, on 5 June, on a trading voyage along the coast to the northward. According to the survivor's story, which was told on his return to Astoria to Ross Cox and others, the ship anchored a few days after leaving the Columbia at a place, the interpreter called, Newitti, and commenced trading with the natives. Subsequent events show that this place was Clayoquot sound, Vancouver island. Here Captain Thorn by his harsh and arbitrary conduct greatly exasperated the Indians, afterwards treating them with contempt, much against the will of McKay, who was fully aware of their savage and treacherous nature. This conduct of the captain led to dreadful results. A few days after her arrival the natives attacked the ship, killed the captain and nearly the whole crew, as above stated, before the latter could obtain shelter and retaliate. The five survivors cleared the ship of the Indians, and after night-fall attempted, with the exception of one who was badly wounded, to make their escape in a boat. The next day the Indians crowded on board the apparently deserted ship, and when the decks were filled with them she blew up with a tremendous explosion.

The interpreter, who had been taken on shore the previous day by the Indians, stated that the bay presented an awful spectacle after the catastrophe. The ship had disappeared, but the bay was covered with fragments of the vessel, with shattered canoes and Indians swimming for their lives or struggling in the agonies of death. The wounded man, seen on board before the calamity, and who it was understood was Mr. Lewis, the clerk, had blown the ship up. The men who escaped in the boat were ultimately captured and killed. The blowing up of the *Tonquin* was long remembered in and around Clayoquot sound, the place tradition assigns to the tragedy being in Templar channel, near the old village of Echatchet. Rev. A. J. Brabant informed the writer that he can recollect the old people speaking of the disaster in terms of awe, and has been told that after the explosion the bay around was strewn with blankets, which were treasured on account of their excellence. These blankets were long afterwards looked upon as different and superior to all others, and spoken of as "Clackwahitske." (See Annual Register, 1813, Vol. 55, p. 83.)

In John K. Townsend's "Narrative of a Journey across the Rocky Mountains," in 1834 (published 1837), he records his meeting on the plains with Thomas McKay, "an Indian trader of some note," and stepson of Dr. John McLoughlin, of Fort Vancouver, and

son of Alexander McKay, of the *Tonquin*. "I have often heard McKay speak of the tragical fate of his parent, and with the bitter animosity and love of revenge inherited from his Indian mother, I have heard him declare that he will yet be known on the coast as the avenger of blood."

At the close of 1791 the American vessel *Columbia*, Captain Gray, wintered in Clayoquot sound, where the crew erected a fort in which they resided, and also built a small schooner named the *Adventure*, the second vessel constructed on this coast, the first being the *Northwest America*, at Nootka, 1788. In the spring of 1792, Gray proceeded southward in the *Columbia*, and discovered the large river which he named after his ship. From this river he returned to Nootka. The *Adventure* went from Clayoquot to the Queen Charlotte islands in charge of Mr. Haswell, the mate of the *Columbia*, and was subsequently sold to Quadra for seventy-five choice sea otter skins in September, 1792.

The name Clayoquot is derived from "Tla-o" or "Cla-o," meaning another, or different. "aht" means people or village, hence "Cla-o-quah" means people different from what they used to be. There is a tradition to the effect that the inhabitants here were originally quiet and peaceful, later they became quarrelsome and treacherous; hence they were called by their neighbours "Cla-o-quah." (Rev. A. J. Brabant.)

See Ahousat; Wakennenish island; Meares island; Henderson lake; Port Ingham; Kendrick arm; Houston Stewart channel; Massacre bay; Matilda creek; Hankin island; Bawden bay; Cox point; Quadra island; Naspiti inlet; Barkley sound; and Brabant island.

Clerke islet and **Clerke reefs**, cape Cook, Vancouver island. After Commander Charles Clerke, second in command on Cook's third and last voyage, which proved fatal to both commanders. Born 1741, son of Joseph Clerke of Weatherfield, Essex, and entered the navy about 1755. He was serving on board the *Bellona* when she captured the *Courageux*, 1 August, 1761. During the action Clerke was stationed in the mizzen-top, and when the mizzen-mast was shot away, fell with it into the sea. Served as midshipman on the *Dolphin* with Commodore the Hon. John Byron on his voyage round the world. Served as master's mate in the *Endeavour*, on Cook's first voyage round the world, and was promoted during the voyage to lieutenant. Sailed with Cook on his second voyage in the *Resolution*, as lieutenant, and on his return to England in 1775 was advanced to the rank of commander, and, in 1776, appointed to the *Discovery*. On the death of Captain Cook, he succeeded to the command of the expedition, which, however, he did not long enjoy, dying

of a lingering consumption about six months afterwards, at Avatcha bay, Kamchatka, 22 August, 1779. Gore then succeeded to the command of the *Resolution*, and King to the *Discovery*. (Cook's 3rd Voyage, 4^o. III. p. 280.) Named by Captain Richards, H.M.S. *Hecate*, 1862.

See Cape Cook; Gore island; and King passage.

Clifford point, Bawden bay, Clayoquot sound. After Clifford Bawden, R.N., son of Commander Charles Bawden, R.N. Entered the navy, master's assistant, 1863. Navigating sub-lieutenant, 1868. Navigating lieutenant, 1876. Staff commander, 1887. Staff commander H.M.S. *Warspite*, Captain the Hon. Hedworth Lambton, flagship of Rear Admiral Charles Frederick Hotham, commander in chief. On this station, 1890-1893. Staff captain, 1902. Appointed to Devonport dockyard, assistant to staff captain and Queen's harbour master, 1902.

See Bawden bay.

Clio bay, Kitimat arm. **Clio channel**, Turnour island, Knight inlet. After H.M. screw corvette *Clio*, 1,472 tons, 400 h.p., 22 guns, built at Sheerness, 1857. Had two commissions on this station, 1859-1862, Captain Thomas Miller. 1864-1868, Captain Nicholas E. B. Turnour. From 16 November to 31 December, 1865, the *Clio* was engaged on a cruise from Esquimalt along the coast of British Columbia, as far as Port Simpson, in search of what was common in those days, the ubiquitous whisky smuggler. On the way the *Clio* raided suspected Indian villages and destroyed gallons of alcoholic poison found there. From Metlakatla a special trip was made to Kitimat and back to Port Simpson, an alarming rumour having reached the *Clio* that the Indians at Kitimat had killed and devoured an Indian boy. The rumour could not be verified, but several Indians were arrested for illicit practices. It was on this trip to Kitimat, in the month of December, that *Clio* bay was named by the officers of the vessel, who reported the bay as an excellent anchorage. Three small vessels were captured in the vicinity of Port Simpson, not exactly red-handed, in the whisky traffic, but near enough to satisfy Mr. William Duncan, J.P., who presided at the court held on board the *Clio* at Port Simpson, to convict the captain and mate of the schooner *Nonpareil*, fining the former £800 or eight years' imprisonment, and the latter £200 or two years; and Captain Jack Knight, of the sloop *Eagle*, £500 or five years, and his mate and cook £100 each or one year each. (For long account of this cruise, taken from the diary of the pilot, see *Colonist*, 5 and 6 January, 1866.) These exceptionally severe sentences were appealed from, the result

being that on the prisoners being brought before Mr. Justice Begbie, on the 8 January, at New Westminster, they were released on their own recognizances of £100 each. (*Colonist*, 11 January, 1866.) The general effect of these legal proceedings, on the Indians, was harmful, for they could not reconcile the harshness of the convictions at Port Simpson with the leniency of the appeal at New Westminster, and the result was to indirectly foster the illegal traffic. Clio channel named by Captain Pender (master, R.N.), *Beaver*, circa 1866.

See Duncan island; Owcekeyno lake; Rebecca spit; and Tarnour island.

Cloak bay, North island, Q. C. Ids. Named by Captain Dixon, 3 July, 1787, from the large number of beautiful sea otter cloaks he obtained from the Indians while hove-to off the bay in the Queen Charlotte during his voyage southwards along the west shore of what is now the Queen Charlotte islands.

See Queen Charlotte islands; and Dixon entrance.

Clo-oose village. See Barkley sound; and Nitinat lake.

Clover point, Beacon hill, Victoria. Chief factor James Douglas (afterwards Governor Sir James Douglas, K.C.B.) in the summer of 1841, made a careful preliminary examination of the southern shore of Vancouver island with the view of selecting a suitable site for a new post to be the headquarters of the Hudson's Bay Company on the Pacific coast. The necessity of establishing another southern post which would be indisputably in British territory had for some years engaged the attention of the company, as it was expected that, when the Oregon boundary was definitely settled, Fort Vancouver and Nisqually would be on the American side of the line. Probably it was to this end that Captain McNeill in the *Beaver* made his exploration of this neighbourhood in the summer of 1837. The writer has been informed by a descendant of Sir James Douglas (his grandson) that the point now known as Clover point is where Sir James first landed, from the *Beaver*, in the vicinity of what is now Victoria, and that the latter named the point himself from the fact that a large area of ground here was found covered with a species of red clover, growing most luxuriantly. From Clover point the party walked along the shore to the open ground at the hill now known as Beacon hill, and thence across to the harbour or canal of, what Douglas calls, Camosack, the Indian name, meaning "rushing water," i.e., the gorge, the "Camosun" later of Finlayson. On this harbour in the year 1843 the post was established.

See Victoria; Douglas channel; Lowe inlet; Port McNeill; Beacon hill; and Finlayson channel.

Coburg peninsula, Royal roads, Victoria. Named, in 1847, after H.R.H. Prince Albert of Saxe-Coburg and Gotha, by Lieut. Commander James Wood, H.M. surveying vessel *Pandora*, in association with cape Saxe, and Gotha point.

See Albert head; Victoria; Royal roads; Cape Saxe; and Gotha point.

Cockatrice bay, Broughton island, Q. C. Id. After H.M. gunboat *Cockatrice*, brigantine, 6 guns, 182 tons, designed by Seppings and built at Pembroke in 1832. The *Cockatrice* was in this quarter of the world for many years, appearing in the navy lists in 1836 as commissioned for the South American station, and was tender to the flagships in the Pacific, 1848-1857. In 1851, William W. Dillon, R.N., master, was in command in these waters. Named, circa 1860.

See Dillon rock; Freshfield point; and Seppings island.

Cockburn, cape, Nelson island. After Admiral Sir George Cockburn, Bart., who as Captain Cockburn of the *Minerve* frigate, bearing the broad pennant of Commodore Nelson, joined the fleet of Sir John Jervis the evening before the battle of St. Vincent, when Nelson transferred his pennant to the *Captain*. Born in 1772, second son of Sir James Cockburn, Bart., he entered the service at the age of nine, rated as captain's servant on the books of the *Resource* frigate, and afterwards of the *William and Mary* yacht. He did not really go to sea till 1786, and after serving in the East Indies, Channel and Mediterranean was confirmed in the rank of lieutenant, 2 January, 1793. In June he was appointed as one of the lieutenants of the *Victory*, Lord Hood's flagship, off Toulon, and in October was promoted to the command of the *Speedy* sloop, the small vessel in which Lord Dundonald, in 1801, won such fame.

Captain, 1794, and joined the *Meleager* frigate, in which he served in 1795 in the gulf of Genoa under the immediate orders of Captain Nelson, whose friendship Cockburn won by his zeal during an irksome period of service. In 1796 was moved into the *Minerve*, a large frigate lately captured from the French, and on board which Nelson hoisted his broad pennant when he went from Gibraltar to relieve Elba. On returning from this service to join Sir John Jervis off St. Vincent the frigate was chased in the Strait of Gibraltar by some Spanish line-of-battle ships, when the following incident occurred: A seaman accidentally fell overboard; Lieutenant Hardy, a friend and follower of Nelson, went after the man in a boat which was unable to rejoin the frigate owing to the current and the way on the vessel. With the words 'By God! I'll not lose Hardy, back the mizzen topsail,' Nelson had the *Minerve* brought to the wind and the boat picked up. The man was unfortunately lost. This bold pro-

ceeding so astenished the Dons that the leading line-of-battle ship also came to the wind, the others followed her example and the frigate, filling away again, escaped. Rear Admiral, 1812. During the American war, Admiral Cockburn, with his friend Major Henry Ross, in 1813 commanding the joint naval and military forces, captured the city of Washington and destroyed government stores of an immense value. K.C.B., 2nd Jan., 1815, and in August, Sir George, in the *Northumberland*, conveyed Napoleon to St. Helena, and landed his illustrious prisoner there on the 15th October, remaining in the two-fold character of governor of the island and commander in chief of the station until relieved, in June, 1816, by Sir Hudson Lowe and Rear Admiral Sir Pulteney Malcolm. He quitted the island 19th June and arrived at Spithead on the 1st August. Sir George immediately set off for London to give an account of his mission, and received from the Prince Regent and Earl Bathurst the highest commendation for the able, steady and judicious manner in which he had executed the delicate charge intrusted to him. G.C.B., 1818. Vice Admiral, 1819, but had no employment till December, 1832, when he was appointed commander in chief, North America and West Indies station. Returned in 1836, when his career afloat ended. Admiral, 1837. M.P. for Ripon, 1841. First Lord of the Admiralty, 1841-1846. On the death of his brother James without a son, February, 1852, he succeeded to the baronetcy, a dignity which he enjoyed for only a short time. Died 19th August, 1853. Named by Captain Richards, H.M. surveying vessel *Plumper*, circa 1859.

See Nelson island; Hardy bay; Malcolm island; and Jervis inlet.

Coghlan rock, Royal bay, Victoria. **Coghlan anchorage**, Grenville channel. **Coghlan rock**, Moffat islands, Chatham sound. After Nav. Lieut. James Edmond Coghlan, R.N., assistant surveying officer, H.M. hired surveying vessel *Beaver*, Staff Commander Pender, 1868-1870. Second master, 1866. Nav. Lieut., 1867. Staff Commander, 1879. Captain, retired, 1897. Residing in England, 1906. In charge of survey, Mauritius, 1876-1878. Australia, West, 1882-1887. Assistant surveying officer, coast of England, H.M. paddle steamer *Triton*, 1887-1892. Named by Staff Commander Pender, circa 1869.

A naval friend has informed the writer that the subject of this note was known in the Hydrographic department, Admiralty, as Captain "Jerry" Coghlan. For interesting account of Captain Jeremiah Coghlan, R.N., C.B., a hard fighter in the early years of the last century, see Dict. Nat. Biog. Supp. Vol. II, p. 39.

See Pender island; and Beaver harbour.

Cole bay, Saanich arm, Vancouver island. After John Coles, late midshipman, R.N., H.M.S. *Thetis*, Captain Kuper, C.B., on this station, 1851-1853. Born in London, son of Charles Coles, and entered the navy in 1847. On returning to England in the *Thetis*, in 1854, served in H.M. ships *Euryalus* and *Powerful* as mate (sub-lieut.), and at the close of the Russian war retired from the service. Returned to Vancouver island in 1857, and took up land at Saanich, in the neighbourhood of the bay named after him, where he resided until 1866 when he returned to England. Whilst residing on Vancouver island he was member for Saanich in the first Legislative Assembly at Victoria. Curator of the Royal Geographical Society, 1877-1900, and Travel Editor of the "Field" from 1884, which position he still holds. F.R.A.S., F.R.G.S. Residing at Liphook, Hampshire, 1906. Named by Captain Richards, H.M.S. *Plumper*, 1860.

See Fisgard island; Duntze head; and Inskip island.

Cole island, Esquimalt. After Edmund Picoti Cole, R.N., master, H.M.S. *Fisgard*, Captain J. A. Duntze. On this station, 1843-1847. Master, 1838. Commander, retired, 1858. Died, 1877. Named by Lieut. Commander Wood, H.M. surveying vessel *Pandora*, 1847.

See Fisgard island; Duntz head; and Inskip island.

Collins point, Gardner inlet. After Lieutenant Commander William Collins, H.M. gun vessel *Boxer*. On this station, 1873-1875. Paid vessel off at Sheerness, September, 1875. Entered the navy, 1856. Lieutenant, 1864. Senior lieutenant of H.M.S. *Crocodile*, 1876, when directed by the Admiralty to report on the inlets suitable for a terminus for the C.P.R., in connection with their land surveys made on this coast while he commanded the *Boxer*. (See Report of Sandford Fleming, 1877, p. 280.) Commander, 1878. Captain, retired, 1886. Rear Admiral, 1901. Living, 1906. Named by the officers of the C.P.R. survey, circa 1875.

In connection with the officers of the *Boxer*, the following names were given to points in Ursula channel: Tomkinson point, after Sub-lieutenant Edward P. Tomkinson, R.N., senior lieutenant; Riordan point, after Thomas R. Riordan, R.N., surgeon; and Moody point, after Nav. Sub-lieutenant Thomas B. Moody, R.N. These officers were serving on the *Boxer*, 1871-1875.

See *Boxer* channel; Port Fleming; Smith island; Richardson point; Triumph bay; and Gardner inlet.

Collingwood channel, Howe sound. **Collingwood mountain** (3,255 feet), Port Neville. After Vice Admiral Lord Collingwood,

who, as Captain Cuthbert Collingwood, of H.M.S. *Barfleur*, flagship of Rear Admiral George Boyer, had an important share in the battle of the 1st of June, 1794. He was of an old Northumberland family which had fallen into reduced circumstances during the civil war of the 17th century. Born at Newcastle-on-Tyne, 2 September, 1750, he entered the navy as a volunteer, 1761, on board the *Shannon* frigate. Lieutenant, 1775. Commander, 1779. Captain, 1780. Rear admiral, 1799. Vice admiral, 1804. At the battle of St. Vincent, Collingwood had command of the *Excellent*, and assisted, as he mentions in one of his letters to Nelson, "in giving the Spaniards a good drubbing."

Collingwood inherited immortal fame when he acted as second in command to the naval hero, Lord Nelson, at the battle of Trafalgar, 21 Oct., 1805, and led the lee line into action with his flagship *Royal Sovereign*, Captain Rotherham. Nelson and Collingwood had been friends throughout their whole naval career and thoroughly understood and valued each other. When the *Royal Sovereign* was on the point of breaking through the enemy's line at Trafalgar, Nelson saw it and exclaimed to Captain Hardy, "See how that gallant fellow Collingwood takes his ship into action." On the *Royal Sovereign* the feeling was reciprocated by Collingwood, as her heavy broadsides were poured into the enemy within pistol shot, by turning to his flag captain and saying, "Rotherham, what would Nelson give to be here." (Naval Chronicle, Biography and portrait, 1806, XV, pp. 353-385.) The 3rd lieutenant of the *Royal Sovereign*, Joseph Simmonds, was the man who fired the first shot at Trafalgar. He died at Southsea, retired commander, 17 March, 1838. (Annual Register, 1838, Vol. 80, p. 207.)

By Nelson's death in the hour of victory at Trafalgar, Collingwood succeeded to the chief command, and thus, in popular estimation, reaped a certain portion of the glory which, had Nelson lived, would have fallen to him alone. After Trafalgar, war on the sea was practically at an end. Vice Admiral Collingwood was created a baron of the United Kingdom with a pension of £2,000, but the favour he asked for, not having a son, that the barony descended to his daughters, was not granted. He remained in command of the Mediterranean squadron until 1810, and died on his flagship *Ville de Paris*, on his way home, 7 March, 1810. "He stepped into his boat at Plymouth dock on the last day of April, 1805, at one o'clock, weighed at four the next morning, and returned in April, 1810, a peer and a corpse." (Naval Chronicle, 1810, Vol. 23, p. 352.) Lord Collingwood was buried in the crypt of St. Paul's Cathedral by the side of Nelson.

There was another officer in the British fleet at Trafalgar of the name of Collingwood, midshipman on board the *Victory*, and to him, Francis Edward Collingwood, is ascribed the honour of being the avenger of Nelson's death, having shot the Frenchman in the mizzen-top of the *Redoubtable*, who was seen to take deliberate aim at the English hero the moment before he fell. Died at Tralce, retired commander, 15 December, 1835. (Annual Register, 1836, p. 181. Maunder's Treasury, p. 186.) Named by Captain Richards, 1860 and 1861.

See Wilfred point; Nelson island; Jervis inlet; Barfleur passage; Denny rocks, Rose harbour; Newcastle island; Cotton point; and Howe sound.

Collinson point, Galiano island, Active pass. After William Tomkins Collinson, J.P., who arrived on this coast in 1858, and has resided for the last twenty-six years at Miners bay. Born near Middleton Tyas, Yorkshire, 11 Sept., 1839. In the early days of the colony he travelled extensively throughout Vancouver island and British Columbia, when the Indians were a factor that had to be considered, for if an opportunity occurred of their obtaining the upper hand they were exceedingly dangerous. Near Collinson point, May, 1863, three of the Lamalehi Indians were captured who were concerned in the atrocious murder on Saturna island of a settler and his daughter the previous November. (*Colonist*, 6 May, 1863.) H.M. vessels *Forward*, *Grappler*, *Devastation* and *Cameleon* were despatched against the savages, who, after their village on Kuper island had been destroyed, fled across the gulf to the American shore. One or two of the old band have of later years returned and now reside with the Penelakuts. Named by Commander John F. Parry, H.M. surveying vessel *Egeria*, on resurveying Active pass in 1904.

See Cowichan bay; Lamalehi bay; Ganges harbour; Forward inlet; Penelakut spit; and Miners bay.

Collision bay, Moresby island, Q.C. Ids. After William Henry Collison, native of Ireland, and a graduate of the Church Missionary College, Islington, London, who was the first missionary to the Haidas of Queen Charlotte islands. He arrived on this coast from England in 1873 and landed at Masset in June, 1876, having crossed over from the mainland by canoe, manned by Tsimpsian Indians, and in the following November took up his residence there accompanied by his wife. The Haidas were then uncivilized and a powerful race, dreaded by the south coast Indians of British Columbia. In March, 1877, Mr. and Mrs. Collison were compelled to retreat to Metlakatla in an open canoe, the passage occupying three days, but returned again shortly. Went to England in 1878, where he was

ordained, and the following year returned to Metlakatla, resuming mission work, being transferred in 1883 to Kincolith, Nass bay, where he now resides. Appointed Archdeacon, 1891. For thirty-three years the Venerable Archdeacon Collison has laboured amongst the Tsimpisians, Haidas, Nishgars and Kitiksians, and is thoroughly conversant with the habits, character and language of the northern coast Indians of British Columbia. Named by G. M. Dawson, F.R.S., 1878.

See Masset; Metlakatla; Nass river; Kincolith; and Dawson harbour

Colnett mountain (2,616 feet), Meares island, Clayoquot sound. After Lieutenant James Colnett, R.N., in command of the fur trading snow *Argonaut*, one of the prominent seamen in the dispute between England and Spain regarding the right to trade and establish settlements on these shores, 1789-1790.

Colnett had served in the navy under Captain Cook, having been a midshipman in the *Resolution* on Cook's second voyage round the world, 1772-1775, and, previous to taking command in the merchant service, had been many years a lieutenant. Colnett, when on the *Resolution*, on the 4 Sept., 1774, was the first to sight the large island to which Cook gave the name of New Caledonia, the point seen being named after him, Cape Colnett. He first visited this coast in 1787, in command of the ship *Prince of Wales*, accompanied by the sloop *Princess Royal*, fitted out by the same owners as Portlock and Dixon. The voyage was successful, the furs being sold in China, whence the *Prince of Wales* returned to England with tea, Colnett remaining in China.

A company of merchants in China having formed an association for trading to this coast and forming settlements, the management of its affairs was committed to Captain Meares, and the *Argonaut* was purchased and placed in charge of Captain Colnett, and with her consort, the *Princess Royal*, Captain Hudson, sailed for Nootka in April, 1789. The *Princess Royal* arrived at Nootka in June, the *Argonaut* in July, and were seized by the Spaniards, the latter claiming sole right to the coast and sea, and the vessels, with officers and crew as prisoners, sent to San Blas. This high-handed conduct of Don Estevan Martinez, the Spanish naval officer in charge of Nootka, so affected Captain Colnett as to endanger his life, and several of the crew died during the thirteen months they were prisoners. The news of the seizure at last reached England, and Captain Meares hurrying there from China with full particulars, placed them before the British parliament. ("Petition of Captain Meares," Annual Register, 1790, XXXII, pp. 285-286; also Meares,

4^e, Appendix.) The British government resented strongly the action of the Spanish authorities, and took such measures that the vessels were restored, a substantial indemnity paid, and Nootka ultimately abandoned. On being released and his ship restored to him, Captain Colnett sailed for Nootka to receive possession of the *Princess Royal*, but on arrival, finding the place temporarily deserted, proceeded to China, which he reached in the latter part of 1790. The following year the *Princess Royal* was delivered up to him at the Sandwich islands. In 1793-1794, Captain Colnett made a voyage to the Pacific ocean for the purpose of discovering such parts as might afford the South sea whalers the necessary advantages of refreshment and security to refit. The sloop of war *Rattler* was purchased from the Admiralty by Messrs. Enderby and Sons, engaged in the whaling industry, and fitted as a whaler for this purpose. The voyage was not a financial success. On his return Colnett published an account of this voyage, entitled "A voyage to the South Atlantic and round Cape Horn for the purpose of extending the spermæcti whale fisheries," London, quarto, 1798. On page 96 of this volume Captain Colnett gives an extended account, in a footnote, of his seizure by the Spaniards in 1789. Named by Captain Richards, H.M. surveying vessel *Hecate*, 1861.

See Estevan point; Port Quimper; Meares island; Menzies bay; Johnstone strait and Princess Royal island.

Colville islet, Victoria harbour. After Andrew Colville, deputy governor, Hudson's Bay Company, 1839-1852. Governor, 1852-1856. Named by the officers Hudson's Bay Company, and adopted by Captain Kellett on surveying Victoria harbour, 1846.

Colville range, Mackenzie sound. After Andrew Colville Mackenzie, third son of Kenneth Mackenzie, Craigflower farm, Victoria, his birthplace, 1854. Living 1905. Named, 1865.

See Mackenzie sound

Colville, town. See Nanaimo.

Colwood islet, Port Langford, Nuchatlitz inlet, Nootka island. After Colwood farm, one of the four farms, Colwood, Constance, Craigflower and Viewfield, established in the vicinity of Victoria by the Puget Sound Agricultural Company, 1851-1853. Colwood, more often known as Esquimalt farm, was one of the first established, 1851, and was in charge of Captain Edward E. Langford, who arrived here with his family in May of that year. Colwood farm derived its name from a small property in Sussex, England, of some

200 acres, which had belonged to Langford. Named by Captain Richards, H.M.S. *Plumper*, 1859.

See Port Langford; Louie creek; Mary basin; Lewis rock; Mackenzie sound; Macaulay point; and Skinner bluff.

Commodore point, Discovery island. After the American merchant vessel *Commodore*, paddle steamer, built at New York in 1852 and then named the *Brother Jonathan*. Brought round to this coast by Captain C. H. Baldwin, afterwards an admiral in the United States navy. After arrival at San Francisco she was subsequently disposed of to Mr. John T. Wright, and her name changed to *Commodore*. In 1858, she was employed on this coast, in conjunction with the *Sea Bird* and other vessels, during the busy days of the Fraser river gold excitement, 1858-1859, carrying, by special permission of Governor Douglas, passengers and freight between Victoria and the Fraser. This permission was granted to the American merchant vessels owing to the small number of suitable craft under the British flag and the congested state of the trade. Later, the *Commodore* became the property of the California Steam Navigation Company, and after refitting, March, 1859, her old name of *Brother Jonathan* was restored, and she was employed with great success (after the differences between the navigation company and Ben Holliday had been settled, the latter having purchased the company's northern rights) in the trade between San Francisco and the north. The *Brother Jonathan* was lost, 30 July, 1865, Captain J. De Wolf, on her voyage from San Francisco to Portland, deeply laden, and with a large number of passengers, men, women and children, by striking on a sunken reef near cape St. George while endeavouring to take shelter at Crescent City from a heavy northwest gale in hazy weather. The vessel went to pieces under most distressing circumstances; out of nearly two hundred persons on board only nineteen were saved, Captain De Wolf and nearly all the officers being among the lost. Commodore point named, in association with Sea Bird point, by Captain Richards, H.M.S. *Plumper*, 1858.

See Alpha passage; Oriflamme passage; and Sea Bird point.

Comox. The abbreviated Indian name in the Yuculta (Euclataw) tongue for the part of Vancouver island now so called, the full name being Komuckway or Comuckthway, which means, "plenty," "abundance," "riches," the surrounding district having been noted, among the Indians, for the abundance of berries and game. The name has been spelt variously and also gradually shortened. Komoux, Comuck, Comax and finally Comox. The tribes residing here are the Puntledge and Sloslute, both of them nearly extinct.

The first settlers arrived from Victoria in 1862, many of them being brought here by H.M. gunboat *Grappler*, detailed for that purpose by the commander in chief of the station at the request of Governor Douglas.

Compton island, Blackfish sound. **Compton point**, Drury inlet, Q. C. Sd. **Compton island**, Wark channel. After Pym Nevin Compton, native of Hampshire, of a Quaker family. Came out to Victoria as clerk in the Hudson's Bay Company, and was serving as trading clerk on the *Labouchere* when she was seized by the Indians in Alaska, August, 1862. (*Colonist*, 23 August, 1862.) Stationed at Port Simpson, and in 1865 at Fort Rupert, where he had charge. Returned to England in 1866, on board H.B. barque *Prince of Wales*. A few years later was in California, and thence went to Victoria, where he died, 1879.

Named by Captain Pender (nav. lieutenant, R.N.), *Beaver*, circa 1866-1868.

See Port Simpson; Fort Rupert; and Labouchere channel.

Comrie head, Princess Royal island, Ogden channel. After Peter Comrie, R.N., surgeon, H.M.S. *Sparrowhawk*, Commander Porcher. On this station, 1865-1870. Surgeon, 1865. Staff surgeon, 1868. Dr. Comrie was the medical man who examined at Hesquiat, in May, 1869, the bodies of the shipwrecked crew of the *John Bright*, and for not attending at the court upon being subpoenaed when the trial of the Indians for murder took place in Victoria (having sailed in the *Sparrowhawk* on a cruise along the coast), he was committed, by Mr. Justice Needham, but on his return the judge accepted his apology for his absence, it being caused by his attendance upon Governor Seymour, who died on board the *Sparrowhawk* on that cruise. Died, retired, 1882. Named by Captain Pender (nav. lieutenant, R.N.), *Beaver*, 1867.

See Porcher island; Mist islands; Sparrowhawk rock; Seymour inlet; and Hesquiat.

Conconi reef, Navy channel. After Thomas David Conconi, R.N., paymaster, H.M.S. *Pygades*, Captain De Courey. On this station, 1859-1860. Named by Captain Richards, H.M.S. *Plumper*, circa 1860.

Connis point, Redonda island. **Connis rocks**, Chatham sound. **Connis islet**, Beaver passage. After a Skye terrier dog named Connis belonging to Captain Pender that accompanied his master on the *Beaver* during the survey. Connis point named, circa 1864, the latter, 1868. (Communicated by G. Marchant.)

See Marchant rock.

Conolly mountain, Suttlej channel. After Captain Matthew Connolly, H.M.S. *Suttlej*, flagship of Rear Admiral John Kingcome, 1863-1864. Connolly as mate of H.M.S. *Castor* was at the bombardment of Acre, 1840. Commander of H.M.S. *Monarch*, Captain George E. Patey, flagship, Rear Admiral Henry W. Bruce. On this station, 1854-1857. Entered the navy, 1832. Lieutenant, 1842. Commander, 1853. Captain, 1858. Rear admiral, retired, 1875. Vice admiral, 1880. Died, 1901.

See Suttlej channel; Kingcome inlet; Monarch head and Bruce Bight.

Constance cove, Esquimalt harbour. **Constance bank**, strait of Juan de Fuca. After H.M.S. *Constance*, 50 guns, 2,125 tons, designed by Symonds and built at Pembroke, 1846. On this station, 1846-1849. Captain George W. C. Courtenay. Named by Lieutenant Commander James Wood, H.M.S. *Pandora*, 1847.

See Courtenay river; and Skinner bluff.

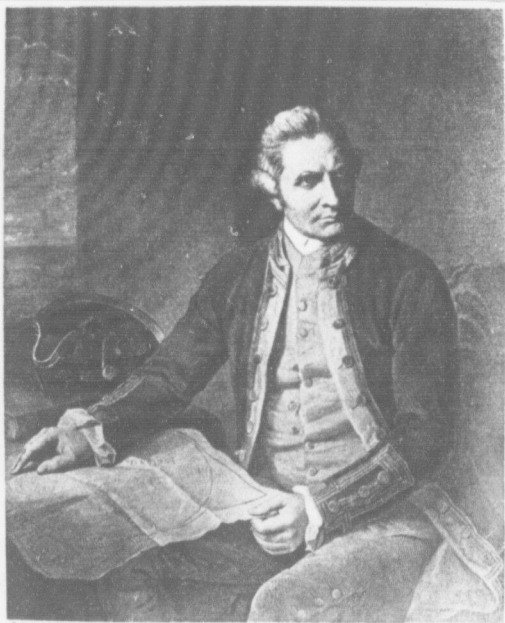
Conuma peak (4,889 feet), Nootka sound, Vancouver island. The Indian name from time immemorial. A remarkable steepleshaped mountain, and a most conspicuous feature in the scenery of Nootka sound. In Commander Galiano's chart, 1792, the mountain is called Pico de Tasis, evidently after Maquinna's principal and neighbouring village of that name. In Galiano's later and larger chart, 1795, the name is altered to Conuma, which, as appears from his journal in 1792, was its proper Indian name. (Viage, p. 133.) In this journal he states in reference to Conuma, "The corpses of the chiefs are borne up in pomp by the common people, with continuous lamentations to the slopes or brow of the very high mountain of that name, and are wrapped up in splendid robes of sea otter, placed in wooden boxes in a sitting posture, and hung up in the branches of trees." Galiano further states that the common people are buried in the earth.

See Galiano island; Maquinna point; Nootka sound; and Tahsis canal.

Coode peninsula, Malaspina inlet. After Captain Trevenen P. Coode, R.N., H.M.S. *Suttlej*. On this station, 1864-1866.

See Trevenen bay; and Suttlej channel.

Cook, cape, Vancouver island. After the famous circumnavigator Captain James Cook, R.N., the father of British hydrography, who discovered and named Nootka sound in April, 1778. On the 29 March, 1778, Cook named this bold promontory, Woody point, and the large bay or bight between it and Breaker's point which he also named, now known as Estevan point, he called Hope bay from the fact that there was every prospect of a secure harbour being found in the neighbourhood, in which hope he was not mistaken, as



Engraving, Watkinson & Son 1800

James Cook

Captain Cook, R.N.

Taken from the Portrait in Sir W. H. Wharton's "Voyage of the Endeavour."
9462—p. 106

his ships anchored in what is now Nootka sound the same evening. (Cook's 3rd Voyage, 4^o, II, p. 264.)

The name of Woody point was changed in honour of the great navigator to cape Cook by Captain George H. Richards, R.M. surveying vessel *Plumper*, in 1860.

Cook was the second son of James Cook, an agricultural labourer, and was born at Marton, in the North Riding of the county of York, 27 October, 1728. From Marton, when Cook was eight years of age, his father removed to Great Ayton, having obtained an appointment as hind (foreman or bailiff) on a farm belonging to Mr. Thomas Skottow, called Airey Holme, and at the day-school at Ayton Cook received the rudiments of education. After assisting his father for some years, he served for a short time with Mr. Saunderson, haberdasher and grocer, Staithes, and from there, when about eighteen years of age, joined the sea service in the collier *Freelove*, 450 tons, belonging to John and Henry Walker of Whitby. Through diligence and good conduct in his chosen profession, he was ultimately given the position of mate of the *Friendship*, a new vessel belonging to the Messrs. Walker, and in which he remained for three years. From this vessel, in the summer of 1755, he volunteered into the navy, joining, on the 17 June, as able seaman, the *Eagle*, 60 guns, Captain Hamer, and here he soon distinguished himself as an active and diligent seaman, and on the 24th of the following month was rated as master's mate. In the following October, Captain Hugh Palliser was appointed to the *Eagle*, and through this commander's interest, joined with that of Mr. Osbaldiston, M.P. for Scarborough (who had been solicited by several neighbours to write to Captain Palliser in favour of Cook), a master's warrant was procured for Cook, and on 30 July, 1757, he joined the *Solebay* as master, from which vessel he was appointed on the 18 October, 1757, to the *Pembroke*, a new line-of-battle ship, Captain Simcoe, which early in the following year sailed under Admiral Boscawen for the North American station. Here he soon did credit to himself and his friends by his examination of the St. Lawrence in connection with the famous attack and capture of Quebec by General Wolfe. On the 23 September, 1759, Cook was transferred to the *Northumberland*, Captain Lord Colville, and whilst serving in this vessel made a survey of a part of the coasts of Nova Scotia and of Newfoundland which attracted the attention of his captain and of Captain Graves, R.N., the governor of Newfoundland, who both conceived a high opinion of his abilities in this respect. His services in the *Northumberland* terminated shortly after her return to England, on 24 October, 1762, and before the close of the year Cook was married in

the parish church of Little Barking, Essex, 21 December, 1762, to Miss Elizabeth Batts, of the parish of Barking. A few months afterwards he was called upon by Captain Graves to go again to Newfoundland to make marine surveys. In this important work he was engaged until 1767, Captain Palliser, who succeeded Captain Graves as governor, being only too glad to avail himself of Cook's services.

The charts he made during these years in the brig *Grenville*, of which he had charge, were admirable. The best proof of their excellence is that they are not yet wholly superseded by the more detailed surveys of modern times. Like all first surveys of a practically unknown shore, and especially when that shore abounds in rocks and shoals, and is much indented with bays and creeks, they are imperfect, in the sense of having many omissions; but when the extent of the ground covered, and the impediments of fogs and bad weather on that coast are considered, and that Cook had at the most only one assistant, their accuracy is truly astonishing. The originals of these surveys form part of the most precious possessions of the Hydrographic Office of the Admiralty. (Wharton, "Sketch of Cook's Life," p. xix.)

On a voyage being contemplated by the British government to the South seas to observe the transit of Venus, Cook was selected to take charge of the expedition and promoted to lieutenant, 25 May, 1768. He sailed in the *Endeavour* (368 tons, built at Whitby in 1764, her original name being the *Earl of Pembroke*) on the 25 August, 1768, three scientific gentlemen, Mr. Joseph Banks, Dr. Solander and Mr. Charles Green, accompanying him. On this voyage he charted the whole east coast of New Zealand and the eastern coast of Australia, proving the former was two large islands, and discovering the latter, which he named New South Wales. This work was carried out in his usual accurate manner (see Wharton's "Voyage of the *Endeavour*"), and he returned to England, 12 June, 1771, being promoted to commander the following 25 August. The writer was informed by the late Hydrographer, Admiral Sir William J. L. Wharton, who published a valuable reprint in 1893 of this voyage, that until a few years ago Cook's own manuscript of the voyage was supposed to be lost, but that in 1897 it had been found at Marton Hall, Yorkshire, the seat of Mr. D. Bolckow, the present holder of the manor on which Captain Cook was born. Cook's next voyage in the *Resolution*, accompanied by the *Adventure*, Commander Tobias Furneaux, was equally successful, 1772-1775, not only as regards the geography of the globe but also in the preservation of health at sea, a most important consideration in those days

when the terrible scourge, scurvy, especially on long voyages, used to decimate whole ships' companies. Cook by his judicious action overcame this paralyzing malady. On this voyage Vancouver was in the *Resolution* under the rating of able seaman. Cook returned, 30 July, 1775, and on the 9 August was promoted to post captain, his commission being handed to him by the King, and three days afterwards he received another mark of the approbation of the government by being appointed a captain of Greenwich Hospital (fourth captain): an appointment which was intended to afford him a pleasing and honourable reward for his illustrious services. F.R.S., 1776. On the 8 July, 1776, Cook sailed on his last voyage with the *Resolution* and *Discovery*, Commander Charles Clerke being in charge of the latter, and Vancouver a midshipman on board of her. During the voyage he discovered the Sandwich islands, and made a general survey of the western coast of North America from 44° north latitude to the Arctic regions, including a plan of Nootka sound, where he refitted. (See Cook's 3rd Voyage, 4°, II, pp. 260-340.) Returning south for the winter of 1778 he was killed in an encounter with the natives at Karakakoa bay, Owhyhee (Hawaii), Sandwich islands, 14 February, 1779. There is no reason to suppose that Cook's death was anything more than a sudden outburst of savage fury, following on the ill-will caused by the sharp punishment inflicted on the natives for stealing. But the mere fact that this case was one of the first on record was sufficient to call more particular attention to it; and the exceptional character of the principal victim seemed to distinguish the tragedy from all others. After Cook's death, Clerke took charge, and again visited the Arctic regions, and on his death, Lieutenant Gore succeeded him and Lieutenant King was appointed to command the *Discovery*. On arrival in China on their way home the seamen on the two vessels received such a handsome profit on the furs obtained on this coast that they were most anxious to then and there make another trip to Nootka and make their fortunes, and much discontent was shown on board by them when such a proceeding could not be considered by those in charge of His Majesty's ships. On arrival in England this lucrative traffic was soon made known, and this information was the beginning of the fur trade on the northwest coast of America. The vessels arrived in England, 4 October, 1789. ("Life of Cook," Andrew Kippis, 1788; "Captain Cook's Journal," Captain William J. L. Wharton, R.N., 1893; "Captain James Cook, R.N.," Arthur Kitson, 1907; and Diet. Nat. Biog., XII, p. 69.)

Captain Cook's last home in England was at what is now known as No. 88 Mile End Road, London E., known in his day as No. 7

Assembly Road, and in this house his widow lived for a few years after his death. (Rate book, Stepney Metropolitan Borough Council, 1776 and 1782.) Mrs. Cook survived her husband and all her children, dying at Clapham in 1835, aged ninety-three.

In 1907 a tablet recording the fact that Captain Cook lived at No. 88 Mile End Road E, was placed on the house.

In the United Service Magazine, August, 1842, is the following: "July 19, 1842, at his house, Maize Hill, Greenwich, in the 82nd year of his age, after only four days' illness, William Taylor, Esq., Admiral of the Red, the only surviving officer who accompanied Captain Cook in his third voyage round the world and was present at his death." William Taylor, rated as an able seaman, was a junior officer in the *Resolution*, 1776-1780. (Muster book, *Resolution*.)

See also Annual Register, 1832, p. 226; and 1834, p. 240, for deaths of Cook's surviving officers.

The following navigators and explorers mentioned in this book were officers and pupils of, or sailed in company with, the illustrious Cook during his second and third voyages: Roberts, midshipman and master's mate; Vancouver, midshipman; Colnett, midshipman; Hergest, midshipman; Portlock, master's mate; and Dixon, armourer.

See Nootka sound; Estevan point; Juan Perez sound; Maquinna point; Friendly cove; Bajo reef; Bligh island; Clerke islet; Gore island; King island; Anderson point; Wales point; Roberts point; Ewin creek; Resolution cove; Banks island; Solander rock; Portlock point; Dixon entrance; Colnett mountain; Hanson island; Esperanza inlet; Sea Otter cove; and Blackney passage.

Cooper cove, Sooke inlet. **Cooper inlet**, Port San Juan. After E. J. L. Cooper, R.N., 3rd lieutenant, H.M.S. *Herald*, Captain Kellett, 1845-1849. On this coast, 1846. Lieutenant on the *Plover*, 1849-1851, which vessel was engaged in the Arctic regions, like the *Herald*, searching for Sir John Franklin's expedition. Died at Southampton, 1852. Cooper cove named by Captain Kellett, 1846, and the inlet by Lieut. Commander Wood, H.M. surveying vessel *Pandora*, 1847.

See Herald rock; Pandora peak; Plover reefs; Pym island; and Bedford islands.

Cooper inlet, Hunter island, Lama passage. After Captain James Cooper, who entered the service of the Hudson's Bay Company in 1844. Commanded the barque *Columbia* in 1849, shortly afterwards leaving the service to become an independent settler on Vancouver island. Brought out his family and effects from England in the *Tory*, Captain Duncan, accompanied by Thomas Blinkhorn,

superintendent of the intended farm, arriving at Victoria, 10 May, 1851. Cooper also brought out, in sections, a small iron schooner to be used for trading purposes. Land was taken up at Metehosin, and farming operations commenced under Blinkhorn, labourers being brought from the Sandwich islands in the schooner. Trading with the schooner to San Francisco and the Sandwich islands was at first most successful, but ultimately failed owing to the action of the Hudson's Bay Company, who were jealous of any interference in the way of any commercial intercourse with the Indians. (*See Bancroft, B.C., Vol. XXXII, p. 255.*) The farm was sold at Blinkhorn's death in 1856. Member of the Council of Vancouver Island, 1851-1856. Appointed harbour master for British Columbia, 13 January, 1859, and in that year was one of a party who selected the site for Race rocks lighthouse. Harbour master, New Westminster, 1860-1868. (*Colonist, 12 October, 1860.*) Accompanied the U.S.S. *Suwanee* as pilot in 1868, when she was wrecked in Shadwell passage. Agent of Marine and Fisheries for British Columbia, 1872-1879, when he was succeeded by Captain F. Revely, subsequently leaving with his family for California. Named by Captain Pender (master, R.N.), *Beaver*, 1866.

See Race rocks; Harbourmaster point; Westminster point; Suwanee rock; and Blinkhorn island.

Cooper reach. Loughborough inlet. **Cooper point,** Henry island, Roche harbour. After Lieutenant Henry Towry Miles Cooper, Royal Marines. From 1863 to 1866 borne on the books of H.M.S. *Sutlej*, flagship on this station, for service at San Juan island pending the decision as to whether it was British or United States territory. Cooper reach named by Captain Pender (master, R.N.), *Beaver*, circa 1864, and Cooper point, 1868.

See Bazalgette range; Sparshott mountain; San Juan island; Griffin bay; Delacombe point; Roche harbour; and Towry point.

Cordero channel. **Cordero point,** Gabriola pass, Valdes island. The name of the channel, spelt Cardero on the chart, is evidently derived from Josef Cordero, the draughtsman (*Dibuxante*) of Galiano's expedition in the *Sutil* and *Mexicana*, this being the channel by which his exploring vessels passed to the westward in 1792 from what is now known as the strait of Georgia. At the anchorage in what is now Lewis channel, Desolation sound, the British and Spanish exploring vessels separated, 13 July, Vancouver proceeding to the westward via cape Mudge and Discovery passage, and Galiano and Valdes, as stated, via this channel. Vancouver knew that a passage led this way to the ocean as his boats had explored, from the anchorage in Lewis channel, the whole distance to Queen Charlotte

sound. The Spaniards gave as an excuse for the separation that the powers possessed by their miserable vessels were unequal to a co-operation with the British vessels, and were apprehensive that their attendance would retard them; but there is no doubt that the real cause was Spanish pride, the Spaniards taking umbrage at the British, whom they met on their respective boat expeditions, insisting on visiting the head of each inlet themselves though the Spanish officers assured the British officers it was closed. Names were given by Galiano and Valdes to the inlets and islands while examining this neighbourhood but few have remained, they being almost wholly superseded by Vancouver's. Cordero point, Valdes island, named in 1905 by Captain Parry, H.M.S. *Egeria*, on re-surveying the vicinity, after Dibuxante Josef Cordero of the *Mexicana*, hence the association of Dibuxante point in that neighbourhood.

See Birch bay; Galiano island; Sutil channel; Mexicana point; Dibuxante point; and Savary island.

Cordova bay and Cordova channel, Vancouver island, Haro strait. The bay was known by the name of Cordova on the arrival of H.M. surveying vessels *Herald* and *Pandora* in 1846. The *Herald* was taken in tow by H.M. steam-sloop *Cormorant* in the strait of Juan de Fuca for Victoria, but the harbour not being recognized the vessels continued on to Haro strait, anchoring in Cordova bay, 24 June, 1846. The next day the *Cormorant* towed the *Herald* and *Pandora* together back to Victoria, and they anchored off the harbour, noting Brotchie ledge under the name of Buoy rock, by the buoy on it and the beacons placed on Beacon hill.

Sub-lieutenant Quimper of the Spanish navy, commanding the sloop *Princess Royal* on an exploring voyage in 1790, gave the name of Puerto de Cordova to the harbour of Esquimalt, and this name of Cordova, doubtless from its being shown in this neighbourhood on the Spanish charts then in use, was transferred from Esquimalt by the officers of the Hudson's Bay Company, circa 1842, to the bay named on later British charts *Cormorant bay*, but which nevertheless has always been known locally as Cordova bay. The old Spanish name of Cordova was restored by the Geographic Board of Canada in 1905. The channel between Vancouver island and James island was named, circa 1859, by the Admiralty surveyors, Cordova channel, from the name Cordova being used in the vicinity in the early days of the colony of Vancouver island.

See Beacon hill; Brotchie ledge; Esquimalt; *Cormorant* island; *Herald* rock; Cordova peak; Kellett bluff; and Quimper peninsula.

Cordova, Puerta de. See Esquimalt.

Cormorant island, Broughton strait. **Cormorant rock**, Beaver harbour. After H.M. paddle-sloop *Cormorant*, 6 guns, built 1842, Commander G. T. Gordon. On this station, 1844-1850, being the first naval steam vessel in these waters. Named by Commander George T. Gordon, 1846. The rock is shown on first survey of Beaver harbour, made by Lieutenant George Hope Mausell, R.N., 1851.

See Cordova bay; and Gordon river.

Cortes island, strait of Georgia. Named in 1792 by the Spanish naval officers, Galiano and Valdes. Presumably after Hernando Cortes, the conqueror of Mexico, as the next island to the south-eastward is named Hernando and the island to the westward, Mary (Marina). Cortes was born in 1485, and died near Seville, 2 December, 1547. He went from Spain to the New World in 1511, landing in Cuba.

The conquest of Mexico being determined on, Cortes obtained command of the expedition for that purpose, and landed on the mainland with his small army in 1518. He destroyed his vessels that there might be no going back. After several reverses, and having at one time to retreat from the city of Mexico, the night of the retreat, 30 June, 1520, being known in Spanish annals as the "Noche Triste," owing to the terrible loss of the Spaniards in lives and treasure, he ultimately succeeded in the object of the expedition, and the throne of Montezuma, the last of the Incas, fell into the hands of Spain. As a reward for the addition he had made to the prestige and wealth of Spain, Cortes on returning home was received with royal honours, and created Marquis of Oaxaca, the fairest domain in the New World. On revisiting Mexico he discovered, in 1536, Lower California, but no second treasure house awaited him. Finally retired to Spain in 1539, having lost nearly the whole of his wealth and power.

See Cordero channel; Hernando island; and Marina island.

Cosmos heights (4,679-5,755 feet), Bute inlet. After the well-known British Columbian journalist and politician, Amor de Cosmos. Born 1826, at Windsor, Nova Scotia. His original name was William Smith, but having gone to California from Victoria in 1853, he found so much epistolary confusion at the post office from the numerous Smiths at that time in San Francisco, that he adopted the name of "Amor De Cosmos," as one not likely to be duplicated, and this name he never changed. He established, and was the first editor of, the *Victoria Colonist*, a newspaper still holding a prominent position on this coast, the first number of which appeared, under the title of *The British Colonist*, on the 11 December, 1858.

This paper, the oldest by many years of any now existing in British Columbia, was first issued weekly, price 25 cents; tri-weekly in May, 1859; and daily since 31 July, 1860.

De Cosmos served in the Vancouver Island Legislative Assembly, 1863-1866, and was a member of the first Provincial Assembly. Provincial premier, 1872-1874. Thereafter, for many years, he represented Victoria in the Canadian House of Commons. A just-minded, capable man, perhaps more energetic than tactful. His advocacy of Canadian independence made some call him ironically the "nation maker," but he was at the same time a British loyalist, who did not connect the independence of Canada with severance from the Empire. He was never married, and died at Victoria, July, 1897. Amor point in this vicinity is given in association with Cosmos heights. Named by Captain Richards, I.M. surveying vessel *Hecate*, 1862.

See Amor point.

Coste island, Kitimat arm. After Louis Coste, chief engineer, Department of Public Works, Canada, who made an examination in 1898, in the C.G.S. *Quadra*, of the heads of several inlets on the coast of British Columbia, with a view to selecting a terminus for a proposed government railway to the Yukon. Named by the writer, and adopted by the Geographic Board of Canada, 1898.

See Maitland island.

Cottam reef, Ballenas channel. After Lieutenant George Frederick Cottam, I.M.S. *Ganges*, flagship Rear Admiral R. L. Baynes. On this station, 1857-1860. Commander, 1861. Retired captain, 1870.

See Baynes sound; and Ganges harbour.

Cotton point, Keats island. After Admiral Sir Charles Cotton, Bart., who as Captain Cotton, of I.M.S. *Majestic*, 74 guns, shared in Lord Howe's victory of the "Glorious First of June," 1794. In the action the *Majestic* was next astern of the *Royal George*, flagship of Admiral Sir Alexander Hood, K.B., by whom Cotton was personally thanked for his gallant support during the engagement. Born 1753, third son of Sir John Hynde Cotton, Bart., he was educated at Westminster school, and commenced life as a member of Lincoln's Inn when seventeen years of age. He then went on a voyage to the East Indies in a merchant ship, and on his return entered the navy on board the *Deal Castle*, 24 October, 1772. While serving in the Niger, North America and West Indies station, he was promoted to lieutenant, 1777, by Lord Howe. Commander, April, 1779, and in August was posted to the *Boyne*, 98 guns, which he brought home

and paid off, 17 November, 1780. In 1781 he was appointed to the *Alarm*, 32 guns, and was one of the repeating frigates in Rodney's victory of the 12 April, 1782. It may be mentioned that the *Alarm* was the first vessel, 1769, copper sheathed in the British navy. On the 1st March, 1793, he was appointed to the *Majestic*, subsequently one of the grand fleet under Earl Howe, which, on the 2nd May, 1794, numbered thirty-one sail of the line. In October, 1794, joined the *Impregnable*, and in the following November the *Mars*, 74 guns. On the death of his father, 23 January, 1795, following the earlier deaths of his elder brothers, he succeeded to the baronetcy, but was still commanding the *Mars*, one of the small squadron under Vice Admiral Hon. William Cornwallis, when, 16 June, 1795, they fell in with the French fleet, and in the retreat which won reputation and fame for Cornwallis, the *Mars* and *Triumph* were the two sternmost ships, the gallant conduct of their captains, Sir Charles Cotton and Sir Erasmus Gower, being very conspicuous. "This celebrated retreat where five British line-of-battle ships kept at bay thirteen line-of-battle ships and fourteen frigates is commonly known as 'Cornwallis' retreat,' and is justly considered as one of the finest displays of united courage and coolness to be found in our naval history." (Brenton's Naval History, Vol. I, pp. 229-230.) Rear admiral, 1797, and in 1799 hoisted his flag in the *Prince* as third in command of the Channel fleet. Vice admiral, 1802. In 1810 was appointed commander in chief in the Mediterranean in succession to Lord Collingwood. He was recalled home in 1811 to take command of the Channel fleet, and was at Plymouth when he died suddenly of apoplexy, 23 February, 1812.

Named by Captain Richards, H.M. surveying vessel *Plumper*, 1859.

See Hood point; Gower point; Rodney mountain; Collingwood channel; and Howe sound.

Countess of Dufferin range (2,000-3,500 feet). Grenville channel. After Harriot Georgina, eldest daughter of Archibald Rowan Hamilton, of Killyleagh Castle, county Down, Ireland. Countess of Dufferin, wife of the Earl of Dufferin, Governor General of Canada, 1872-1878. Marchioness of Dufferin and Ava, 1888. Named, in 1876, by the captain and officers of H.M.S. *Amethyst*, when the Governor General and his wife were taking a cruise on this coast described in her delightful book, "My Canadian Journal," London, 1891.

See Dufferin island; and Amethyst cascade.

Courtenay river, Comox. After Captain George William Courtenay, H.M.S. *Constance*, 50 guns. On this station, 1846-9462-81

1849. When serving as midshipman of H.M.S. *Amazon* in 1806, was at the capture of the French frigates *Marengo* and *Belle Poule*, and served on shore with the naval brigade on the north coast of Spain. Lieutenant of *Cyrene*, and officially noticed in an attack with the boats of that ship on a slave factory on the coast of Africa in 1822, and in 1824 commanded the *Owen Glendower*, actively employed against the Ashantees. Lieutenant, 1814. Commander, 1823. Captain, 1828. Rear admiral of the Blue, 1854. Name adopted, circa 1860.

See Constance cove.

Cowichan bay; Cowichan river; Cowichan head; Vancouver island. This name was given in the early days of the colony of Vancouver Island and is that of an important tribe of Indians who then resided in the vicinity in large numbers. It first appears on the early plan to accompany the "Report of a Canoe Expedition along the East Coast of Vancouver Island: by James Douglas, Esq., Governor, 1854," and is given in the text as Cowichin. The tribe was fierce, turbulent and treacherous, but is now few in number, peaceable and quiet. Inordinate indulgence in spirituous liquors of the worst kind, and diseases largely incident to the transition from the savage to a quasi-civilized state, account for the decrease in their numbers during the early colonial days, 1850-1870. The waters on the east coast of Vancouver island, inhabited by the small bands which together were known as the powerful Cowichan tribe, teemed with edible fish, and on the land deer and fur-bearing animals abounded, which afforded the natives an easy and convenient means of providing their daily food. Sheltered as that part of the coast is from the heavy swell of the Pacific, it is also noted for the numerous coves and bays with sandy and shell strewn beaches, which found favour with the natives as places of settlement, and wood and fresh water were in abundance. This natural wealth of the country led to a division of the Cowichans into small bands such as those known in the present day as Saanich, Somenos, Quamichan, Koksilah, Chemainus, Lamalehi and Penelakut, all derived from bands of the great Cowichan tribe. The same applies to Nanaimo: the five bands which together were known as the Sne-ny-mo tribe lived apart from each other, but all with the same advantages as regards location. These bands had deadly feuds with one another, but nevertheless joined for mutual defence against tribes coming from a far distance, especially the Bella Bellas, Haidas and Tsimpsians, who at times attacked all southern Indians. In such affrays the victors usually killed all the men and carried off the women and children as slaves. The lives of the early settlers were often in great peril

from the Indians, and many dreadful murders of white men and others occurred. Neither age nor sex was regarded, the murders being often carried out for the mere pleasure of killing human beings. The early numbers of the earliest continuous newspaper on this coast, "*The British Colonist*," record some most treacherous acts of bloodshed on the part of the Indians. Chiefs were wont to boast of the many white men they had killed; one scoundrel, the principal chief of the Lamalchi band, known as A-chee-wun, hanged July 4, 1863, boasted that he had killed eleven white men. Settlers disappeared, and travellers in lonely boats were never again heard of.

It was the policy of the Hudson's Bay Company, and afterwards of the Colonial government, never to allow the murder of a white man to go unpunished, if possible, and neither time nor money was spared in effecting this object. When a murder was heard of, war vessels from Esquimalt were sent up the coast, and if the transgressors were not secured—as sometimes happened—the village and property of the offenders were destroyed. The good effect of this policy, the certainty of punishment, had at last its due weight on the savage mind, and the utter lawlessness to a great extent ceased. It is now only a matter of history.

One of the most notable events at Cowichan bay was the hanging of a young Indian, in September, 1856, for attempted murder. The execution took place by authority of Governor Douglas, who proceeded to the bay from Victoria in H.M.S. *Trincomalee*, towed by the H.B. steamer *Otter*. (The particulars of this incident, related to the writer by an eyewitness, are given under Macdonald point.)

Two treacherous deeds of the Cowichans, out of many, are here mentioned. On Wednesday afternoon, 4 July, 1860, a canoe of the Bella Bella Indians from the north, containing nine men, three women and two boys, with a white passenger named McCawley, arrived in Admiralty bay (Ganges harbour), Saltspring island, and these travellers were invited by half a hundred Cowichan Indians to come on shore and rest. McCawley called on a settler named Thomas Henry Lineker (an old Rugby boy and pupil of Dr. Arnold) whose house was close to the beach, when, in a short time, firing being heard at the water's edge, it was found that the Cowichans had deliberately shot and killed all the men among the new-comers, with the exception of one who escaped, badly wounded, by running into the bush. Taking the women and boys for slaves, they then seized the canoe and decamped. The settlers on Saltspring island, at that date, did not number more than seventy, and great alarm was expressed by them at the treacherous act, they fearing that when

the Bella Bellas heard of it the latter would take a fearful revenge in which white people might be involved. Mr. Lineker, the writer of the letter, dated 8 July, 1860, from which the foregoing is taken, closes it with an urgent appeal to Governor Douglas for instant protection. (*Colonist*, 12 July, 1860. Also personal communication to writer from an eyewitness.) The other treacherous deed, a white man being the victim, is as follows: On the 8 April, 1863, news arrived in Victoria that a man named William Brady, who had resided in Victoria about four years, had been murdered at Pender island on Saturday night, 4 April, by the Cowichans. Brady, accompanied by John Henlee, a Cherokee, had left Victoria in a whaleboat for a short trip among the islands of the gulf. While camping in Shark cove, Bedwell harbour, a small party of Cowichans, three young men and two women, visited them and were hospitably treated by Brady to tea, bread and sugar. In the night when the savages thought their victims were asleep they fired through the tent and Brady was mortally wounded. His companion, however, though wounded, managed to beat off his assailants with his fists, and obtaining his gun fired at them as they made off in their canoe. (*Colonist*, 9 April, 1863.) Brady lingered in great pain till the following Tuesday afternoon, when he died; Henlee then brought the news to Victoria. The gunboat *Forward* was sent to capture the murderers, and after great difficulty effected the arrest of the guilty party at Chemainus (Kulleet bay). The men and one of the women were tried and convicted at Victoria, 15 May, and, with the exception of the woman, who was reprieved and committed to penal servitude for life, were hanged at Victoria, 23 May. The three men on their way to the gallows, passing the woman, called attention to the fact that she was the most guilty of the whole party, as she incited them to commit the deed for which they were about to suffer. Brady's body was found at the place where he was murdered, and buried there, 3 May, by the crew of the *Forward*. (*Colonist*, 16 April, 6, 8, 16 and 25 May, 1863.)

(See *Colonist*: "Piracy by Indians;" attack on brig *Swiss Boy* in Barkley sound, 19 February, 1859. "Indian murders and depredations;" 8 and 17 June, 1859. Hydah and Songhish chiefs murdered; 3 April, 1860. *Blue Wing* and *Ellen Maria*, American vessels, destroyed by the Hydah Indians in 1858; 23 August, 1860. Murder of crew of schooner on Princess Royal island; 29 August, 1862. "Atrocious deed at Saanich;" 18 April, 1863. Murder of Barney in 1854, and murder of crew and destruction of schooner *Trader* near Nootka in 1862; 21 April, 1863. Attack on schooner *Thorndyke* near Knox bay, Johnstone strait, Captain Freeman and

one man killed; 28 April and 4 May, 1863. Massacre at Bentinck arm, four white men killed; 4 and 19 May, 1863. Further particulars of travellers murdered on Mayne island in 1858, and trial of murderer; 28 May and 20 June, 1863. Tragedy off Metlakatla, sloop *Random*, whisky selling; 7 September, 1864. Further murders at Bentinck arm; 27 June and 14 October, 1864. Murder by Cowichan Indians, off Saltspring island, of Mrs. Smith and her daughter in a canoe, manned by Nanaimo Indians, on their way to Victoria, and execution of murderers; 12 November and 5 December, 1864. Murder of Mr. D. B. Ogilvie, deputy collector of customs and Indian agent, Bentinck arms, on schooner *Langley* near Bela-kula; 24 May, 1865; and many others.)

It is recorded that Fraser on his arrival at the mouth of what is now the Fraser river, in 1808, was warned by the Indians of the neighbourhood of a fierce tribe known as the Ka-way-chin residing between that river and the main ocean. Doubtless the Cowichan Indians.

Land in the Cowichan district was sold by the Hudson's Bay Company, in 1858, a list of those investing and the prices paid being published in the *Colonist*, 11 July, 1859, and the district was first settled in 1861. (*Colonist*, 19 March, 1861; 22 August, 1862.)

Cowichan bay and river were named by the officers of the Hudson's Bay Company, circa 1850, and Cowichan head by Captain Richards, H.M.S. *Plumper*, in association with the bay and river, 1859.

See Bentinck arms; Clayoquot sound; Dædalus passage; Dryad point; Fraser river; Forward inlet; Gallows point; Ganges harbour; Hesquiat; Lamalchi bay; Macdonald point; Matilda creek; Nakwakto rapids; Nanaimo; Nootka sound; Oweekayno lake; Stuart channel; and Swiss Boy island.

Cox point, Clayoquot sound. **Cox island**, Scott islands. After John Henry Cox, a merchant residing in China, interested in the voyages of the early furtraders to this coast, 1785-1890, and who assisted in fitting out the expeditions of Captain Hanna and Captain Meares. In 1788 Meares named an anchorage in Clayoquot sound, near this point, Port Cox, after the subject of this notice, hence the name of the point. Adopted by Captain Richards, H.M.S. *Hecate*, 1861. Cox island was named by Hanna in 1786 when sailing along the coast to the northward in the *Sea Otter*.

See Clayoquot sound; Scott islands; Sea Otter cove; Hanna rocks; and Meares island.

Cracroft island, Johnstone strait. After Sophia Cracroft, niece of Sir John Franklin, the noted Arctic explorer who died in 1847 during the ill-fated expedition of the *Erebus* and *Terror*. Miss Cra-

croft was on this coast with Lady Franklin in 1861, and resided with her in England until the latter's death in 1875. She knew many naval surveyors and was keenly interested in their work. The Sophia islets off the southwest shore of the island, and Cracroft point, west end of island, are named after her, and the Franklin range on the opposite side of Johnstone strait after Sir John and Lady Franklin. Named by Captain Richards, H.M.S. *Hecate*, 1861. See Franklin range.

Craigflower farm, Victoria arm. See Mackenzie sound.

Crawford lake, Sechart channel, Barkley sound. After Eliza Crawford, wife of Mason Anderson, and the mother of Captain James Crawford Anderson, owner of the high-grade magnetic iron ore deposits and cinnabar mines, also extensive marble quarries in the neighbourhood, which were discovered by him in 1892. Captain Anderson is a native of Ireland, and came to Canada in 1848, arriving on this coast, 1871. Since 1892 he has been engaged in prospecting, mining and developing the mineral resources of Barkley sound, where he has a picturesque residence near the lake, and a landing named after him. Named by Captain Walbran, C.G.S. *Quadra*, on making a survey of Anderson landing and the adjacent waters, 1897.

Creak point, Porcher island. After Nav. Lieut. Ettrick William Creak, R.N., F.R.S. Appointed to hydrographic duties at the Admiralty, 1868, and for many years superintendent of compasses. Master, 1863. Staff commander, 1873. Retired captain, 1891. C.B., 1901. Named by Staff Commander Pender, *Beaver*, 1870.

See Ettrick rock.

Crease island, off Knight inlet. Formerly named Lewis island but changed in 1905 by the Geographic Board of Canada to Crease island, after Sir Henry Pering Pellew Crease, Kt., the father of the Bar of British Columbia, and late one of the judges of the Supreme Court of that province. Born 20 August, 1823, at Ince Castle, Cornwall, England, the son of Captain Henry Crease, R.N. He was named Pellew after his godfather, the famous Admiral Edward Pellew, 1st Viscount Exmouth, who, on his death-bed, gave his godson the sword he wore at the bombardment of Algiers, 27 August, 1816. Henry Crease was called to the Bar in England, and afterwards emigrated in 1858 to the Crown colony of Vancouver Island. After an official career of ten years as attorney general and twenty-five years as judge of the Supreme Court of British Columbia, he retired in 1895, with the honour of knighthood. As a judge he administered the law with a strong but temperate hand, often in the wildest and

most distant parts of the province and sometimes under exciting circumstances. He was a man of exceptionally powerful physique, great courage and endurance. On one occasion while on circuit in northern British Columbia, he met with a serious and painful accident, but notwithstanding his serious condition he caused himself to be carried about on a stretcher from which he tried the cases brought before him. When his Indian bearers wished to desert him because of his apparently desperate condition, he made them carry him down the steep trails not "feet foremost like a dead man," as he said, "but head foremost," by which means he persuaded them to bring him out. Died at Victoria, 27 February, 1905. He married, 27 April, 1853, Sarah Lindley, sister of Lord Lindley, late Master of the Rolls, and a Lord of Appeal in Ordinary.

Crescent inlet, Moresby island, Q. C. Ids. **Crescent island**, Howe sound. The former named by G. M. Dawson, Geological Survey of Canada, in 1878, from the shape of the inlet when delineated on the chart, in the same way that Redonda island received its name in 1792 from the Spanish naval officers, Galiano and Valdes; also Turtle island, Barkley sound and Crescent island, Howe sound, from Captain Richards, H.M.S. *Plumper*, circa 1860.

See Redonda island; and Turtle island.

Creyke point, Becher bay. Named by Captain H. Kellett, in 1846, after Richard Boynton Creyke, a surveying officer. In 1844 Lieutenant Creyke commanded the boats of the *Alert* in an attack on a Moorish fort. In the Russian war, 1854-1855, was 1st Lieutenant of the surveying vessel *Merlin* engaged in the Baltic sea. Lieutenant, 1843. Commander, 1855. Retired captain, 1862.

See Bedford islands.

Cridge islands, Metlakatla. **Cridge pass**, Wright sound. After the Rev. Edward Cridge, clerk in holy orders, the second clergyman of the Church of England to reside on Vancouver island, where he arrived from London in the *Marquis of Bute*, chartered by the Hudson's Bay Company, on the 1 April, 1855. The first clergyman of the Church of England to reside on the island was the Rev. Robert Staines, who arrived in 1849, and was drowned off cape Flattery in 1853. From 1856 to 1874, Mr. Cridge, under the authority of the Hudson's Bay Company, was in charge of the district church of Victoria, which, in 1864, was conveyed, in trust, for diocesan purposes, to Bishop Hills, first Bishop of Columbia, and in due course Christ Church, so named by Mr. Cridge after his church in London, was made the cathedral and the Rev. E. Cridge appointed dean. In 1874, after some unhappy differences with Bishop Hills,

the dean joined the Reformed Episcopal Church, in which, at Ottawa, he was consecrated bishop, July, 1876, and has since resided in Victoria. Bishop Cridge was born in Devonshire in 1817, graduated from Peterhouse, Cambridge, 1848, and is one of the oldest pioneers of the city of Victoria, where he is esteemed and venerated by all classes of the inhabitants.

Named in 1862 and 1866, respectively, by the officers of H.M.S. *Hecate*, and Captain Pender (master, R.N.), *Beaver*.

See Metlakatla; Carr islet; Venn passage; Alford reef; and Perrin anchorage.

Crispin rock, Lyall harbour. After Navigating Sub Lieutenant George Crispin Hammond, engaged surveying this coast in H.M. hired surveying vessel *Beaver*, 1867-1870.

See Hammond bay.

Crofton, Osborn bay, Vancouver island. A small mining and smelting town which was founded in 1902 shortly after the opening of the Mount Sicker mines, with which the settlement was connected by a narrow gauge railway. Named after Henry Croft, C.E., of Victoria, who was prominently associated with the development of the mines. Born in Sydney, New South Wales, 1856. Educated at Rugby school, England, and afterwards entered the profession of civil engineering. Arrived on this coast in 1882, and engaged extensively with a partner named Severn in the lumber business at Chemainus bay, then known as Horseshoe bay, carrying on an export as well as local trade. M.P.P., Cowichan district, 1887. The saw-mill with the business at Chemainus was sold in 1888 to the Victoria Lumber and Manufacturing Company, Limited, and is known as the Chemainus Saw Mill.

See Osborn bay; and Chemainus bay.

Cruise rock, Lawyer islands. After William Henry Cruise, R.N., surgeon, H.M.S. *Malacca*, Captain Oldfield. On this station, 1866-1868. Fleet surgeon, 1876. Deputy inspector hospitals, retired, 1883. Died, 1899. Named by Captain Pender (nav. lieutenant, R.N.), *Beaver*, 1867.

See Malacca passage; and Oldfield mountain.

Cudlip point, Bentinck island. Named by Captain Henry Kellett in 1846 after Lieutenant Frederick Augustus Cudlip, R.N., a surveying officer, who in 1854 was first lieutenant of the *Lightning*, engaged in the survey of the Baltic ports. Lieutenant, 1840. Commander, 1854.

See Herald rock; and Bedford islands.

Culloden point, Jervis inlet. After H.M.S. *Culloden*, 74 guns, 1,638 tons, built on the Thames, 1783. The *Culloden*, Captain Thomas Troubridge, was one of the fleet under the command of Sir John Jervis, and was hotly engaged at the battle of St. Vincent, 14 February, 1797.

The following incident in the attack of the British fleet at St. Vincent, in regard to the *Culloden*, is worth mentioning here. The Spaniards were caught in confusion because they had never expected, owing to their preponderating numbers, that Jervis would venture an attack, but now to their dismay they saw the fifteen British ships approaching with intimidating order and resolution. The British steered silently for the gap in the Spanish line, and, as the *Culloden* approached, a huge three-decker was on the verge of crossing. The *Culloden's* course would certainly bring the two vessels into collision, and the first lieutenant of the *Culloden* called out anxiously to Troubridge of the impending crash. "Can't help it, Griffiths," replied Captain Troubridge, "let the weakest fend off," and the ship held on her way. In silence he approached the three-decker, till through all her ports the crew could be seen at their quarters; then in quick succession two double shotted broadsides rang out from the *Culloden*, fired with terrible precision and regularity "as if by a second's watch and in the presence of a port admiral's inspection." As the cloud of dust cleared away, which this fearful "fire of hell" had sent up from the Spaniard's bow and side, she gave way, her crew falling into such dire confusion that they did not even discharge their guns. The Spanish line was broken.

The *Culloden* was also one of Nelson's fleet at the battle of the Nile, 1 and 2 August, 1798, but was not able to participate in the action because of unfortunately grounding on the shoal, the extent of which was unknown, off the western point of Aboukir bay, while entering the anchorage where the French fleet were lying on that eventful night. The vessel was, however, useful in her distress, by acting as a danger mark to the ships following her. She was floated from her dangerous position on the succeeding day.

Named by Captain Richards, H.M.S. *Plumper*, circa 1860.

See Jervis inlet; Nelson island; and Troubridge mountain.

Cumming point, Gribbell island. Named by Vancouver in 1793. There was an able seaman named John Cummings on board the *Discovery*, according to the Muster book, twenty-one years of age, in 1791, but it is not probable the point was named after him, for it was only under exceptional circumstances that Vancouver gave the names of his seamen, viz.: Carter bay, after the seaman buried

there; Betton island, Alaska, after Roderick Betton, A.B., who was severely wounded by the Indians in an attack on Vancouver's boat when in the vicinity of the island, 12 August, 1793; and Wooden islet off cape Ommaney, Alaska, after Isaac Wooden, A.B., drowned near the islet, 24 August, 1794.

See Carter bay.

Cumshewa inlet (Gumshewa), Moresby island, Q. C. Ids. Probably a Bella Bella name meaning "Rich at mouth of river." (J. R. Swanton's "Haida Texts," 1905.) Named by the early traders, circa 1788, after the principal and hereditary name of the chief residing there. Shown on the chart in Ingraham's journal, 1791-1792, as "Cummashawa's harbour and bay." The village, an important one, is situated on the north shore of the inlet, and in former years the tribe was a large one, though now few in number, its members residing with the Skidegate tribe but using their own village occasionally as a fishing station.

As the Indians residing in this inlet were known to have communicated freely with the west coast, unlike the Skidegate Indians, it was probably Gumshewa who is mentioned by Captain Dixon while cruising along the west coast, in July, 1787, as "an old man with authority," and to whom he gave a light horseman's cap. A few days afterwards, the vessel having rounded cape St. James, the same old chief was met with on the east coast, who now appeared to be a person of the first consequence. He had lost his cap, and on coming on board showed Dixon the wounds he had received in battle defending his property. He begged for another, which was given him, intimating at the same time he would never lose this one but with his life. Dixon further remarks that the second cap was not bestowed in vain, for he was extremely useful to them in their traffic, everything being referred to the chief by his followers, and his ruling was final.

See Dixon entrance; Skidegate inlet; Laskeek bay; Port Ingraham; Houston Stewart channel; Edensaw Cape; Anthony island; Massett; and Queen Charlotte islands.

Cundall bay, Horsfall island, Seaforth channel. After the old village of Cundall, situated in the west riding of the county of York, England, where the Rev. Thomas Horsfall was vicar for several years, 1862. Named, in association with Horsfall island, by the Geographic Board of Canada in 1902.

See Christopher point; Horsfall island; and Ripon point.

Cunniagh island, Seaforth channel. After Thomas Cunningham, native of the province of Ulster, Ireland. Born, 12 April, 1837. His ancestors were prominent in Irish affairs during 1687-

1689, one of them having command of the ship that relieved the beleaguered inhabitants of Londonderry, during the celebrated Siege of Derry. Mr. Thomas Cunningham emigrated to Canada in 1853, and came to this coast in April, 1859, arriving in Victoria in July of that year. Settled in New Westminster, 1861, and engaged in the hardware business. He purchased the Vancouver Coal Company's general store in 1864, and carried on business in Nanaimo under the name of Cunningham Bros., until 1867. Elected, January, 1866, to the House of Assembly of Vancouver Island, as member for Nanaimo, and voted for the union of the two colonies, Vancouver Island and British Columbia. Residing at New Westminster, 1882, and laid out what is now known as Pelham gardens in 1885, for the culture of fruit and cattle raising. Member of the Provincial Legislature, 1889. Living 1906, and is chief fruit inspector for the British Columbia government. Named by Captain Pender (master, R.N.), *Beaver*, circa 1866.

Cunningham passage, Port Simpson. After Robert Cunningham, an old and well-known resident on the northern coast of British Columbia. Born on New Year's day, 1837, at Tullyvally, county Tyrone, Ireland, and arrived on this coast on Christmas day, 1862. His first service was with Mr. Duncan, to assist whom he had been sent out by the Church Missionary Society of England. He left the society in 1864, and entered the service of the Hudson's Bay Company, being employed at Port Simpson, in which service he remained until 1869. He then commenced business on his own account, and in conjunction with Thomas Hankin, a young Englishman, established a store, forwarding and commission business at what is now known as the Inverness cannery, North passage, Skeena river, known in these days as Woodcock's landing. Business prospered, and the headquarters of the firm removed to the Port Essington of Vancouver, where Cunningham pre-empted the present town-site in 1871. The firm of Cunningham & Hankin was dissolved in 1877. Cunningham afterwards erected a salmon cannery at Port Essington, and later a saw-mill, which have been most successful. Died at Victoria, 8 April, 1905. Named by Captain Pender (nav. lieutenant, R.N.), *Beaver*, 1868.

See Somerville island; Hankin reefs; Duncan island; Woodcock landing; and Essington.

Cutch rock, Metlakatla. After the Union S.S. Company's vessel *Cutch*, built at Hull, Yorkshire, 1884, 366 tons register, 250 h.p., and arrived on this coast from the East Indies, where she had been in the service of the British India Steam Navigation Company.

Struck on this uncharted rock when leaving Metlakatla harbour in 1899. Examined and named by the writer, 10 November, 1899.

Cuttle group, Bunsby islands, Ou-ou-kiush inlet, Vancouver island. After "Captain Edward Cuttle," the well-known character in Charles Dickens' novel, "*Dombey and Son*." He is an intimate friend of Captain Jack Bunsby, the master of the "*Cautious Clara*," and has a great admiration of that mariner's nautical knowledge. One of the favourite expressions of "Captain Edward Cuttle" is, "When found make a note on," which has since been adopted as the motto of "Notes and Queries." Named by Captain Richards, H.M. surveying vessel *Hecate*, 1862. In 1868 a son of Charles Dickens was on this coast, a junior officer in H.M.S. *Pylades*.

See Dickens point; Bunsby islands; Cautious point; Clara islet; and Gay passage.

Dacres point, Jervis inlet. After Vice Admiral James Richard Dacres, who, as Captain Dacres of H.M.S. *Barfleur*, 98 guns, flagship of Vice Admiral Hon. W. Waldegrave, was engaged in the battle of St. Vincent, 14 February, 1797. Admiral Sir John Jervis, commander in chief. Born at Gibraltar in February, 1749, the eldest son of Richard Dacres, secretary to the garrison of Gibraltar, and entered the navy in the *Active*, Captain Herbert Sawyer, early in the year 1762. The commencement of Dacres' career was extremely fortunate; as on 21 May, the *Active*, in company with the *Favourite*, sloop-of-war, Captain Pownall, captured off Cadiz the *Hermione*, a very rich Spanish register ship from Lima. She was the richest prize made during the war; the net proceeds of her cargo when all charges had been paid amounting to £519,705, the captain of the *Active* receiving of this sum, £65,053 3 9, and the *Favourite*, £64,872 13 9; the three commissioned officers of the former, £13,004 14 1 each, and the latter, £12,974 10 9 each. Seamen, £485 5 4 and £484 2 5 each, respectively. The *Active* being entitled to the whole of the bounty money, makes the difference in the shares between the ships. The treasure was conveyed from Portsmouth to London, in twenty wagons, decorated with the British colours flying over those of Spain, and escorted by a party of sailors. At Hyde Park corner they were met by a troop of light horse; and they proceeded through the city, amidst the acclamations of the people, to the Tower. (Naval Chronicle, 1811, XXVI, pp. 265-266.) From the *Active* Dacres was removed to the *Æolus*, thence to the *Thames* and the *Jersey*, being made a lieutenant in the *Montreal* frigate, where he remained until 1771. Commander, 1776. Captain, 1780. On the commencement of the war with France, in 1793, Captain Dacres

was appointed to the *Sceptre*, 64 guns, and, after cruising with Lord Howe's fleet, proceeded to the West Indies, where he was at the capture of Port-au-Prince, 4 June, 1794. The *Sceptre* having lost a large number of men by yellow fever in the West Indies, was ordered home with the convoy; and shortly after her arrival in England Captain Daeres was removed from her, and appointed to the *Barfleur*, in which he participated in the victory of Lord Bridport, 23 June, 1795. At the close of the year, Vice Admiral Waldegrave (later Lord Radstock) hoisted his flag in the *Barfleur*, where Captain Daeres remained until after the battle of St. Vincent. Rear admiral of the Blue, 1799. At the Union promotion of flag officers, 1 January, 1801, he was advanced to Rear admiral of the White, and in 1804 to Rear admiral of the Red. In 1805, while in command of the Jamaica station he sent to the Admiralty a list of thirty-three enemy's vessels, French, Spanish, Dutch and American, captured, recaptured and destroyed from 1 March to 1 June of that year. Captain Zachary Mudge (Vancouver's lieutenant), in command of the *Blanche* frigate, reports, 10 June, to Rear Admiral Daeres, his capture of a fine French national schooner, *L'Amilié*, in every way suitable for His Majesty's service. Vice admiral of the White, November, 1805. Vice admiral of the Red, April, 1808. Relinquished the Jamaica command, 1809, and returned to England, where he died 6 January, 1810, in consequence of a fall from his horse. (Dict. Nat. Biog.; Naval Chronicle, 1810, XXIII, p. 88.) Named by Captain Richards, H.M.S. *Plumper*, circa 1860.

See Calder mountain; Thetis island; Ripon point; Jervis inlet; Cape Mudge; and Essington.

Dædalus passage, Beaver harbour (Fort Rupert). After H.M.S. *Daedalus*, 42 guns, 1,082 tons, built at Sheerness in 1828 after the plans of the French frigate *Leda*. Captain George Greville Wellesley. On this station, 1850-1851. The *Daedalus* arrived at Fort Rupert from Victoria, with Governor Blanshard on board, in October, 1850, to investigate the murder of three white men by the Nahwitti Indians, and while here Mr. Dillon, acting as master, made a sketch survey of the passage named after the frigate, and also of Shushartie bay.

The circumstances of the murder and the events leading up to it are graphically related by Dr. J. S. Helmcken, a resident of Fort Rupert at the time, in a long and interesting account published in the *Victoria Colonist*, 1 January, 1890, under the heading, "Fort Rupert in 1850," and which was written to refute the statements made by Bancroft in his "History of British Columbia," pp. 272-275. From this account of Dr. Helmcken's it appears that the three

men, murdered by the Nahwitti Indians, were deserters, early in 1850, from the Hudson's Bay Company's steamer *Beaver*, Captain Dodd, in Victoria, and had gone on board the ship *England*, Captain Brown, bound for the coal mines near Fort Rupert and thence to San Francisco, with the intention of eventually reaching the goldfields of California, about which there was at this time great excitement. On the *Beaver's* arrival at Fort Rupert bound to the north along the coast, the *England* then lying there, these men to avoid arrest slipped off into the woods, where they were killed by the Indians, the bodies of two of them being found on a small island now known as Willes island. On the governor's arrival, Helmcken was sent in a canoe to the Nahwitti village, where he states, "I demanded in the name of King George that they should surrender the murderers. The chiefs said they could not, but were willing to pay the value of the murdered men in blankets or furs, according to their custom. This was refused. We then left, Indians, interpreter, constable and magistrate (myself), confessedly glad to get away, not finding it by any means pleasant to have so many muskets levelled at us by these excited and untamed creatures." The doctor adds here emphatically, "Bancroft's version of this is a malicious lie. The Indians were never authorized by the officers of the Hudson's Bay Company to capture the deserters 'dead or alive.'" Dr. Helmcken, in his account, goes on to say that, on making his report of this visit to Captain Wellesley he seemed surprised, and seriously said: "King George? Why, he has long been dead. You should have demanded them in the name of Her Majesty the Queen." "Oh," replied the doctor, "these fellows know nothing about King William or Queen Victoria; King George is still the great chief in these regions, and we are all King George men and the *Daedalus* King George's ship." It being determined to send armed boats to seize the murderers, an expedition was sent to the village, but found it deserted, so after partially destroying it they returned, and the *Daedalus* shortly afterwards sailed, Governor Blanshard returning to Victoria by canoe. The following year H.M.S. *Daphne*, Captain E. G. Fanshawe, arrived, and again boats were sent to seize the murderers. On this occasion the Indians were found in a new and stronger position. Blinkinsop accompanied the boats, and in the attack Chief Looking-glass (hereditary name) was killed, three wounded, and the village burnt. Finally a reward being offered by Governor Blanshard, through the Hudson's Bay Company, of thirty blankets for each murderer, the Nahwitti determined to give up the Indians who had caused and would still cause trouble, but on attempting to make prisoners of the guilty men the latter resisted and were therefore

shot, and in the scuffle a promising young Nahwitti chief was killed. The bodies of the murderers were then brought to the fort and buried near the murdered men. Named, 1850.

See Fort Rupert; Helmcken island; Shushartie bay; Halstead islet; Blinkinsop bay; Dodd rock; Beaver harbour; Suquash; Peel island; Plover reefs; Dillon point; and Strait of Georgia.

Dall patch, Seaforth channel. After Captain Christopher Dall, of the American steamer *John L. Stevens*, chartered by the United States government to carry troops and supplies to Sitka at the time of the transfer, by purchase, of Alaska, from Russia to the United States in 1867. In returning from Sitka on the above duty the vessel ran on the rock patch, previously unknown, in October, 1867. Named by Captain Pender (nav. lieutenant, R.N.), *Beaver*, 1868.

Dallas mountain (1,086 feet), San Juan island. After Alexander Grant Dallas, the representative of the Hudson's Bay Company on the Pacific coast, 1857-1861, with headquarters at Victoria, where he arrived from London, via Panama, Fort Vancouver and Nisqually, 7 May, 1857. He was not a chief factor of the company as has been supposed, but, as he says himself in a letter from Fort Vancouver, dated 10 May, 1860, to Brigadier General Harney, was a director thereof (one of the committee) and president of the council in North America. In such capacity he took an active part on behalf of the company's extensive interests on San Juan island in the dispute with the United States concerning the ownership of that island after its unwarrantable occupation without notice by a detachment of United States troops in August, 1859. Sir Edward Watkin in his "Canada and the United States" has an appreciative chapter, No. XV, on Governor Dallas, and his letters there quoted show an exceptional knowledge of the errors made in the submission of the British case to the arbitration of the German Emperor who gave his award in favour of the United States, 21 October, 1872. After the death of Sir George Simpson in September, 1860, Dallas succeeded to the high office of governor of Rupert's Land, with headquarters at Fort Garry, where he arrived 18 May, 1862, and whence he departed for England, 17 May, 1864, under a salute of twenty-one guns from the fort. (Hargrave, "Red River," pp. 222-329.) He married, 9 March, 1858, Jane, second daughter of Governor Douglas. Died in England, 2 January, 1882. Named by Captain Richards, H.M.S. *Plumper*, 1858.

See San Juan island; Griffin bay; Douglas channel; Baynes passage; Bazalgette range; Delacombe point; and Roche harbour.

Dana inlet, Q. C. Ids. After James Dwight Dana, an American geologist, and one of the eminent men of the last century. Born

in Utica, New York, 1813. Educated at Yale; in 1836 was appointed assistant to Professor Silliman at Yale. While at New Haven he published his first important work, "The System of Mineralogy." From 1838-1842 Dana was a member of the Wilkes Exploring Expedition sent out by the United States government, which made a survey of the Haro archipelago in 1841, and so extensive was the material collected that, upon his return to the United States, he devoted thirteen years of almost constant labour to its study, the results being published by the United States government in three voluminous reports. Professor of Natural History, Yale college, 1855-1890. From 1846 until his death served almost continuously as editor of the "American Journal of Science," in which many of his papers were published. Received, in 1872, the Wollaston medal from the Geological Society, London, "in acknowledgment of his services to geology and mineralogy," and, in 1877, the Copley medal. Died at New Haven, 13 April, 1895. Named by George M. Dawson, Geological Survey of Canada, 1878.

See Dawson harbour; Haro strait; Alden bank; and San Juan island.

Danube rock, Skidegate inlet, Q. C. Ids. After the British merchant steamer *Danube*, 561 tons register, 100 h.p., Captain William Meyer, which vessel struck this rock, hitherto unknown, April, 1891. The *Danube* was built at Govan, near Glasgow 1869, for the Scottish Oriental S.S. Company, and was one of the first merchant vessels to pass through the Suez canal, which was opened 31 January, 1865. Purchased in 1890 by the Canadian Pacific Navigation Company, and in 1904 became the property by purchase of the Canadian Pacific Railway Company, which took over in that year the business of the former company. Purchased in 1905 by the British Columbia Salvage Company for salvage purposes and renamed *Salvor*. Named by the Hydrographic Office, Admiralty, 1891.

Daring point, Kennedy island. After H.M. steam-sloop *Daring*, 4 guns, 894 tons, 916 h.p. (120), on this station, 1875-1878, Commander John G. J. Hammer. The officers of this vessel made an examination of the entrance to the Skeena river in 1877, and the names of the commander and officers are given to the different points in the vicinity. Named by Commander Hammer, 1877.

See Skeena river; Hammer point; Hegan point; and Veitch point.

Darwin sound, Q. C. Ids. After Charles Robert Darwin, the greatest naturalist of the nineteenth century. Born at Shrewsbury, 12 February, 1809, son of Dr. Robert W. Darwin, F.R.S., and grandson of Erasmus Darwin. His mother was a daughter of Josiah

Wedgwood, the famous manufacturer of pottery. Died 19 April, 1882.

Named by Geo. M. Dawson, Geological Survey, in 1878

See Dawson harbour; and Huxley island.

D'Arcy island, Haro strait. After Lieutenant John D'Arcy, R.N., who was mate (sub lieutenant) of the *Herald* on her surveying expedition to the Pacific ocean, 1852-1854. Born, 1830. Entered the navy, 1844. Lieutenant, 1854. Commander, 1863. Captain 1869. Died, 1884. Midshipman of the *Eagle*, serving in her boats in the Río de La Plata, 1847, and acting mate in the *Pilot* at the capture of Chinese war junks in 1850. Commanded the paddle yacht *Osborne*, 1865-1869, troop-ship *Adventure*, 1874, and troop-ship *Jumna*, 1875-1878. Named by Captain Richards, H.M.S. *Plumper*, 1858.

See Herald rock; and Kellett bluff.

D'Arcy mountain (2,750 feet), Denny island, Lama passage. After Lieutenant D'Arcy Anthony Denny, commanding, on this station, 1866-1868, H.M. gunboat *Forward*. Named by Captain Pender (nav. lieut., R.N.), *Beaver*, circa 1867.

See Denny rock, Q.C.Sd.; Forward inlet; and Gunboat passage

David, mountain, Saturna island. **David channel**, Barkley sound. After David Lyall, M.D., R.N., surgeon of H.M. surveying vessel *Plumper* in 1858 and 1859.

See Lyall point.

Davies bay, Wark channel. **Davies point**, Hastings arm. Observatory inlet. After the Honourable Sir Louis Henry Davies, P.C., K.C.M.G., Minister of Marine and Fisheries, Canada, 1896-1901. In October, 1901, appointed a judge of the Supreme Court of Canada. Residing at Ottawa, 1909. Named by Captain Walbran, C.G.S. *Quadra*, and adopted by the Geographic Board of Canada, 1898.

See Ethel rock; Gertrude point; Kitkiata inlet; and Ursula rock.

Dawes point, Tugwell island, Metlakatla. **Dawes rock**, off Dawes point. After General Dawes, a retired officer in the British army, and a prominent member, in London, of the Church Missionary Society, circa 1860. Named by William Duncan, in charge of the mission, Metlakatla, and adopted by Captain Richards, H.M.S. *Hecate*, on surveying the harbour of Metlakatla in 1862

See Duncan island; and Metlakatla.

Dawkins point, Observatory inlet. After Captain Richard Dawkins, H.M.S. *Zealous*, flagship of Rear Admiral Hon. George F.

Hastings, C.B., commander in chief on this station, 1866-1869. Richard point, on the opposite shore, also named after Captain Dawkins. Entered the navy in 1841 as a volunteer of the 1st class in H.M.S. *Harlequin*, and was present during the operations in China, 1842, and served in the *Harlequin's* boats in an attack on the piratical towns of Qualla Battoo and Murdoo, in Sumatra, 1844. Lieutenant, 1848. During the Russian war served in the screw battery ship *Glatton*, 1855-1856. Commander, 1857. Captain, 1863. Rear admiral, retired, 31 December, 1878. Died, 1896. Named by Staff Commander Pender, H.M. hired surveying vessel *Beaver*, 1869. See Richard point; Hastings arm; and Observatory inlet.

Dawson harbour, Graham island, Skidegate channel, Q. C. Ids. After Dr. George Mercer Dawson, C.M.G., LL.D., F.R.S., a talented geologist, and Director of the Geological Survey of Canada, son of Sir J. William Dawson, of Montreal, principal for many years of McGill university, and also a geologist of note. Born 1 August, 1849, at Pietou, Nova Scotia. Educated at McGill university and at the Royal School of Mines, London. Appointed geologist and naturalist to H.M. North American Boundary Commission, 1873, and in 1875 published a report on the country traversed, entitled "Geology and Resources of the 49th Parallel." Appointed to the Geological Survey of Canada, 1875, and was for years principally engaged in the exploration and survey of the Northwest territory and British Columbia, including the Queen Charlotte islands. On this duty during June, July and August, 1878, Dawson made an examination and sketch survey of the eastern coast of Moresby island and Masset inlet, Queen Charlotte islands, which examination forms the basis of the delineation of the eastern shore line of the present Admiralty chart of the islands, No. 2,430, date 1880. Assistant director, Geological Survey of Canada, 1883. LL.D., Queen's university, Kingston, 1890, and from McGill university, 1891. F.R.S., 1891, and the same year received the Bigsby medal for eminent researches in geology. C.M.G., 1892. President of the Royal Society of Canada, 1893. Director of the Geological Survey of Canada, 1895-1901. During his examination of the eastern coast of Moresby island, Dawson named many of the islands and inlets after celebrated scientists, whose names they now bear (q.v.). Died 2 March, 1901. Named by Charles F. Newcombe, M.D., Victoria, B.C., while on a cruise round the Queen Charlotte islands in his sloop *Pelican*, 1897.

See Wanderer island; Bigsby inlet; Masset inlet; Moresby island, Q.C. islands; Juan Perez sound; and Dixon entrance.

Day point, Price island, Millbank sound. Named by Vancouver

when on his way northwards exploring the coast in the summer of 1793.

Dean channel. Named by Vancouver in 1793, in association with King island and Raphoe point, after Rev. James King, D.D., dean of Raphoe, Ireland, in 1791. The dean was the father of Captain James King, R.N., who accompanied the celebrated circumnavigator, Captain James Cook, in the *Resolution*, on Cook's third and last voyage. Rev. James King died at Woodsloo in 1795, where a tablet is erected in the church to the memory of himself and his sailor son, the latter having died in 1784. The channel was surveyed by Captain Richards in H.M.S. *Hecate*, in 1861. (*Colonist*, 2 July, 1861.)

See Cape Cook; King island; and Raphoe point.

Deans point, South Dundas island, Chatham sound. After James Deans, a respected pioneer of this coast in the service of the Hudson's Bay Company, native of Haddingtonshire, Scotland, who arrived in Victoria by the *Norman Morrison*, 1853. Deans was a geologist, ethnologist and anthropologist, and devoted much time to the study of the dialects and languages of the northern Indians of British Columbia. One of Deans' long and interesting letters when on his rambles, dated Stickine river, 12 August, 1862, is to be found in the *Colonist*, 26 August, 1862. He made several exploring trips in the early days to the Queen Charlotte islands, spent much time there, and was one of the few men able to interpret the totem marks and crests of the Haidas. An interesting volume entitled "Tales from the Totems of the Haidery" was published by him in 1899, for the purpose of preserving the legends which were rapidly being forgotten. He was a member of the St. Andrew and Caledonian Society, and a feature of the banquets of the society were poems by "the society's bard, Mr. James Deans." He was also a valued member of the Natural History Society of this province, being a constant attendant at the fortnightly meetings in Victoria. In 1892, Deans prepared an anthropological exhibit for the "World's Fair" at Chicago, which consisted of one of the ancient lodges and a totem taken from Skidegate, and he reproduced a Haida village, with specimens of the utensils, implements and dress of the people. This exhibit is now to be seen at the Field museum in Chicago. Died at Victoria, 17 July, 1905. Named by Captain Pender (nav. Lieut., R.N.), *Beaver*, 1868.

De Courcy group, Pylades channel, Valdes island. After Captain Michael De Courcy, H.M.S. *Pylades*, 21 guns. On this station,

1859-1860. Entered the navy, 1823. Lieutenant, 1838. Commander 1842. Captain, 1852. When lieutenant commander of *Charybdis*, 1841, was actively employed in the protection of British interests on the Spanish main, West Indies, when he captured and destroyed the Federal squadron, treble his force, at Carthagena, for which he was promoted to commander. C.B., March, 1867. Rear admiral, October, 1867. Vice admiral, retired, 1873. Died, 18 . Named by Captain Richards, H.M.S. *Plumper*, circa 1860.

See Pylades channel.

Deep cove. See Narvaez bay.

Deep Sea bluff, Tribune channel. The following reference to this promontory is taken from Vancouver's journal:—"On the 26 (July, 1792) the boundary of the continent was determined to a point which, from its appearance and situation obtained the name of Deep Sea bluff, in lat. $50^{\circ} 52' N.$, long. $232^{\circ} 20' E.$ ($127^{\circ} 40' W.$). The extensive cluster of islands, rocky islets and rocks in the neighbourhood were distinguished by the name of "Broughton's archipelago," after Lieutenant Commander Broughton, of the *Chatham*, who had circumnavigated the group. (Vancouver, 8°, II, p. 285.)

See Broughton strait; and Simoom sound.

Defence islands, Howe sound. After H.M.S. *Defence*, 74 guns, Captain James Gambier, engaged in Earl Howe's victory of "The Glorious First of June," 1794, when the *Defence* had the distinguished honour of first passing through the enemy's line. The vessel had a most active share in the battle, during which she was totally dismasted and had eighteen men killed and thirty-nine wounded. The *Defence* was launched at Plymouth, 1763, her builders having been Israel Pownoll and the surveyor of the navy, Sir Thomas Slade. Length, 168 feet. Beam, 46 feet 9 inches. Depth of hold, 19 feet 9 inches. Tonnage, 1,602. On the commencement of the French revolutionary war in 1793 the *Defence* was commissioned by Captain Gambier, and joined the fleet under Earl Howe. At the Nile she was commanded by Captain John Peyton, one of Nelson's "Band of Brothers," and captured the *Franklin*, 80 guns, afterwards known as the *Canopus*, the finest ship in the British navy. At Trafalgar the *Defence* was commanded by Captain George Hope, and brought her prize, *San Ildefonso*, 74 guns, safely to Gibraltar. When forming one of the squadron of Rear Admiral Reynolds, commander in chief in the Baltic, the *Defence*, Captain Atkins, in company with the flagship *St. George*, met with a most tragic fate. Both vessels were driven on shore on the coast of Jutland, 23 December, 1811, in a fearful northwest gale, when out of

600 men on the *Defence* all but five perished. The fate of the *St George* was equally tragic. Named by Captain Richards, H.M.S. *Plumper*, circa 1860.

See Gambier island; Ekins point; Ball point; Nelson island; Ganges harbour; Ripon point; and Howe sound.

Defender shoal, Menzies bay. Given this name because the year the survey was made, 1895, the American yacht *Defender*, owned by Mr. Iselin and others, successfully defended the "America Cup" in the international yacht race against the British yacht *Valkyrie III*, owned by the Earl of Dunraven; and also because the outline of the shoal at low water, as shown on the chart, has somewhat the resemblance of the outline of the hull of a modern racing yacht. Named by Lieutenant Bertram M. Chambers, R.N. (N.), H.M.S. *Nymphé*, on making a resurvey of Menzies bay, 1895.

See Huntingford point; Nymphé cove; Josephine flat; Crescent inlet; Redonda island; Turtle island; and Menzies bay.

De Horsey island, Skeena river. After Rear Admiral Algernon Frederick Rous De Horsey, commander in chief on this station, 1876-1879, flagship *Shah*, 26 guns, Captain Bedford. The *Shah*, while on the station, had a short engagement with the rebel Peruvian gun vessel *Huascar* off the South American coast in May, 1877. For some months in the early part of the war between Chili and Peru, 1879-1883, the *Huascar*, restored to the Peruvian navy, kept the whole coast of Chili in a constant state of alarm, but was at last captured by the Chilean fleet, 8 October, 1879, after her commander (Admiral Grau) and all his officers had lost their lives. The *Huascar* was for years afterwards the show ship of the Chilean navy. Captain Arturo Pratt (their Nelson) was killed on her deck when Grau sank the Chilean frigate *Esmeralda*, and a plate was afterwards placed on the spot by the Chileans where Pratt fell. When she was in the Chilean service, at the battle of Arica, a shell from the shore batteries struck the unfortunate Chilean captain, named Simpson, and so completely annihilated him that no portion of him was found except a finger in one of the boats. His sword, wonderful to relate, was driven by the force of the explosion some inches into the deck when the point turned and appeared again at the surface. Over this memorial of the battle the Chileans placed a small octagonal glass case.

De Horsey entered the navy in 1840. Lieutenant, 1846. Commander, 1853. Captain, 1857. Rear admiral, 1875. Vice admiral, 1879. Admiral, 1885. K.C.B., 1903. Named by Commander Hammer, 1877.

See Hammer point; and Daring point.

Delacombe point, San Juan island, U. S. territory. After Captain William Addis Delacombe, R.M.L.I., in command of the British camp of occupation on San Juan island, 1867-1872. Lieut-Colonel, 1872. Died, 1902.

The island was evacuated by the British forces on the 25 November, 1872; regarding which the following appeared in the *Victoria Colonist*, 26 November of that year: "H.M. ships *Scout* and *Peterel* arrived at Esquimalt from San Juan island yesterday, having on board Captain Delacombe and family, Lieut. Sturt and family, and the men lately comprising the British garrison at San Juan island, and all the guns, ammunition and stores connected with that establishment. The barracks and commandant's residence were handed over to the American forces at two o'clock p.m., Lieut. Epstien, U.S.A., taking possession in the name of the U.S. government. The flagstaff, from which the British ensign had floated for thirteen years, was cut down, a portion divided among the men and a long piece brought across to the dockyard as a souvenir. The evacuation was conducted in a most orderly manner."

In September, 1868, the Secretary of State for the Colonies wished to give Delacombe the local rank of lieutenant-colonel, but Rear Admiral Hastings, then commander in chief of the station, was strongly adverse to this, on what grounds is not quite clear, and in July, 1870, the British subjects on San Juan showed their sympathy with Delacombe in not having been granted this brevet rank by presenting him with an address of their appreciation of his services generally, and specially on their behalf. It may be mentioned here that during the occupation of San Juan the British officers detailed for duty on the island were borne on the books of the different flagships on the Pacific station. Named by Captain Pender (nav. lieut., R.N.), *Beaver*, 1868.

See Bazalgette range; Hastings arm; Sparshott mountain; Cooper reach; and San Juan island.

Denham island, Cordero channel. After Rear Admiral Sir Henry Mangles Denham, Knt., a noted surveying officer. Entered the navy, 1809. Lieutenant, 1822. Commander, 1835. Captain, 1846. Among other surveying work, Denham assisted in the survey of the Channel islands and the English and St. George's channels; also many of the harbours along the English and Irish coasts. Conducted the survey of the Bristol channel throughout, 1827-1835. Commander of H.M.S. *Acon* and surveyed the west coast of Africa from Cape St. Paul to the Niger, 1845-1846. From 1852 to 1859 commanded H.M.S. *Herald* and surveyed the Fiji islands. In 1830 received thanks and service of plate from the Trinity House.

Knighted, 1860. Rear admiral, 1864. F.R.S., Vice admiral, 1871. Admiral, 1877. Died, 1887. Named by Captain Pender (master, R.N.), *Beaver*, circa 1864.

See Herald rock.

Denham point, Moresby island, Q. C. Ids. After Annesley Turner Denham, R.N., midshipman, H.M.S. *Thetis*, Captain A. L. Kuper, C.B. On this station, 1851-1853. Denham was one of the senior midshipmen and in charge of one of the cutters, and as such assisted Mr. Moore, the master of the frigate, in the survey of Moore channel and Mitchell harbour. Denham's father was a noted surveying officer, Sir H. M. Denham, Knt. Lieutenant, 1856. Commander, retired, 1873. Named by Captain Kuper, 1852. (Communicated to writer by an officer of the *Thetis*, Dr. Archer.)

See Archer point; Denham island; Mitchell harbour; Moore channel; Kuper island; and *Thetis* island.

Denison island, Smith sound. After Frank Napier Denison, of the Meteorological Department of the Dominion of Canada, and stationed at Victoria since 1898. Youngest son of Lieut.-Colonel Denison, of Toronto, Ontario, and a descendant of an United Empire Loyalist family. Married, 21 July, 1904, Ethel Margaret Elizabeth, youngest daughter of Captain John T. Walbran, formerly of Ripon, Yorkshire, now of Victoria. Named by the Geographic Board of Canada, 1903.

See Ethel island; Frank rock; Napier island; and Walbran island.

Denman island, Baynes sound. **Denman mountain** (6,590 feet), Homfray channel. After Rear Admiral Hon. Joseph Denman, F.R.S., commander in chief, Pacific station, 1864-1866, flagship *Sutlej*, Captain Trevenen P. Coode. Born, 23 June, 1810, second son of Thomas Denman, 1st Baron Denman. Entered the navy in 1823. Lieutenant, 1831. Commander, 1835. Captain, 1841. Groom in waiting to Queen Victoria, 1856. Rear admiral, 1862. Shortly after taking over the command of the Pacific station from Admiral Kingcome, in May, 1864, Admiral Denman in his flagship, accompanied by the *Devastation*, visited Clayoquot sound in October, 1864, to punish the Ahousat Indians for the murder of the crew and destruction of the trading sloop *Kingfisher*. Vice admiral, retired, 1866. Died, 26 November, 1874. Named by Captain Richards, hydrographer, Admiralty, circa 1864.

See Ahousat; Matilda creek; Hankin island; Sutlej channel; Devastation island; Pike island; Bawden bay; Kingcome inlet; Stopford mountain; and Clayoquot sound.

Denny rock, Egg island, Q. S. Id. **Denny island**, Lama passage. After Lieutenant D'Arcy Anthony Denny, commanding, on

this station, 1866-1868, H.M. gun-boat *Forward*, being succeeded in June of the latter year by Lieutenant T. H. Larcom. (*Colonist*, 16 June, 1868.) Entered the service, 1850. Lieutenant, 1858. Commanding paddle gunboat *Coromandel*, China, 1864. Commander, 1868. Served on S.E. coast of South America in command of gun vessel *Dart*, 1872-1876. Appointed to the Coast Guard service on his return to England, 1876, where he remained until his death in 1883. Named by Captain Pender (master, R.N.), *Beaver*, circa 1866.

See Denny rocks, Rose harbour; Forward inlet; Gunboat passage; Larcom island; Anthony point; D'Arcy mountain; and Anthony island.

Denny rocks, Rose harbour, Moreshy island, Q. C. Ids. After Edward Denny, R.N., midshipman, H.M.S. *Virago*, Commander James C. Prevost. Entered the navy, 1848. On this station, 1853, and was at the attack on Petropaulovski, August, 1854. Acting mate (sub lieutenant) H.M.S. *Firebrand*, Mediterranean station, August, 1855. Lieutenant, 1863. Resigned from the service a few years afterwards. Died, 1893. He was the eldest son of the Rev. and Venerable Anthony Denny, Archdeacon of Ardfert and rector of Kilgobbin, and grandson of Sir Edward Denny, 4th Bart., Tralee Castle, county Dublin, Ireland. Hence the name of Anthony island off the south entrance of Houston Stewart channel. Admiral Lord Collingwood's youngest daughter, Mary Patience, married a Mr. Anthony Denny. She died in 1822. Named by Commander Prevost on making an examination of Houston Stewart channel in 1853.

See Virago sound; Inskip passage; Denny rock, Egg island; Anthony island; Houston Stewart channel; Prevost island; and Collingwood channel.

Departure bay. Named by the officers of the Hudson's Bay Company, 1853. An Admiralty plan of Nanaimo harbour and Departure bay, dated 1853, states that it is made from a survey by the officers of the Hudson's Bay Company, with additional soundings by Mr. George H. Inskip, H.M.S. *Virago*.

Northumberland channel, Nanaimo harbour and Departure bay were discovered and collectively named, in 1791, by the Spanish naval officer, Lieutenant Eliza, "Bocas de Winthuyzen," and are thus shown on his chart. They are mentioned under this name by Commanders Galiano and Valdes, who steered for them with the *Sutil* and *Mexicana*, with a fresh easterly wind, after rounding Punta de Gaviola (Gabirola reef), June, 1792. In connection with this name of Winthuyzen, it may be mentioned that one of the Spanish officers killed at the battle of St. Vincent, 14 February, 1797, was Rear

Admiral Francisco Xavier Winthuysen, whose flagship *San Josef* was one of the two ships captured by Nelson. Winthuysen's sword, received by Nelson, was presented by him to the Corporation of Norwich, in which city it is still preserved.

See Nanaimo; Inskip passage; Port Eliza; Galiano island; Galiano gallery; Descanso bay; Sutil channel; San Josef mountain; and Nelson island.

Derby point, Thormanby islands. After the "Derby," the well-known race, established in 1780 by the Earl of Derby, and run on Epsom downs the last Wednesday in May (sometimes the first of June).

Named in 1860 by the captain and officers of the surveying vessel *Plumper*.

See Thormanby islands; Epsom point; and Tattenham ledge.

Descanso bay, Gabriola island. This bay is the Cala del Descanso (i.e., "Small bay of Rest") of the Spanish naval officers, Galiano and Valdes, commanding respectively the exploring schooners *Sutil* and *Mexicana*, who circumnavigated what is now known as Vancouver island in the summer of 1792. The welcome anchorage for their small vessels was named "Descanso," from the fact of their discovering it at the close of a stormy day, 15 June, 1792. (Galiano's *Viage*, p. 55.) In a pamphlet published in London by the Hudson's Bay Company, dated 1849, called "Colonization of Vancouver's island," this bay is named "Cala Descanso;" and also on the map, dated 1854, accompanying Governor Douglas' "Report of a Canoe Expedition along the East Coast of Vancouver Island" (Roy. Geo. Soc., June, 1853), and is mentioned in the text, though he applies the name to the promontory, in which the bay is distinctly shown, not knowing apparently that "cala," nautically, means "small bay." The name Descanso is also given on the official map of 1859, Lands and Works Department, Victoria, where the same error is preserved in applying the name to the adjacent land and not to the waters of the small bay. In the Admiralty plan of Nanaimo harbour and Departure bay, dated 1853, this bay is not named, though the north and south points are named respectively Howes and Whitbread, two of the seamen who assisted Mr. George H. Inskip, master, H.M.S. *Virago*, in his soundings taken in May of that year. In the survey of Captain Richards, H.M. surveying vessel *Plumper*, dated 1862, it is named Rocky bay. Original Spanish name restored, on the resurveying of the neighbourhood, by Commander John F. Parry, H.M. surveying vessel *Egeria*, 1904.

See Galiano island; Valdes island; Galiano gallery; Sutil channel; Nanaimo; Departure bay; Inskip passage; and Birch bay.

Desolation sound. Named by Vancouver in 1792 on account of the gloomy appearance of the surrounding country. The following taken from his journal will give Vancouver's impressions of the place where his vessels were at anchor while his boats were examining the vicinity, June, 1792: "Our residence here was truly forlorn; an awful silence pervaded the gloomy forests, whilst animated nature seemed to have deserted the neighbouring country, whose soil afforded only a few small onions, some samphire and here and there bushes bearing a scanty crop of indifferent berries. Nor was the sea more favourable to our wants, the steep rocky shores prevented the use of the seine, and not a fish at the bottom could be tempted to take the hook." (Vancouver's voyage, 8°, Vol. II, p. 226.)

See Arran rapids; Bute inlet; and Cordero channel.

Despard cone (900 feet), Broughton island. After Joseph Despard Pemberton, surveyor general of Vancouver Island, 1851-1864. Named by Captain Pender (master, R.N.), *Beaver*, circa 1864.

See Pemberton point.

Destruction island, United States territory. Named in 1787 by Captain C. W. Barkley, of the *Imperial Eagle*, who had a boat's crew murdered by the natives when they ascended a stream on the mainland near this island; probably the Hoh river, on the banks of which are the remains of an old Indian village. (*See* Admiralty chart, No. 2531.) Mr. Miller, second officer of the *Imperial Eagle*, was in charge of the boat, and was accompanied by Mr. Beale, purser. A dried hand and a signet ring, the latter recognized as belonging to Miller, were brought by the Indians in the way of trade on board the *Felice*, Captain Meares, when at Nootka in June, 1788. (Meares, 4°, p. 124.) A similar disaster had occurred in the neighbourhood of this island in 1775 to the Spanish schooner *Sonora*, when the island had been named *Isla de Dolores*.

See Barkley sound; Meares island; Sonora island; and Beale cape.

Devastation island, Metlakatla. **Devastation channel.** After H.M. paddle-sloop *Devastation*, 6 guns, 1,058 tons, 400 h.p., built at Woolwich in 1841. During her service on this station, 1862-1865, the *Devastation* had an active share in the suppression of lawlessness among the Indians of the coast. In 1862, Lieutenant Charles A. J. Heysham was acting commander. 1863-1864, Commander John W. Pike was in charge, invalided home October, 1864, when Lieutenant Hugh R. Stewart, of the *Sutlej*, was placed in command, who was succeeded, March, 1865, at Acapulco, by Commander William K. Jolliffe. (*Colonist*, 12 October, 1864, and 6 May, 1865.)

Named respectively by Captain Richards, 1862, and Captain Pender (master, R.N.), 1863.

See Pike island; Lamalchi bay; Matilda creek; Sutlej channel; and Cowichan bay.

Diadem mountain (6,050 feet), Jervis inlet. After H.M.S. *Diadem*, 64 guns, built at Chatham, 1782. Length, 159 feet; 1,376 tons. The *Diadem*, Captain G. H. Towry, was one of the squadron under the command of Admiral Sir John Jervis at the battle of St. Vincent, 14 February, 1797. Named by Captain Richards, H.M.S. *Plumper*, circa 1860.

See Towry point; Cooper reach; and Jervis inlet.

Diana island, Barkley sound. After a small screw steamer, schooner rigged, 87 tons register, 75 h.p., Captain John Henderson, the property of the Alberni Saw Mill Company, 1862. Built at Benicia, California, about 1860, and, having been purchased by Stamp & Company for the use of the mill, arrived at Victoria, via Alberni, 2 January, 1862. (See *Colonist*, 3 January, 1862.) The *Diana* was sold by the Mill Company, in 1863, to Captain Thomas Wright, and under his command was engaged from this date for several years carrying the mails, &c., between Victoria, San Juan island and the mainland, having a contract with the United States government for this duty. (*Colonist*, 23 September, 1863.) Old-timers used to describe the *Diana* as the "largest small steamer," or the "smallest large steamer," that ever ran in these waters. Named by Captain Richards, H.M.S. *Hecate*, 1862.

See Bazalgette range.

Dibuxante point, Valdes island, Gabriola pass. A Spanish word meaning "draughtsman," being the profession or rank of Josef Cordero (dibuxante), after whom the point is named, and who accompanied, in that capacity, Galiano and Valdes on their exploring voyage through the channels between what is now Vancouver island and the mainland, with the *Sutil* and *Mexicana*, 1792. Named by Captain John F. Parry, H.M.S. *Egeria*, on resurveying Gabriola pass, 1905.

See Cordero point; Cordero channel; Valdes island; and Mexicana point.

Dickens point, Portland canal. After Sydney Smith Halde-mand Dickens, R.N., sub lieutenant, 1868-1870, flagship *Zealous*, Rear Admiral Hon. George F. Hastings, C.B., commander in chief, Pacific station. Dickens arrived on this coast in H.M.S. *Pyllades*, Captain Cecil W. Buckley, V.C., 25 August, 1868, and was trans-

ferred to the flagship. Born 1847, youngest son of Charles Dickens, the celebrated novelist, and entered the navy, 1861. Sub lieutenant, November, 1867. Lieutenant, February, 1872, and joined the frigate *Narcissus*, Captain William Codrington, detached squadron, flagship of Rear Admiral F. Beauchamp Paget Seymour, C.B.; invalided and died at Aden the same year.

At a theatrical performance and ball given in Victoria, 29 December, 1868, by Rear Admiral Hastings and officers of H.M. squadron at Esquimalt, Sub Lieutenant Dickens was one of the principal actors, and the *Victoria Colonist*, 31 December, 1868, has a long account of the entertainment, and favourably mentions Dickens' performance in the play called "The Steeple Chase; or in the Pigskin." Lieut. Stopford, of the *Zealous*, and Mr. Brodie, of the *Bearer*, also acted. Dickens and Stopford points, Portland canal, are close to one another. Named by Staff Commander Pender, H.M. hired surveying vessel *Bearer* (who was doubtless at the play), 1869.

See Pylades channel; Buckley point; Stopford point; Bun-by islands; Cuttle group; and Portland canal.

Digby island, Metlakatla. After Henry Almarus Digby, R.N., 2nd lieutenant of H.M.S. *Malacca*, Captain R. B. Oldfield. On this station, 1866-1868. Commander, 1879. Coastguard service, 1883-1889. Retired, 1890. Captain, retired, 1894. Living 1906. Named by Captain Pender (nav. lieut. R.N.), *Bearer*, 1867.

See Malacca passage.

Dillon point, Beaver harbour. **Dillon rock**, Shushartie bay. Named in 1850 after William Ward Dillon, R.N., master, 1843, who when temporarily serving as master on H.M.S. *Dædalus* on this station in 1850, made a sketch survey of Dædalus passage and Shushartie bay. In command, 1851-1852, on this station, of H.M. tender *Cockatrice*. Staff commander, 1863. Named in 1850.

See Dædalus passage; Cockatrice bay; Halstead island; and Shushartie bay.

Dimsey point, Joachim island, Rivers inlet. After D. G. Dimsey, civil assistant, Hydrographic Office, Admiralty, 1870-1895. Named by Rear Admiral George F. Richards, C.B., F.R.S., Hydrographer, Admiralty, circa 1871.

See Sharbau island.

Dionisio point, Porlier pass, Galiano island. After Commander Dionisio Alcalá Galiano, an officer in the Spanish navy. Engaged exploring this coast in command of the *Sutil*, 1792. Named by Captain John F. Parry, H.M.S. *Egeria*, on resurveying Porlier pass, 1905.

See Galiano island; Galiano gallery; Sutil point; and Birch bay.

Discovery island. Named after Vancouver's ship the *Discovery*, probably by Captain Kellett, of H.M.S. *Herald*, who surveyed a portion of these waters when on the station in 1846. Commander Mayne in his book, page 80, states that Vancouver named the island after his ship; but this cannot be correct as Vancouver did not examine the southeast coast line of what is now Vancouver island, confining himself exclusively to the continental shore. Port Discovery, named by Vancouver in May, 1792, after his ship, was one of the first stopping places used by him on his long examination of this coast.

Vancouver in his journal of his voyage, under date 2 May, 1792, speaks in glowing terms of the appearance of the country around Port Discovery: "A picture so pleasing could not fail to call to our remembrance certain delightful and beloved situations in old England. Thus we proceeded without meeting any obstruction to our progress, which, though not rapid, brought us before noon abreast of the stream that discharges its waters from the western shore near five miles within the entrance of the harbour; which I distinguished by the name of Port Discovery after the ship. There we moored in 34 fathoms, muddy bottom, about a quarter of a mile from the shore." (Vancouver, 8°, II, p. 66.)

The *Discovery*, in which Vancouver made his ever memorable voyage, was purchased by the British government from Messrs. Randall and Brent, having been built in their yard on the banks of the Thames in 1789. She was first commissioned on New Year's day, 1790, by Captain Henry Roberts, with Vancouver as second in command, for the voyage she ultimately undertook, but which, in the first place, was abandoned owing to the Nootka difficulty. Upon the difficulty, which nearly led to war, being amicably arranged between the British and Spanish governments, the examination of this coast was again taken in hand, with a view of finally settling the probability of an eastern passage. The *Discovery* was recommissioned for this purpose, 15 December, 1790, with the armed tender *Chatham* as her consort, the command of the expedition being given to Vancouver, then promoted to commander in the navy; Lieutenant Broughton being appointed to the command of the *Chatham*. The *Discovery*, ship rigged, was 340 tons burthen, copper fastened, sheathed with plank and coppered. Mounted ten four-pounders and ten swivels, with one hundred and thirty-four of a crew all told. (Muster book, *Discovery*.) With the *Discovery* and *Chatham*, Vancouver, during the years 1792, 1793 and 1794, closely examined and charted this coast, from 30° N. to 60° N.

See Roberts point; Vancouver island; Chatham point; Puget sound; and Broughton strait.

Dixon entrance. Named, 1788, by Sir Joseph Banks, after Captain George Dixon of the *Queen Charlotte*. Captain Dixon was on this coast in 1787 with Captain Portlock in the *King George* who was in charge of the expedition. (See Portlock point.) These officers had been shipmates in Cook's last voyage, Portlock being one of the master's mates and Dixon armourer of the *Discovery*. It may be mentioned here that the armourer was a skilled mechanic, with the rating of a first-class petty officer, whose duty it was to assist the gunner in keeping the arms in order. The vessels sailed together from the Downs, 2 September, 1785, having left London on the 29 August, and arrived at Cook's river, via Cape of Good Hope, in July, 1786. Wintered at the Sandwich islands, returning in the spring of 1787 to King William's sound, where they met Captain Meares who had spent the winter there in the *Nootka*, a small snow of 120 tons (see Meares island). The *King George* and *Queen Charlotte* separated on leaving King William's sound, each vessel trading along the coast alone. As he sailed southwards Dixon met with a large island or islands, where he purchased a large number of sea otter skins. Rounding the southern termination of the land which he named cape St. James, he sailed northward along the eastern shore until he recognized ahead the high mountains seen some days before, northward of a large opening in the coast line. Dixon thus ascertained the land he had been trading along was a large island or islands, and gave them the name of his vessel, *Queen Charlotte* isles. In 1789 Captain Gray, of the American trading sloop *Washington*, visited these islands, and named them after his vessel. As the ownership of the islands was established in Great Britain, the name of *Washington* disappeared, and the group has long been known by their present name. On returning to England, September, 1788, Dixon published in the following year an account of his voyage, written in a series of interesting letters by his supercargo, William Beresford, addressed to a person named Hamlen. The first was dated at Gravesend when the snow was on the point of leaving, 1785, and the last off Dover, 17 September, 1788. The volume, 4°, is dedicated to Sir Joseph Banks.

In connection with the naming of Dixon entrance, the following is related by Captain Dixon in a pamphlet he published, in 1791, entitled "Further Remarks on the Voyages of John Meares, Esq.," during a controversy he had after arriving in England with Captain Meares, whom Dixon met in King William's sound, May, 1786. Meares had passed the winter in the sound with fatal effects to many of his crew, and Dixon when publishing the account of his own voyage incidentally infers (Dixon's Voyage, p. 157) that the sickness

on the *Nootka* was owing more to drunkenness than scurvy. Meares denies this statement, and in the controversy accuses Dixon, among other charges, of inserting in his chart of this coast his own name for his own glorification, viz., Dixon entrance. Meares also stated that he had named this channel, Douglas channel, after Captain Douglas of the *Iphigenia*, "who had boldly pushed through it," whereas Dixon had only passed the entrance in the offing. In answer to this charge Captain Dixon issues the pamphlet, "Further Remarks, &c.," where (p. 49) he states as follows:—

"When I laid my manuscript chart before Sir Joseph Banks for his approbation, I, at the same time, requested him to name such places as I had not filled up, and he did me the honour to insert mine in the place you find it on the chart." Dixon also adds, "In making this charge you no doubt thought you would rob the silly jay of his borrowed plumes."

Captain Dixon died about 1800. Of his life after his voyage of 1785-8 little is known, but he has been identified, on evidence not completely satisfactory, with a George Dixon, who, during the last years of the century, was a teacher of navigation at Gosport and author of "The Navigator's Assistant," 1791. Dixon appears to have been a man of ability and attainments, a keen observer and a good navigator.

See Queen Charlotte islands; Meares island; Skidegate inlet; Portlock point; Cape Cook; and Juan Perez sound.

Dobbin bay, Broughton island, Q. C. Sd. After Thomas Sydney Dobbin, clerk, civil department, H.M. naval yard, Esquimalt, B.C., 1865-1898. Senior clerk, 1875. Born 1836, a native of England. Died in London, December, 1905. Named by Captain Pender (master, R.N.), H.M. hired surveying steamer *Beaver*, circa 1866.

See Esquimalt.

Dodd narrows, Northumberland channel. Known as late as 1863 as Nanaimo rapids (*Colonist*, 22 January, 1863). **Dodd passage**, Port Simpson. **Dodd rock**, Finlayson island, Port Simpson. Named by the officers of the Hudson's Bay Company, 1843-1853, after Captain Charles Dodd, who was in the company's service for twenty-five years. Born 1808, native of Norwich. He came out from England as second officer of the *Beaver*, 1835, and on arrival at Fort Vancouver, Columbia river, April, 1836, was promoted to first officer. Chief officer Hudson's Bay Company's barque *Cowlitz*, 1842. In charge of Fort Durham (Taku), 1842. Commanded the *Beaver*, 1843-1852, succeeding Captain McNeil. Chief factor, 1860. When in charge of the northwest coast was taken seriously ill, May,

1860, and brought down from Port Simpson in the *Labouchere*, Captain Swanson, to Victoria, where he died, 2 June, 1860. Buried in the old cemetery, Quadra street, Victoria. (See *Colonist*, 29 May and 5 June, 1860.)

Dodd passage and Dodd rock are shown on the first survey of Port Simpson harbour and vicinity, made by George H. Inskip, master, H.M.S. *Virago*, 1853.

See Beaver harbour; Helmcken island; Inskip passage; and Port Simpson.

Dodger cove, Barkley sound. The cove was named in 1861 because of the following circumstances. After the wreck of the *Florenzia* the crew went to Ucluelet and took refuge at a trading store kept by Captain Charles E. Stuart, late of the Hudson's Bay Company. At Stuart's request the mate of the *Florenzia*, Mr. Lankenau, put the wrecked vessel and her cargo of lumber up at auction, and sold them at the ridiculously low sum of \$100 to Stuart, the only bidder there. (*Colonist*, 11 and 12 January, 1861.) Eventually the crew arrived at Victoria by H.M.S. *Hecate*, and making a report to the proper authorities of the wreck and sale, the latter was repudiated, and Captain E. H. King was despatched by the government to attach the wreck, which he did. (*Colonist*, 1 March, 1861.) Returning to Victoria, the small schooner *Saucy Lass*, on which were King and Stuart, meeting with strong head winds, put into a cove in Barkley sound and lay there several weeks, "dodging the weather," during which time Captain Pamphlet, in the schooner *Meg Merrilies*, supplied them, on two occasions, with provisions. While lying here Captain King was killed by the accidental discharge of his gun when going deer hunting. Named by Captain Richards, H.M.S. *Hecate*, who, when shown a sketch of the cove, which is a passage between two islands, by the master of the *Meg Merrilies*, with the remark, "it is a fine place to dodge in," drawing his attention at the time to the lengthened stay there of the *Saucy Lass*, replied, "That is so, and it will now for ever be known as "Dodger's cove."

See King island; Florenzia island; Alpha passage; Stuart channel; Barkley sound; Tom point; and Ucluelet.

Dolphin island, Kitkatla inlet. After Herbert Dolphin, R.N., 1st lieutenant, H.M. gun vessel *Sparrowhawk*, who served on this station, 1866-1868. Born in 1839. Entered the navy in 1853. Lieutenant, 1861. Commander, 1872. Died, 1883. On this island is the ancient winter village of the Kitkatla Indians.

Named by Captain Pender (nav. lieutenant, R.N.), commanding hired surveying vessel *Beaver*, 1867.

See Kitkatla inlet; and Gurd island.

Domett point, Anvil island, Howe sound. After Admiral Sir William Domett, K.C.B., who at the battle of the "Glorious First of June" was flag captain in the *Royal George*, 110 guns, to Admiral Sir Alexander Hood, K.B., second in command to Lord Howe. He was born at Hawkchurch, Dorset, 1752. Entered the navy, 1769, under the patronage of Captain Alexander Hood, afterwards Lord Bridport, and after serving under several captains, among them Captain Samuel Hood, afterwards Lord Hood, he was promoted to lieutenant, 1777, and shortly afterwards appointed to the *Robust*, 74 guns, with Captain Alexander Hood (Samuel Hood's younger brother), in which he was present in Keppel's action off Ushant, 27 July, 1778. In 1782 Domett when in the West Indies was promoted by Sir George Rodney to the command of the *Circe* sloop, and sent home with despatches. Advanced to post rank in September, and appointed as flag captain to Rear Admiral Alexander Hood, H.M.S. *Queen*, 98 guns, one of the fleet which under Lord Howe relieved Gibraltar the same year. In the Nootka difficulty, so intimately connected with this coast, known in naval annals as "The Spanish Armament," 1790, which cost Great Britain upwards of 3,000,000 pounds sterling (Brenton's Naval History, Vol. I, p. 71), he was Sir Alexander Hood's flag captain in the *London*, 98 guns, who, since Domett had served under him in the *Queen*, had been promoted to Vice admiral and made a K.B. In 1793 was appointed to the *Royal George*, again flag captain to Sir Alexander Hood, in command of which ship he remained seven years and a half, till Hood, created Baron Bridport after the battle of 1 June, 1794, struck his flag in 1800. Was with Nelson in the Baltic as captain of the fleet, 1801. Rear admiral, 1804. (For portrait, &c., see Naval Chronicle, 1806, XV, 1-13.) A Lord of the Admiralty, 1808-1813, when he was appointed commander in chief at Plymouth. Vice admiral, 1809. K.C.B., 1815. Admiral, 1819. G.C.B., 1820. Died 1828, and is buried at his native village in Dorset, where a lengthy inscription on a tablet inside the village church sets out all his professional achievements. Named by Captain Richards, H.M.S. *Plumper*, circa 1859.

See Hood point; Rodney mountain; Nootka sound; Estevan point; Colnett mountain; Vancouver island; Howe sound; and Seaforth channel.

Domville island, Prevost passage, Haro strait. After Rev. David Edward Domville, chaplain, H.M.S. *Satellite*, Captain James C. Prevost. On this station, 1857-1859. Named by Captain Richards, H.M. surveying vessel *Plumper*, 1859.

See Satellite channel; and Prevost island.

Donegal head, Malcolm island. After H.M.S. *Donegal*, 74 guns, Captain Pulteney Malcolm, one of Nelson's fleet blockading Cadiz previous to the battle of Trafalgar, 1805. The *Donegal* was not at the battle, having been sent to Gibraltar a few days before, but returned directly afterwards. In the early part of October, Rear Admiral Louis had been sent by Nelson, with the regular detachment of ships, consisting of *Canopus*, *Spencer*, *Queen*, *Tiger* and *Zealous*, to Gibraltar for a refit and a supply of water, and on the 17th he supplemented the number by despatching the *Donegal* to the same place. In Nelson's diary the following item appears:—"October 17. Moderate breezes N.W. Sent *Donnegal* to Gibraltar to get a ground tier of casks. Received accounts by the *Diligent* storeship that Sir Richard Strachan was supposed in sight of the French Rochefort squadron, which I hope is true. At midnight the wind came to the eastward."

There is no doubt that the absence of these six vessels was one of the causes of the combined French and Spanish fleet leaving Cadiz on the 20th, Villeneuve having heard of their departure, thus weakening Nelson's watch dogs off the port. Named by Commander Gordon, 1846.

See Malcolm island; Gordon river; and Nelson island.

Doolan point, Tugwell island, Metlakatla. After the Rev. Robert Reid Arthur Doolan, Church Missionary Society. Ordained deacon, 1863. Arrived from England at Metlakatla in 1865 and was sent by Duncan to establish a mission at Nass village (known by the Hudson's Bay officers in 1830 as Ewen Nass) about twelve miles up the Nass river, Observatory inlet. Here he was successful, and remained until 1867, when the mission was removed to the present village of Kincolith by the Rev. Robert Tomlinson, assisted by Doolan, the mission house being floated down the river on a raft. Returned to England in 1867. (*Colonist*, 8 October, 1867.) In 1868 ordained priest in the Church of England. Chaplain at Seville, Spain, 1873-1877. Residing at Bristol, England, 1906.

Named by Captain Pender (nav. lieutenant, R.N.), *Beaver*, 1867.

See Metlakatla; Tomlinson mountain; Duncan island; Port Simpson; Nass river; and Kincolith.

Dorothy island and **Dorothy narrows**, Devastation channel. After Dorothy Anderson, daughter of Lieutenant Colonel W. P. Anderson, chief engineer, Department of Marine and Fisheries, Ottawa. Named by Colonel Anderson on making an examination of the head of Kitimat arm in the C.G.S. *Quadra* in 1898, and adopted by the Geographic Board of Canada.

See Anderson point, Devastation channel.

Dorothy rock, Vere cove, West Thurlow island, Johnstone strait. Named in 1899 after Dorothy Thurlow, niece of Commander Morris H. Smyth, H.M.S. *Egeria*, in charge of the resurvey of this coast, 1898 to March, 1900.

See Vere cove; and *Egeria* shoal.

Douglas bay, Forward harbour. After Lieutenant Commander Hon. Horace Douglas Lascelles, R.N., son of the Earl of Harewood. Named by Captain Pender (master, R.N.), *Beaver*, 1865.

See Lascelles mountain; Forward inlet; and Harewood mountain.

Douglas channel, Wright sound to Kitimat arm. **Douglas channel**, between Waldron and Orcas islands, United States territory. The latter shown on United States charts as President channel but when surveyed by Captain Richards, H.M.S. *Plumper*, in 1858, was named after His Excellency James Douglas, governor and commander in chief of Vancouver Island and its dependencies, Vice admiral of the same, &c., who succeeded Governor Blanshard in 1851. Later, September, 1858, he was governor of the whole province of British Columbia, and, in 1864, retired as Sir James Douglas, K.C.B. Born at Demerara, 15 August, 1803. Entered the service of the Northwest Company in 1819, and joined the Hudson's Bay Company in 1821, when the two companies were consolidated. Chief factor, 1840, and on the retirement of Dr. John McLoughlin, 1 June, 1846, became in name and in fact the head of the company's business on the Pacific coast. In 1843, Douglas established, at a place named Camosun or Camosack, the trading post first known as Fort Camosun, which has since become the beautiful city of Victoria. Sir James Douglas was the most prominent man of this country, and the history of his life is very largely the history of British Columbia till 1865. It may be said that it was from the wisdom and firmness of his administration as chief factor of the Hudson's Bay Company, and subsequently as governor of the colony, that the rapid growth of later years became possible. For many years his authority as almost absolute ruler over the immense area which now constitutes the present province of British Columbia was undisputed, and his fidelity to duty, his uprightness and impartial justice was known to Europeans and Indians alike. All respected him and his ability, and on his retirement from public life, in 1864, he received the honour of being appointed a Knight Commander of the Bath. Died at Victoria, B.C., 2 August, 1877. He married, in 1829, Amelia, daughter of Chief Factor W. Connolly, and by her left a large number of descendants.

The following eulogy on the administrative ability of Sir James Douglas is an extract from the judgment of the Supreme Court of

British Columbia (per Martin, J.) in the case of the Attorney General v. Ludgate (1901), 8 B.C., 259:— . . . "We are fortunate indeed, in having, so far as the old colony of British Columbia is concerned, the four Imperial Blue Books of 1859-62, which in the admirable despatches of Governor Douglas, contain an account as interesting as it is exceptionally complete of the early administration of the affairs of that colony. And I trust it may not be out of place for me to say, after a repeated perusal of those despatches (which a proper understanding of this case necessitated) that they bring home to one how well it was for the proper establishment of the infant colony, under trying and peculiar circumstances, that there was placed at the head of its affairs so able an administrator as Governor Douglas."

The granite obelisk erected in his honour in front of the Provincial Parliament buildings, Victoria, has the following inscription:—

"Erected by the people of British Columbia to the memory of
Sir James Douglas, K.C.B.

Governor and Commander in Chief, 1851 to 1864."

Douglas channel, Wright sound to Kitimat arm, named by the officers of the Hudson's Bay Company, and the name adopted by Captain Pender (nav. lieutenant, R.N.), H.M. hired surveying vessel *Beaver*, 1868.

See Victoria; New Westminster; Kennedy island; Seymour inlet; Amelia island; Lowe inlet; McLoughlin bay; James bay; Victoria; and Clover point.

Douglas harbour, Moresby island, Q. C. Ids. After John Douglas, M.D., R.N., surgeon of H.M.S. *Thetis*. On this station, 1851-1853. Surgeon, 1844. Died, 1855. Named by Captain A. L. Kuper, C.B., 1852.

See Thetis island; and Mitchell harbour.

Douglas island, Ballenas channel. After Amelia (Lady Douglas), wife of His Excellency James (afterwards Sir James, K.C.B.) Douglas, governor of British Columbia. Named, circa 1860.

See Amelia island.

Downes point, Hornby island. After Edward D. Panter Downes, R.N., second lieutenant of H.M.S. *Tribune*, Captain Hornby. On this station, 1859-1860. Entered the navy in 1847. Passed for lieutenant in 1854, and during a portion of the Russian war, 1855-1856, served as mate (sub lieutenant) on board H.M.S. *Duke of Wellington*, 131 guns, flagship of Rear Admiral Dundas. Named by Captain Richards, H.M. surveying vessel *Plumper*, circa 1860.

See Tribune bay; and Geoffrey mountain.

Drainey inlet, Rivers inlet. After Robert Drainey, manager, in 1890, of the Oweekayno cannery and saw-mill situated on the banks of the Wannock river at the head of the east arm of Rivers inlet. Later proprietor and manager of the Namu cannery at the entrance of Burke channel, Fitzhugh sound. Drainey inlet is divided from Boswell inlet, Smith sound, by a narrow neck of land, and is connected with Rivers inlet by a short and narrow opening, known by the Indian name of Skookum chuck (Chinook "Strong, i.e. rapid, water"), through which the tidal stream rushes with great rapidity. Named by the writer when in command of the S.S. *Danube*, and adopted by the Hydrographic Office, Admiralty, 1890.

See Rivers inlet; Swan rock; and Oweekayno lake.

Drew harbour, Quadra island. **Drew pass**, Read island. **Drew rock**, Bedwell harbour, Pender island. After Charles Randolph Drew, R.N., assistant secretary (acting) to Rear Admiral the Hon. George F. Hastings, C.B., 1866-1868, flagship *Zealous*. (See "Cruise of Sparrowhawk," *Colonist*, 29 May, 1868.) Paymaster, 1868. Paymaster of H.M.S. *Pylades*, Captain Buckley, V.C., on this station, 1868-1871. Secretary to Captain Algernon F. R. De Horsey, commodore, receiving ship *Aboukir*, Jamaica, 1872. Died, 1873. Named by Captain Pender (nav. lieutenant, R.N.), surveying vessel *Beaver*, circa 1867.

See Hastings arm; Pylades channel; Buckley point, Skeena river; and De Horsey island.

Drummond mountain (3,273 feet), Topaze harbour. After Robert Drummond, R.N., chief engineer, H.M.S. *Topaze*, Captain the Hon. John W. S. Spencer. On this station, 1859-1863. Chief engineer, 1854. Fleet engineer, retired, 1866. Died, 1889.

See Topaze harbour.

Drury inlet, Q. C. Sd. After Captain Byron Drury, R.N., who succeeded, in 1850, Lieutenant Commander James Wood as commander of the surveying vessel *Pandora* on the termination of her commission in the Pacific, her next station being Australia, 1850-1856. Born, 1815. Entered the navy, 1828. Lieutenant, 1841. Commander, 1845. Captain, 1857. Rear admiral, retired, 1875. Vice admiral, 1879. Admiral, 1885. Died, 1888.

The following names around Drury inlet are those of officers serving on the *Pandora* under Commander Drury: Mount Kerr (1,145 feet), after Thomas Kerr, R.N., master; and mount Jolliffe (1,460 feet), after John Jolliffe, R.N., surgeon. Pandora head (1,000 feet), after the vessel. Named by Captain Pender (master, R.N.), *Beaver*, 1865.

See Pandora peak.

Dryad point. After the Hudson's Bay Company's brig *Dryad*, Captain Kipling, which vessel, in company with the brig *Lama*, Captain McNeill, brought the material and stores from Fort Vancouver for founding Fort McLoughlin in 1833. This point was originally named Turn point by the Admiralty surveyors, and altered to Dryad when the lighthouse was built on the point in 1901. The change to Dryad was made by the Geographic Board of Canada to prevent any conflict of names with the United States lighthouse situated on Turn point, Stuart island, Haro strait. Three proposed names were submitted to the Board for selection, all historically connected with this vicinity, viz.: Dryad, to perpetuate the name of the vessel that brought the stores, &c., in conjunction with the *Lama*; Dunn, the name of one of the officers at the then Fort McLoughlin, and Kaiete, the name of one of the hereditary chiefs of the Bella Bella tribe. The first name was selected.

The lighthouse on Dryad point is in charge of a Bella Bella Indian, known as Captain Carpenter, his Indian name translated into English being Rainbow, and whose wife, a descendant of one of the Chiefs Kaiete, has quite a thrilling story in connection with one of her royal ancestors. This story was told by her husband when with the writer on fishery service. Passing a small bay one day in the steam-cutter, Carpenter drew attention to this bay as the place where the Indians attacked a ship many, many years before, and said in effect, that the Indians under the Chief Kaiete of that day attempted to capture a Boston ship at anchor in this bay with her stern fastened to the shore. Carpenter did not know the name of the ship nor how long it was since the fight took place, only, "Hiyu, hiyu ahn-kottie" (meaning, very long ago). But he was told that the captain whilst looking over the side of the vessel to see some skins in a canoe alongside was killed and thrown overboard; that Kaiete, the head chief, was shot dead; that many sailors were killed and Indians too; that the cook fought by throwing boiling water on the Indians, which made them jump overboard and swim on shore, where the hair came off the heads of some and others were blind ever afterwards; that the cook was killed at last. Then a canoe with many Indians in it tried to cut the anchor rope so that the Indians on shore could pull the ship there by the stern rope, and whilst the Indians in the canoe were cutting the rope, the sailors fired a gun at the canoe full of men and killed them all. Carpenter in relating this incident in Chinook, tersely and graphically said, "Hiyu poh; halo Indian" (i.e. literally, Much blow-up! no Indian). The heavy discharge of grape that swept so many Indians with such suddenness into eternity was never forgotten. After the killing of all these Indians, the few remaining sailors managed to get the ship away.

This was the story as told by Carpenter, and the following is the sequel of this Indian legend, taken from the pages of the Annual Register and Naval Chronicle, for 1806, in which book the writer found it a few years after the incident was related by the Indian. The statement in the Annual Register shows how, in the relation of the main incidents, history may be handed down truthfully by the Indians for many generations.

According to these printed accounts, the attack took place in 1805, the American vessel's name was the *Atahualpa*, Captain Oliver Porter, and the bay on the eastern shore of Spiller channel, pointed out to the writer by Carpenter in 1899, must be the Sturgis bay of the following narrative. Spiller channel, which has not been surveyed, is about eight miles from Milbank sound.

"Shocking Massacre.—Account of the massacre of the officers and crew of the ship *Atahualpa*, communicated by Capt. Isaacs, of the *Montezuma*.

"The ship, *Atahualpa*, had been lying at anchor in Sturgis cove, up Milbank sound, three days. The natives had, during that time, been remarkably civil. On the 12th of June, 1805, they came off in several canoes, and desired Captain Porter to purchase their skins; and about ten o'clock, Calete, the chief of one of their tribes, desired Captain Porter to look over the side and see the number of skins in his canoe. Captain Porter was complying, but was obliged to bend over the rail, when the chief threw his coat over his head, stabbed him twice between his shoulders, threw him overboard, and gave the signal for a general attack.

"Mr. John Hill, the chief mate, was shot through the body, but ran below, got his musket, returned on deck, shot the chief, and gave him his mortal wound.

"John Goodwin, the second mate, shot dead.

"John G. Rackstraw, captain's clerk, was daggered, and died immediately.

"Lyman Plummer was daggered, and lived until the ship was got out, when he requested the surviving crew to take care of the ship, and find Captain Brown.

"Isaac Summers, cooper; Luther and Samuel Lapham, Peter Spooner, seamen; and John Williams, cook, were all killed. The cook defended himself bravely, as long as his hot water lasted, but that being expended, they cut him down with an axe. Three seamen, one Sandwich islander, and a Kodiak Indian, were dangerously wounded. Five more of the crew were slightly wounded; and three men and a Sandwich islander were all that escaped unhurt.

"These four at length bravely rushed through the crowd of Indians, got below, and finding a few muskets loaded, fired them through the loopholes, in the break of the forecastle, which terrified the natives, and many jumped overboard. The four men then regained the deck, and after fighting some time with a few Indians, who seemed determined to hold their prize, killed or drove all overboard. One canoe was now seen under the bows, endeavouring to cut the cable; but a swivel was brought from the afterpart of the ship, and discharged at them; ten were killed by the swivel, and one by a musket shot, so only one was left alive in the canoe.

"The crew lost their jacket knives, by plunging them into the skulls of the Indians, from whence they were unable to draw them out. After the decks were cleared, the topsails were loosed, when the ship swung her head off shore, the cable was cut, and after some-time beating, was able to get out of the sound. Two days after they were off Newatta; the wind coming ahead, shaped a course northward.

"On the 13th of June, deposited the bodies of our murdered shipmates in the deep."

(Annual Register, 2 May, 1806. Vol. 48, pp. 402-403.)

There is no doubt Sturgis bay, where the *Atahualpa* was attacked, was named by the early traders after either Messrs. Bryant and Sturgis, a firm of shipowners of that day, of Boston, U.S.A., or Captain Sturgis, of the Boston trading vessel *Caroline*, which vessel the chief, Kaiete, had informed Captain Porter sailed from Sturgis bay ten days before his arrival.

In the *Naval Chronicle*, 1806, Vol. 16, p. 382, an account of the same attack on the *Atahualpa* is also given by Mr. Joel Richardson, armourer of the vessel, to an American newspaper, *The Independent Chronicle*. Richardson's account is substantially the same as in the narrative already given, with a few more details regarding the names of the crew and particular incidents of the massacre.

Richardson states the massacre took place on the 13 June, 1805, the ship having anchored off the village on the 8th. "Out of the 23 hands on board, 10 were killed and 9 wounded. After the decks were cleared of the sanguinary wretches, several guns were fired at the village, the sails loosened, stream cable cut and the ship put to sea. A course was shaped for New Heita (Nahwitti), but the wind chopping round stood to the westward. Buried the dead with prayers, in Queen Charlotte sound, on the 17th. The number of Indians killed must have been forty. A large canoe under the ship's bow with about 20 Indians in her, who were cutting a cable, a swivel and several muskets were fired into her, and but one

Indian reached the shore alive. Two hundred Indians were supposed to be on board when the attack took place. Preparation was made during the conflict to have blown the ship up with all on board had the Indians obtained possession, preferring to die in that manner rather than fall into the hands of such merciless wretches."

The *Atahualpa* was the property of Mr. Theodore Lyman, of Boston, U.S. America, and Lyman Plummer was his nephew.

See Bella Bella; McLoughlin bay; Lama passage; Port Simpson; Tolmie channel; Port McNeill; Spiller channel; and Kaiete point.

Duff point, Eden island, Q. C. Sd. **Duff island**, off Duff point. The former named by Vancouver in 1792 after his old shipmate and senior officer in the *Europa*, George Duff, R.N., at that date (1792) a commander and in charge of the *Marlin* sloop of war, stationed on the coast of Scotland. Promoted to post captain in 1793. He was born in 1764, the second son of the late James Duff, of Banff, younger brother of the family of Hatton, in the county of Aberdeen, and nearly related to the Earl of Fife. When only nine years of age he ran away to sea and concealed himself in a small merchant vessel in the harbour of Banff and sailed in her, but the captain, finding him on board, sent him back from a neighbouring port to his father. Mr. Duff, seeing his son's strong inclination for a seafaring life, had him rated at once in a sloop of war, and two years afterwards he was sent to join his grand-uncle, Commodore Robert Duff, who then commanded at Gibraltar, with his flag in the *Panther*, 60 guns, September, 1777. Before he was sixteen years of age he had been in thirteen engagements, and in consequence of his gallant services he was at that early age made a lieutenant. He was at the capture of the Spanish admiral, Langara, off Cadiz in 1780, and went from thence with Sir George Rodney's fleet to the West Indies, when he was present as a lieutenant in the *Montagu* at Rodney's victory, 12 April, 1782. Afterwards served in the *Camilla* sloop of war, Captain Hutt, as first lieutenant, and was subsequently first lieutenant of the *Europa*, 50 guns, when Captain Vashon was appointed to that ship, and in which Vancouver was serving as a lieutenant. The crew of the *Europa* were in such an excellent state of discipline on Vashon joining that Duff gained the esteem of both his captain and of Commodore Alan Gardner. Commander, 1790. Captain, 1793. In April, 1804, through the influence of his steady patron, the Duke of Gordon, he was appointed to the command of the *Mars*, 74 guns, and in her proceeded to the blockade of Cadiz, where, at the battle of Trafalgar, he was killed. "A cannon shot from the *Fougueux* killed Captain Duff and two seamen who were immediately behind him, the ball struck the cap-

tain on the breast and carried off his head; the body fell on the gangway, where it was covered with an union jack until after the action." Captain Duff was a man of fine stature, strong and well made, above six feet in height, and had a manly, open and benevolent countenance. In the navy he was known by the name of "Worthy Duff." He married Miss Sophia Dirom, the daughter of Major General Dirom, and several pages in the *Naval Chronicle* for 1806 are devoted to some interesting letters to his "dearest Sophia." His son, Norwich Duff, thirteen years of age, was a midshipman on the *Mars* at the time of his father's death. (*Naval Chronicle*, 1806, Biography and portrait, XV, pp. 25-26, 265-293.)

"It is an interesting coincidence that Captain Duff's great-uncle, Robert Duff, then in command of the *Rochester*, 50 guns, commanded the inshore squadron at Quiberon bay (20 November, 1759); the only battle in modern English naval history which, for its magnitude, its importance and its results, can be compared with Trafalgar. On the 4 October, 1805, Nelson instructed Captain Duff, with the *Mars*, *Defence* and *Colussus*, to keep a watch from three to four leagues between his fleet and Cadiz, in order that the frigates close off the port could signal any information about the enemy's movements through Duff's little squadron." (Laughton, "Nelson's Letters," note, p. 418.) Duff island named by the Admiralty surveyors in association with Duff point in 1865.

See Gordon point; Fife sound; Vashon island; Gardner inlet; Rodney mountain; Hutt island; Nelson island; Vancouver island; Pender island; North island, Q.C. Ids.; and Blackney passage.

Dufferin island, Seaforth channel. After Frederick Temple, 1st Earl of Dufferin, Governor General of Canada, 1872-1878. Born, 1826, and succeeded his father as 5th Baron Dufferin, in the peerage of Ireland, 1841. Created an earl, 1871, and advanced to the marquessate of Dufferin and Ava, and the earldom of Ava, 1888. Viceroy of India, 1884-1888. Died, 1902. While Governor General of Canada he, accompanied by Lady Dufferin, made a cruise along the coast of B. C., August and September, 1876, in H.M.S. *Amethyst*, Captain Chatfield. An account of this cruise is given in a delightful book written by Lady Dufferin called "My Canadian Journal," 1872-1878, published in 1891. The Countess of Dufferin range (about 3,000 feet), east side of Grenville channel, was also named on the cruise. Named by the captain and officers of the *Amethyst*, 1876.

See Amethyst cascade; Chatfield island; and Countess of Dufferin range.

Dufferin range. See Countess of Dufferin range.

Duke point, Northumberland channel. The name was given to this point by Commander J. F. Parry, H.M. surveying vessel

Egeria, in 1903, to recall the fact of the channel being named after the Duke of Northumberland in 1853.

See Northumberland channel.

Duncan island, Goletas channel. **Duncan bay**, Metlakatla. The former named after William Duncan, the zealous and well-known missionary on this coast; the latter perpetuates, not only the name of Mr. Duncan, the missionary, but that of Captain Alexander Duncan, commanding, in 1834, the Hudson's Bay Company's brig *Dryad*. Dr. Tolmie, in his diary, under date of 1834, mentions this bay as having been named after Captain Duncan by the officers of the Hudson's Bay service. In 1862 Captain Richards, H.M. surveying vessel *Hecate*, adopted the name, already given many years previously, in honour of William Duncan, who re-established in that year the old Indian village of Metlakatla with Indian converts from Port Simpson, and was residing there when the survey of Duncan bay and Metlakatla harbour was made. In 1853, Duncan, being then engaged in a mercantile establishment in the leather trade at Dewsbury, Yorkshire, attended a meeting of the Church Missionary Society in his neighbourhood, at which the need of young men for missionary work was strongly urged. The impressions received at the meeting led Duncan to offer his services to the society, and in July, 1854, he left Yorkshire for Highbury College, London, where he remained until December, 1856, when he left England for British Columbia in H.M.S. *Satellite*, Captain J. C. Prevost. Duncan arrived at Victoria the following June and at Port Simpson 1st October, where he laboured among the Indians for nearly five years. The mission station at Metlakatla, founded, as above stated, in 1862, remains to this date a monument of his zealous and faithful services.

Commander Mayne, R.N., first met Duncan at Fort Rupert, and in his book "British Columbia and Vancouver Island," page 211, under date August, 1860, says: "I must say that Mr. Duncan impressed us as a man of ten thousand, possessing, with abundant energy and zeal, that talent for acquiring the confidence and love of his fellow-creatures, which all who came in his way, were they whites or Indians, could not fail to acknowledge and feel subject to."

Named by Captain Richards, H.M. surveying vessels *Plumper* and *Hecate*, 1860 and 1862, and Duncan bay, Metlakatla, by the officers of the Hudson's Bay Company, 1834.

See Metlakatla; Ridley island; Port Simpson; Clio bay; and Nass river.

Duncan rock, off cape Flattery. Named by Vancouver in 1792 after Captain Charles Duncan, who, in 1788, was in command

of the trading sloop *Princess Royal*, engaged on this coast. Duncan had served in the British navy as master (nav. lieut.), and while on the coast made some small charts of various localities; these charts were published in 1890 by Mr. A. Dalrymple, London. One of them dated 15 August, 1788, shows the entrance to the strait of Juan de Fuca, giving a sketch of the land and Fuca's pillar, and another shows Milbank sound. Duncan's charts were on board the *Discovery*, as Vancouver mentions them in his journal, and he had doubtless consulted Duncan regarding the navigation of this coast before leaving England in 1791. After Duncan returned home, having left the *Princess Royal* in China, where she was disposed of to other owners, he proceeded to Hudson's bay, and remained there surveying and exploring for the Hudson's Bay Company during the season of 1790. A long and most interesting letter, dated "Islington, January 17, 1790," addressed by Duncan to Captain Dixon, detailing the trading cruise of the *Princess Royal* between the Queen Charlotte islands and the continental shore in the summer of 1788, is given in Dixon's "Further Remarks on the Voyages of John Meares, Esq.," published in 1791, pp. 20-32.

See *Princess Royal* island; Dixon entrance; Meares island; Port Stephens; Milbank sound; Rose harbour; Skeena river; and Johnstone strait.

Duncan point. See Glendale cove.

Dundas islands, Dixon entrance. Named by Vancouver, in 1793, after the Right Hon. Henry Dundas, fourth son of Robert Dundas of Arniston, Scotland. Treasurer of the navy, under William Pitt, prime minister, 1783-1801. Born 28 April, 1742. Created, 24 December, 1802, Viscount Melville of Melville, in the county of Edinburgh, and Baron Dumira, in the county of Perth. In 1763, Mr. Dundas was admitted a member of the Faculty of Advocates, Edinburgh, and being of a well-known legal family, he rapidly obtained a large practice at the bar. At the age of twenty-four was appointed solicitor general for Scotland, and the lord president of the court of session was by royal warrant dated 20 June, 1766, ordered to allow Mr. Henry Dundas, His Majesty's sole solicitor in Scotland, to sit within the bar. In 1774, Dundas entered parliament as member for Midlothian. In the debate on Lord North's proposition for conciliating the American colonists, 20 February, 1775, Dundas declared in strong terms that he could never accede to any concessions until the colonists acknowledged the supremacy of Great Britain; much less could he consent to such concessions whilst they were in arms against it. In 1777 he was appointed joint keeper of the signet in Scotland, but still continued

to oppose every plan for effecting a reconciliation with the American colonists. While treasurer of the navy, he devised several improvements in the details of the office, in particular his regulations in regard to the payment of seamen's wages, which have contributed much to their comfort.

As the intimate friend and trusted lieutenant of William Pitt, Dundas fills an important place in the political history of the age in which he lived. Died in London, 28 May, 1811. (Dict. Nat. Biog.; Naval Chronicle, 1811, XXV, p. 514.)

Captain Vancouver at the time of naming these islands was under the impression that they were one large island, fifteen miles long, and he named it Dundas's island, July, 1793. The group is now known to consist of several islands.

See Chatham sound; Pitt island; Gordon point; Duff point; and Grenville channel.

Dunlop point, Hornby island. After Hamilton Dunlop, R.N., fourth lieutenant of H.M.S. *Tribune*, Captain Hornby. On this station, 1859-1860. Entered the navy in 1847. Lieutenant, 1857. Commander, 1869. Retired captain, 1883. Died, 1900. Named by Captain Richards, H.M.S. *Plumper*, 1860.

See Tribune bay; and Geoffrey mountain.

Dunns nook, Esquimalt. After Thomas Russell Dunn, M.D., R.N., surgeon, H.M.S. *Fisgard*, Captain John A. Duntze. On this station, 1843-1847. Deputy inspector of hospitals and fleets, 1854. Inspector general of hospitals and fleets and honorary physician to the Queen, 1861, retired. Named by Lieutenant Commander James Wood, H.M. surveying vessel *Pandora*, 1847.

See Esquimalt; Duntze head; and Fisgard island.

Dunsmuir islands, Oyster harbour. After James Dunsmuir, then president of the Esquimalt and Nanaimo Railway Company, and proprietor of the extensive coal mines in the vicinity of Oyster harbour and also of the Dunsmuir islands. Eldest son of the late Hon. Robert Dunsmuir, who was a native of Scotland, and many years a resident of Victoria and president of the Executive Council of British Columbia. Born at Fort Vancouver, on the Columbia river, 8 July, 1851, when his parents were on their way to Vancouver island from Scotland, and arrived at Victoria a few months later in the brigantine *Mary Dare*. Founded the mining town of Ladysmith, in 1900, situated on the south shore of Oyster harbour. In the same year he was elected for Nanaimo, in the Provincial Legislature, having sat for Comox since 1898, and was called upon to form a government, in which he filled the position of president of

the council. The most notable work during his premiership was the commencement and partial construction of the New Westminster bridge, as a provincial undertaking, which was completed in 1904. In 1905 Mr. Dunsmuir sold the E. & N. Railway and lands to the Canadian Pacific Railway Company, and has since devoted himself exclusively to the management and development of his coal mining interests. On 11 May, 1906, he was appointed lieutenant governor of British Columbia.

Named by Commander John F. Parry, R.N., H.M. surveying vessel *Egeria*, the officers of which ship resurveyed Oyster harbour in 1904.

See Ladysmith; Burleith arm; Oyster harbour; New Westminster; and Joan point.

Dunsterville islet, Hoskyn inlet, Sutil channel. **Dunsterville mountain** (2,700 feet), Gilford island. After Commander Edward Dunsterville, R.N., civil assistant, Hydrographic Department, Admiralty, 1842-1870. For twenty-eight years his special work was the supply of charts to ships in commission, which department he organized entirely. Entered the navy, 1812, and was at the siege of Sebastien in that year as a first-class volunteer, H.M.S. *Brisk*. Midshipman, 1814. On reduction of the fleet, 1815, was discharged, and rejoined in 1824 as 2nd master. Served for eleven years, 1826, as master, surveying on the West India station. In 1840-1842, master of H.M.S. *Cambridge*, Mediterranean station. Appointed naval assistant to Hydrographer, 1842. Commander, retired, 1855. Retired from Hydrographic Office, 1870. Edited Horsburgh's East India directory. Died, 1872. Named by Captain Pender (master, R.N.), *Beaver*, circa 1864.

See Evans bay.

Duntze head, Esquimalt. After Captain John Alexander Duntze, R.N., H.M.S. *Fisgard*. On this station, 1843-1847. Entered the navy, 1818. Lieutenant, 1825. Commander, 1828. Captain, 1829. Rear admiral, 1855. Vice admiral, 1862. Admiral, 1865. Died, 1882. Named by Lieutenant Commander Wood, H.M. surveying vessel *Pandora*, 1847.

See Fisgard island; Inskip island; and Esquimalt.

Dusky cove, Bonwick island, Q. C. Sd. Named, in 1865, by the officers of the hired surveying vessel *Beaver* because the cove was found in the gloaming of a summer evening. (Communicated by Captain Browning, R.N.)

See Browning passage.

Dyke point, Esquimalt harbour. After Charles Dyke, R.N., 2nd lieutenant, H.M.S. *Fisgard*, Captain John A. Duntze. On this sta-

tion, 1843-1847. Lieutenant, 1841. Commander, retired, 1864. Named by Lieutenant Commander James Wood, H.M. surveying vessel *Pandora*, 1847.

See Esquimalt.

Earl reef, Hardwicke island, Johnstone strait. Named, in 1901, by Commander Cortland H. Simpson, H.M.S. *Egeria*, on resurveying Johnstone strait, in association with the island named by Vancouver, in 1792, after the Earl of Hardwicke.

See Hardwicke island; and Johnstone strait.

Echatchet island, Clayoquot sound. An adaptation of the Indian word *E-chā-chist*, "a name by which the island and village have been known from time immemorial. Rev. A. J. Brabant furnished the following note on the subject:—"I cannot give you the meaning of 'Echatchet,' as it has none and is no Indian word. The word 'E-chā-chist' very distinctly pronounced by the Indians, is derived from 'Echape,' elevated; and the affix 'chist,' which is descriptive of a sheet of water, sea, lake, &c. Hence the word 'E-cha-chist' means 'elevated on the surface of the ocean,' from the appearance of the locality when seen from a distance." Adopted on the chart by Captain Richards when making a survey of the sound, 1861.

See Clayoquot sound; Wakennenish island; Ahousat; Kendrick arm; Meares island; Maquinna point; Nootka sound; and Brabant island.

Eestall river, Port Essington. The Indian name of this tributary of the Skeena which it enters from the south. It is a wide stream with very little current, but not navigable except for flat-bottomed craft, and is reported to extend nearly to Douglas channel. "Eestall" is a Tsimshian word meaning "something from the side," "a tributary," the Skeena being the river. The same word is used in conversation as we would use the expression, "a side issue." Name adopted on the Admiralty charts in 1890.

See Skeena river; and Essington.

Eden island, Q. C. Sd. After Vice Admiral Charles Eden, C.B., one of the lords of the Admiralty, 1859-1866. Born 1808. Entered the navy in 1821. Lieutenant, 1832. Commander, 1834. Captain, 1841. During the Russian war, 1854-1855, Captain Eden commanded H.M.S. *London*, 90 guns, and took part in the bombardment of Sebastopol. Rear admiral, 1861. Vice admiral, 1866. Admiral, February, 1873. K.C.B., May, 1873. Died, 1878. Named by Captain Pender (master, R.N.), *Beaver*, circa 1864.

See Eden point.

Eden point, Hardwicke island. After Rear Admiral Henry Eden, one of the lords of the Admiralty, 1855-1858. Born 1797, and entered the navy in 1811. He was a midshipman in the *Alceste* frigate, which was wrecked in Gaspar strait, February, 1817, carrying Lord Amherst as ambassador to China, when the embassy and officers returned home in a chartered merchant ship. Lieutenant, 1817. Commander, 1821. In April, 1827, advanced to post rank, and commanded the frigate *Conway* (afterwards the first of the well-known school ships, which have continued the name) on the home station, and also on the coast of South America. Flag captain to Sir Graham Moore, commander in chief at Plymouth, 1839-1842. In 1844 was appointed to the *Collingwood*, fitting for the Pacific as flagship of Sir George Francis Seymour, but his health obliged him to resign before the ship sailed. He was private secretary to his cousin the Earl of Auckland (George Eden), first lord of the Admiralty, 1846-1848. Superintendent of Woolwich dockyard, 1848-1853. Rear admiral, 1854. One of the lords of the Admiralty, 1855-1858. Vice admiral, 1861. Admiral, 1864. After his retirement from the Board of Admiralty, where the name of Eden had long been a potent spell, he had no active connection with the navy. Died at Gillingham Hall, Norfolk, 30 January, 1888.

Named by Captain Richards, H.M. surveying vessel *Plumper*, circa 1860.

See Eden island; Hardwicke island; and Seymour narrows.

Edensaw, cape. (It-in-sa) Virago sound, Q. C. Ids. After Edensaw, the well-known and powerful chief of the great Masset family of the Haidas. The name is derived from a Tlingit word meaning, "melting ice from a glacier," literally, "wasting away, nothing left of it," i.e., "Waterfall." Edensaw's ancestors came from the neighbourhood of the Stikine river, generations ago. (From C. F. Newcombe, M.D., and also from personal communication of Edensaw to Rev. C. Harrison, Masset.) "Cape Edensaw, to the eastward of Virago sound, was named in my survey of the sound, in 1853, after an Indian chief, a fine man who gave us much help as a pilot." (Communicated to writer by Captain G. H. Inskip, R.N., 1905.)

Like the late chief Maquinna of Nootka, and the late chief Shakes of the Kitkatlas, the subject of this note was one of the last of the once powerful chiefs on this coast. He was born about 1810 at a village called Gatlins-kun, meaning "high point," which stood on the promontory now known as cape Ball on the eastern coast of Graham island. His uncle, the hereditary chief of that day, resided at North island, and here, in 1842, his nephew, whose name at that

time was Gwa-gu-un-ithin, joined the uncle who bore the name of Edensaw, and upon his death the nephew succeeded him in the chieftainship and name, but not without a fight with a rival cousin, whom he killed. Throughout his long life Charlie Edensaw is said to have been the consistent friend of white men, and many times exerted his authority in saving them from trouble and probably death when their small vessels were attacked, notably in the case of the schooner *Susan Sturgess*, in 1852, when he stood with his back against the door of the cabin in which the crew had taken refuge and dared any Indian to injure them. The following year Captain Houstoun, H.M.S. *Trincomalee*, and Commander Prevost, H.M.S. *Virago*, both speak highly of him. (Letters and despatches to commander in chief and Governor Douglas.) In Meare's *Voyages* (4^o, p. 365), it is related that Captain William Douglas, of the trading vessel *Iphigenia*, in 1788, visited this tribe on North island, the chief's name being given as Conechaw. The arrival of his vessel was welcomed with general rejoicing and song. When the voices ceased the chief paid Captain Douglas the compliment of exchanging names with him. This incident has never been forgotten by the successive chiefs, and to the end of his life Edensaw claimed that his name was "Captain Juglass." (Personal reminiscences by Edensaw to writer.) Chief Edensaw died at Masset, 16 November, 1894.

See *Virago* sound; Inskip passage; Maquinna point; Kitkatla inlet; Hanna rocks; Meares island; Masset; Dixon entrance; Cumshewane inlet; Houston Stewart channel; Trincomali channel; and Queen Charlotte islands.

Edgell island, Blunden harbour, Q. C. Sd. **Edgell bank**, Nanoose harbour. After Lieutenant John Augustine Edgell, H.M.S. *Egeria*. On this station, 1903-1906. Sub-lieutenant, 1901. Lieutenant, 1903. Appointed to H.M. surveying vessel *Merlin* in 1906. Named by Commander John F. Parry, H.M.S. *Egeria*, on resurveying these harbours, 1903.

See *Egeria* shoal.

Edith point, Campbell bay, Mayne island. After Edith Rebecca, daughter of Chief Justice Cameron and Cecilia his wife, sister of Governor Douglas. Married in Victoria, 21 August, 1860, Henry Montagu Doughty, of Theberton Hall, Suffolk, who had been a midshipman on this station.

See Cameron lake

Edmund point, southwest point of entrance, Burke channel. Named by Vancouver, in May, 1793, after the Right Hon. Edmund Burke. Captain Vancouver made a personal examination of this

neighbourhood, and notes in his journal that the distance between Edmund and Walker points is two miles.

See Burke channel; and Walker point.

Edward point, Skeena river. After Edward J. Powell, chief draughtsman, Hydrographic Department, Admiralty, 1860-1870, &c. Powell point, about four miles northeast from Edward point, is also named after the subject of this note. Named by Commander Hammer, H.M.S. *Daring*, 1877.

See Daring point; Hammer point; and Skeena river.

Edward point, Camelion harbour. See Hardinge island.

Edye passage, Chatham sound. After Captain William Henry Edye, H.M.S. *Satellite*, on this station in 1869, having arrived from China. William island and Henry island, Edye passage, also named after Captain Edye. Born, 1832. Entered the navy, 1845. Lieutenant, 1853. Commander, 1860. Captain, 1865. Rear admiral, 1881. Vice admiral, 1888. Retired in 1890. Admiral, 1893. Residing at Woodcote, Row, Dumbartonshire, 1906.

Admiral Edye when commander served on board the cadet training ship *Britannia*, 1862-1865 (see "The Story of the *Britannia*," p. 69), and when captain of the *Satellite* was one of the pall-bearers at the funeral of Governor Seymour, naval burial ground, Esquimalt, 16 June, 1869. Named by Staff Commander Pender, H.M. hired surveying vessel *Beaver*, 1870.

See *Satellite* pass; Seymour inlet; and *Britannia* range.

Edye point, Choked passage, Pedder bay. Named by Captain Kellett, H.M.S. *Herald*, 1846, after Lieutenant Adolphus George Edye, R.N., a surveying officer. Entered the navy under Admiral Sir Pulteney Malcolm, 1829. Lieutenant, 1841. Commander, 1856. Commander Edye was the inventor of several useful instruments, and tables, and has received the silver medal from the Society of Arts for the invention of an instrument which registers the inclination and oscillations of a ship. Captain, retired, 1863.

See Bedford islands; and Malcolm island.

Effingham inlet, Barkley sound. Named by Captain Richards, H.M. surveying vessel *Plumper*, in 1860, the name probably being taken from the Port Effingham of Captain John Meares on Village island, Barkley sound, 1788.

See Port Effingham.

Effingham island, Barkley sound. Formerly Village island. Name changed by the Geographic Board of Canada, 1905. Named Village island by Captain C. W. Barkley, of the trading ship *Im-*

perial Eagle, 1787. Barkley made a sketch survey of the island and sound, which is published in Meares' *Voyages*, 4^o edition, p. 172. In comparing this plan with the present Admiralty charts the island can be readily recognized. Mrs. Barkley, wife of Captain Barkley, in her interesting diary states:—"We anchored in a snug harbour in the sound, of which my husband made a plan as far as his knowledge of it would permit. The anchorage was off a large village, and therefore we named the island, Village island." In this diary Mrs. Barkley mentions in what manner Captain Meares became possessed of her husband's plans and journals.

See Barkley sound; Port Effingham; and Meares island.

Egeria shoal, Blackfish sound. After H.M. steam screw sloop *Egeria*, 940 tons, 4 guns, built at Pembroke, 1874. Fitted out for surveying duties in 1886, and since then has been exclusively engaged in that service. In October, 1898, arrived on this coast from England, under the command of Commander Morris H. Smyth (captain, 31 December, 1899), to resurvey and continue the excellent work of Richards and Pender, 1857-1870, and has since remained here on surveying duty. In March, 1900, Captain Smyth was relieved by Commander Cortland H. Simpson, who in turn was relieved, March, 1903, by Commander John F. Parry (captain, 30 June, 1905), and by whom the surveying duty was carried on until March, 1906, when Commander Frederick C. Learmonth took charge. Captain Parry resumed command in 1908. Named by Commander C. H. Simpson, 1902.

See Herald rock; Pandora peak; Hecate strait; Plumper passage; Richards, Vice Admiral; Pender island; and Simpson rock.

Egmont point, Jervis inlet. After H.M.S. *Egmont*, 74 guns, engaged in the battle of Cape St. Vincent, 14 February, 1797, under the command of Captain John Sutton. Named by Captain Richards, H.M.S. *Plumper*, circa 1860.

See Jervis inlet.

Egremont mountain (2,800 feet), Forward harbour. After the Hon. Egremont William Lascelles, late captain Grenadier Guards, an elder brother of Lieutenant Commander the Hon. H. D. Lascelles, commanding on this station H.M. gunboat *Forward*. Born, 1825. Died, 1893.

See Forward inlet.

Ekins point, Gambier island, Howe sound. After Admiral Sir Charles Ekins, son of Dr. Jeffery Ekins, dean of Carlisle. From 1806 to 1811 he was captain of H.M.S. *Defence*, 74 guns, but, fortunately for himself, had left her when that ship came to her disas-

trous end in December, 1811 (*see* Defence islands). Born in 1768, and entered the navy in March, 1781, on board the *Brunswick*, 74 guns. He then served in the *Cambridge*, which was one of the fleet, under Lord Howe, that relieved Gibraltar in 1782. After continuous service on the Mediterranean and Home stations for the next eight years, he was promoted to lieutenant, 20 October, 1790. In 1795 he was on board the *Boyne* with Sir John Jervis, and was on that ship when she was burnt at Spithead on the 1 May. Promoted in June to the command of the *Ferret* sloop in the North sea, from which he was appointed to the *Echo*, supposed to be at the Cape of Good Hope, but found on his arrival to have been condemned and broken up. Captain, December, 1796. In August, 1797, he was appointed to the *Amphitrite* frigate, and for nearly four years was actively employed in the West Indies. After leaving the *Defence*, he commissioned, in 1815, the *Superb*, and commanded her in the bombardment of Algiers, 27 August, 1816, where he was wounded. The *Superb* was paid off, October, 1818, and Captain Ekins had no further service afloat. Rear admiral, 1819. Vice admiral, 1830. K.C.B., 1831. Admiral, 1841. G.C.B., 1852. Died in London, 2 July, 1855. (*Dict. Nat. Biog.*, XVII, p. 168.)

Ekins was the author of "Naval Battles of Great Britain, from the Accession of the House of Hanover, reviewed," an interesting and useful work (4to, 1824, 2nd edition, 1828). Ekins point named by Captain Richards, H.M.S. *Plumper*, circa 1860.

See Defence islands; Gambier island; Brunswick mountain; Superb mountain; Howe sound; and Jervis inlet.

Eliza dome (2,819 feet), Esperanza inlet. After Lieutenant Francisco Eliza, a Spanish naval officer on this coast, 1790-1791 (*see* Port Eliza). Named by Captain Richards, H.M. surveying vessel *Hecate*, 1862.

Eliza ears, Esperanza inlet. Heights, 3,885 and 4,107 feet. Named in association with Port Eliza.

See Eliza dome.

Eliza mountain (1,100 feet), Embley lagoon, Wells pass, Q.C. Sd. After Eliza, Lady Verney, daughter of Rear Admiral Sir George Johnstone Hope, K.C.B., one of Nelson's captains at Trafalgar, H.M.S. *Defence*, and sister of Sir James Hope, G.C.B., admiral of the fleet. Married Sir Harry Verney, Bart., in 1835, mother of Lieutenant Commander Edmund H. Verney, R.N., H.M. gunboat *Grappler*. Died 2 January, 1857. Named by Captain Peader (master, R.N.), H.M. hired surveying vessel *Beaver*, circa 1865.

See Verney mountain; Verney passage; and Hope island.

Elizabeth peak (2,765 feet), Kennedy island. After Elizabeth Henrietta, eldest daughter of His Excellency Arthur E. Kennedy, governor of Vancouver Island, 1864-1866. Named, circa 1866.

See Kennedy island; Port Elizabeth; Gilford island; and Georgy point.

Ella point, Broughton strait. After Captain Henry Bailey Ella, pilot for the coast of British Columbia, and late of the Hudson's Bay service. Born on Tower Hill, London, 1826, and apprenticed to the sea service when fourteen years of age, obtaining his master's certificate, 1853. First arrived here as chief officer of the H.B. barque *Norman Morrison*, 1851. In command of the H.B. brig *Recovery*, 1855, and subsequently of the S.S. *Otter*. Later, pilot for the coast of British Columbia, and in this capacity assisted in the navigation of several of H.M. ships, among them the surveying vessels *Plumper* and *Hecate*, Captain Richards, 1858-1862. Captain Ella was drowned from a canoe, while on duty as a licensed pilot, in Burrard inlet (Vancouver harbour), 16 February, 1873. Named by Captain Richards, H.M.S. *Hecate*, 1861.

See Blinkhorn island.

Ellenborough peninsula. See Haddington island.

Ellesmere mountain (5,800 feet), Howe sound. After Francis Egerton, 1st Earl of Ellesmere, K.G., a statesman and poet, and also a great patron of all scientific pursuits. Born on New Year's day, 1800, the younger son of George Granville Leveson-Gore, 2nd Marquis of Stafford, who was created Duke of Sutherland in 1833. Entered the army in 1819 as lieutenant in the Staffordshire yeomanry, and promoted to captain the same year. Elected to parliament, 1822, and subsequently held various offices of state. Privy councillor, 1828. On the death of his father in 1833 assumed the name of Egerton alone, and under the will of his uncle, Francis Henry Egerton, 8th and last Earl of Bridgewater, and Baron Ellesmere, became the owner of property worth £90,000 per annum. The last Duke of Bridgewater, of canal fame, the great founder of inland navigation in England, who died in 1803, the great uncle of the subject of this note, bequeathed to him, in trust, the whole of his canal property. He used his wealth generously in the support of men of genius, and built a gallery at his town residence to accommodate the magnificent collection of paintings he had inherited, to which the public were freely admitted.

In 1846 created Viscount Brackley and Earl of Ellesmere, and in 1855 was made a Knight of the Garter. President of the Royal Asiatic Society, 1849, and president of the Royal Geographical Society, 1854-1855. Died at Bridgewater House, London, 18 Febru-

ary, 1857, and buried at Worsley, near Manchester, where a monument, designed by G. G. Scott, R.A., was erected in 1860.

Named by Captain Richards, H.M. surveying vessel *Plumper*, circa 1860

See Wrottesley mountain; and Murchison island.

Ellice point, Victoria harbour. After the Right Hon. Edward Ellice, P.C., M.P. for Coventry for about thirty-five years. Born, 1781. Educated at Winchester and Marischal college, Aberdeen. Arrived in Canada in 1803, and engaged in the fur trade in which his father was largely interested. Joined the North West Company in 1805, and rose to be all powerful in the councils of that company and of the Hudson's Bay Company, being, as a leading partner of the former concern, mainly instrumental in bringing about their amalgamation on 26 March, 1821. Secretary to the Treasury and whip in Lord Grey's government, 1830-1832. Secretary for War, 1832-1834. Was a member of the Parliamentary Select Committee of 1857 on the Hudson's Bay Company, and a principal and very interesting witness. Deputy governor, Hudson's Bay Company, 1858-1863. Died, 1863.

Named by the officers of the Hudson's Bay Company, and adopted by Captain Kellett on surveying the harbour in 1846.

See Selkirk water; Berens island; Colville islet; Fort Rupert; Prince Rupert; Dallas mountain; Douglas channel; and Victoria.

Ellinor rock, Kinahan islands, Chatham sound. After H.M. hired surveying vessel *Ellinor*, 700 tons burden, Staff Captain William Tooker (attached to *Blake*, flagship North America and West Indies station, 1891, and to the subsequent flagships on the station), engaged on the coast survey of Newfoundland, on which vessel Mr. G. Blanchard Dodge was employed as assistant surveying officer, 1903. Named by Mr. Dodge on making a survey of the entrance to Tuck inlet in 1906.

See Tuck inlet; Falcon rock; Georgia rock; and Kestrel rock.

Elliot bluff, Saturna island. After Lieutenant George Henry Elliot, Royal Marines. H.M.S. *Ganges*, flagship of Rear Admiral R. L. Baynes. On this station, 1857-1860. Captain, 1873. Major, 1879. Named by Captain Richards, H.M. surveying vessel *Plumper*, 1859.

Elliot passage, Village island, Knight inlet. After John Eliot, R.N., 2nd lieutenant, H.M.S. *Clio*, Captain Nicholas E. B. Turnour. On this station, 1864-1868. Named by Captain Pender (master, R.N.), H.M. hired surveying vessel *Beaver*, 1866.

Embley lagoon, Wells pass, Q. C. Sd. After Embley Park, Hampshire, the seat of William Edward Nightingale, the father of Florence Nightingale. Named by Captain Pender (master, R.N.), commanding H.M. hired surveying vessel *Beaver*, 1865.

See Nightingale mountain; Claydon bay; Verney passage; Verney mountain; and Parthenope mountain.

Emily islet, Mayor channel. After Emily, youngest daughter of Thomas Harris, the first mayor of Victoria; she arrived in Victoria when a little girl in 1858. Born in Liverpool in 1851. On the 17 December, 1872, she married William Wilson, of Victoria, and has since resided there. Named in 1862.

See Harris island; and Mayor channel.

Emily mountain (1,225 feet), Embley lagoon, Wells pass, Q. C. Sd. After Emily Verney, youngest daughter of Sir Harry Verney, Bart., and sister of Lieutenant Commander Edmund H. Verney, R.N., H.M. gunboat *Grappler*. Died, 1872.

See Eliza mountain; Verney mountain; and Verney passage.

Englefield bay, Graham island, Q. C. Ids. Named by Vancouver, 25 September, 1793, after his much esteemed friend, Sir Henry Charles Englefield. An antiquary and scientific writer. F.R.S., 1778. F.S.A., 1779. From 1797 to 1813 the Society of Antiquaries published under Sir Henry's direction a series of views of English cathedrals and churches, he himself attending to the descriptive dissertations. Born in 1752, and died in London, 1822.

See Henry cape; and Queen Charlotte islands.

Enterprise channel, Trial island. **Enterprise reef**, Trincomali channel. After the Hudson's Bay Company's steamer *Enterprise*, one of the early local steam vessels using the inland coasting waters of this province. The *Enterprise*, paddle vessel, 200 tons register, was built at San Francisco, and purchased in Victoria by the Hudson's Bay Company from Captain Curry, in 1862, having been engaged in the Puget sound trade. When in the Hudson's Bay Company's service was commanded by Captain Mouat, Captain Lewis, and for several years by Captain John Swanson. She was lost by collision with the steamer *R. P. Rithet*, when under the command of Captain Rudlin, in 1888. Her timbers are yet to be seen (1905) in Cadboro bay, where she was beached after the disaster. Named by the officers of the Hudson's Bay Company, and adopted by the Admiralty surveyors, circa 1863.

See Mouat point; Lewis reef; Swanson bay; Rudlin bay; and Cadboro bay.

Epsom point, Thormanby islands. Named in 1860 after the market town of Epsom, in the county of Surrey, England, fifteen miles from London, and situated on the western verge of Banstead downs, where there is an excellent course on which races are held annually the last week in May, commencing on Tuesday; the Derby stakes are run for on Wednesday, which is the principal day, and the Oaks on Friday.

See Thormanby islands, Derby point; and Tattenham ledge.

Escalante reef, Nootka. The name is a Spanish word meaning climbing or scaling. This reef, formed of rocks jutting out from the shore in a row, one rock smaller than the other, like a series of steps, until they disappear in the water, is doubtless the reason of the name being given to it by the Spaniards. Escalante was also the name of a friar of the Franciscan order who, in 1775, in company with Father Dominguez, attempted to proceed from Sante Fé, in Mexico, to the Pacific, and was one of the many Roman Catholic missionaries on the northwest coast of America during the Spanish occupation of Nootka. The reef is shown and named Escalante on Eliza's chart of 1791 and on Galiano's of 1792, and was probably named by the former. Escalante point is named from its association with the reef.

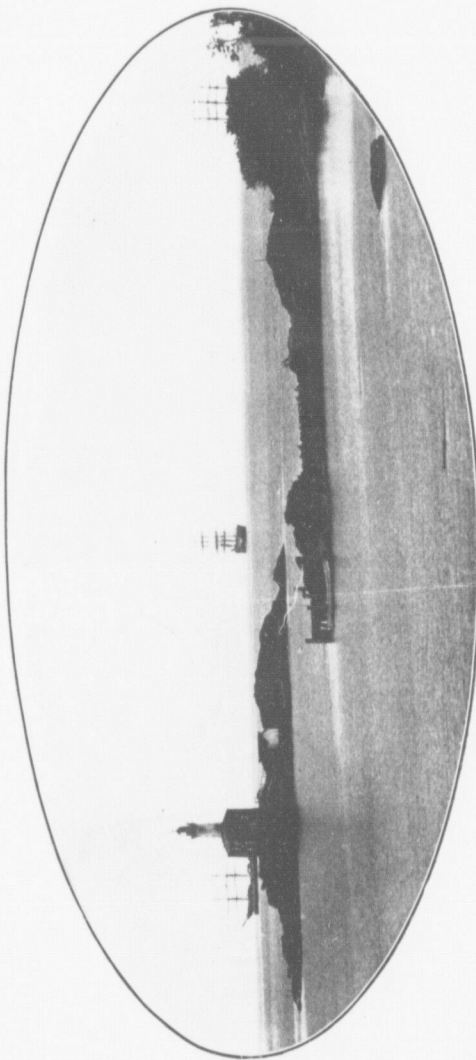
See Port Eliza; Galiano island; Quimper peninsula; Malaspina inlet; and Nootka sound.

Esperanza inlet, Vancouver island. Captain Cook, in 1778, named the large opening or bight in the east line between Estevan point and the promontory he called Woody point (now cape Cook), Hope bay, as with the mountainous land around there was hope of a harbour, in which he was not mistaken. The name given on Cook's chart was doubtless translated by the Spaniards and applied to this inlet (see Eliza's chart, 1791), in which there appeared the greatest probability of a secure anchorage. Named by Captain Malaspina, whose officers, Espinosa and Cevallos, examined this inlet, 1791.

See Cape Cook; Malaspina inlet; Port Eliza; and Espinosa arm.

Espinosa arm, Esperanza inlet. Named by Captain Alexandro Malaspina, 1791, after Lieutenant Josef de Espinosa, an officer in his expedition. While the *Descubierta* and *Atrevida* lay in Nootka sound, August, 1791, Espinosa and another officer, Lieutenant Ciriaco Cevallos (see Zeballos arm), made, by Malaspina's orders, an examination of the "interior canals" in the neighbourhood.

See Malaspina inlet; and Esperanza inlet.



Fisgard Lighthouse, Esquimalt.
With vessels anchored in Royal Roads.

Esquimalt,* Vancouver island. An adaptation of its Indian name. In a report on Vancouver island, dated 12 July, 1842, by Mr. James Douglas to Dr. John McLoughlin, chief factor, at Fort Vancouver, Columbia river, this harbour is spelt Is-whoymalth. The late Mr. J. W. McKay, of the Indian Office, Victoria, gives the Indian meaning of the word "A place gradually shoaling," i.e., the flats at the mouth of Sawmill creek. Sub Lieut. Quimper, of the Spanish navy, commanding the confiscated British sloop *Princess Royal*, anchored in Esquimalt harbour, 30 June, 1790, and named it Puerto de Cordova, after Don Antonio Maria Bucareli y Ursua Henestrosa Lasso de la Vega Villacis y Cordova, the 46th viceroy of Mexico. This is the first recorded visit of any vessel to the port. On Quimper's chart, Royal roads is marked Rada de Valdes y Bazan; Parry bay, Rada de Solano; and Pedder bay, Rada de Eliza. In June, 1792, Galiano and Valdes, with the *Sutil* and *Mexicana*, anchored in Esquimalt, under the name of Port Cordova, and stayed there a few days. Galiano gives the chief's name as Tetacus, an obliging and honest man, and the name of his village Chachimutupusas; Galiano was evidently delighted with the country, the sixth chapter of his journal opening with the remark "El Puerto de Cordova es hermosa"—"The port of Cordova is beautiful."

An Indian woman who went by the name of "Old Jane," and was said at her death, in 1888, to be upwards of one hundred years of age, used to relate that when a child about five years of age she went with her father, who was a chief, on board a vessel in Esquimalt harbour, and the "Tyee" (chief) of the vessel gave her father a paper.

Buildings for naval hospital purposes, the outcome of the Russian war, were erected at Esquimalt in 1855, which were eventually taken over by the Admiralty in 1857; land reserved for a naval depot, 1859; the hospital removed from Duntze head to Skinner cove, 1862; and the naval yard fully established, 1864. The yard and hospital were closed by the Admiralty in 1905. The dry dock at Esquimalt was completed in 1887, and the total first cost of the dock was \$1,175,000.

A survey of the harbour was made in 1847 by Lieut. Commander James Wood, H.M. surveying vessel *Pandora*, assisted by Mr. R. M. Inskip, naval instructor, H.M.S. *Fisgard*, Captain John A. Duntze, when the points and islands, etc., around the harbour were all named after the officers of the *Fisgard*.

See Quimper peninsula; Princess Royal island; Galiano island; Valdes island; Port Eliza; Juan Perez sound; Virago sound; Fisgard island; Pandora peak; McKay reach; McLoughlin bay; Douglas channel; Duntze head; Cordova bay; and Skinner cove.

*This name is often confounded with the word Esquimaux, with which it has no connection. It is usually pronounced Skwy'mált.

Essington, Skeena river. Also known locally by the Tsimshian name of Spok-sut. Named Port Essington, in 1793, by Vancouver, after his friend Captain William Essington, R.N. Vancouver records in his journal that, after leaving St. Helena on his way home from this coast in 1795, he overtook the *Sceptre*, 64 guns (lost with the larger portion of her crew in Table bay a few years afterwards), commanded by Essington, in charge of a convoy of East India ships, and the *Discovery* accompanied the *Sceptre* and her convoy the remainder of the passage home. The *Chatham* proceeded home, via the Brazils, with despatches from St. Helena. (Naval Chronicle, 1811, XXVI, p. 274.)

Born 1753, Essington joined the navy at an early age, attaining the rank of post captain 18 June, 1783. Rear admiral of the Blue, April, 1804. Ditto, Red, April, 1808. Vice admiral of the Blue, July, 1808. Ditto, White, August 1811. Ditto, Red, June, 1814. Served under Lord Gambier at Copenhagen in 1808, and had no further employment. Vice Admiral Sir William Essington, K.C.B., died 12 July, 1816. (Annual Register, 1816, LVIII, p. 220.)

In the Naval Chronicle, 1810, XXIV, p. 101, it is recorded that "Admiral Essington has, we believe, been indicted on a charge of murder, and is shortly expected to take his trial." This refers to the fact that, fifteen years previously, when cruising off the Yorkshire coast, 19 July, 1794, he, in the *Aurora* frigate, fell in with the Greenland whaling vessel *Sarah and Elizabeth*, of Hull, and sent a boat on board her to procure some men for the fleet. The crew of the whaling vessel resisted the impress, and more boats being sent from the frigate to enforce Essington's orders, in the scuffle on board the whaler one of her seamen was killed and three wounded, and Williamson, boatswain of the *Aurora*, dangerously wounded. The above is the substance of a long letter, also given in the Naval Chronicle, addressed to the mayor of Hull from Captain Essington, dated "Off Flamborough Head, 22 July, 1794," giving full particulars of the occurrence. As there is no further mention of indictment or trial in the Chronicle, no doubt it did not take place.

In 1871 what is now the townsite of Essington was pre-empted by Robert Cunningham, who established a store there, and later a salmon cannery and saw mill.

See Skeena river; Cunningham passage; Hankin reefs; and Rainier mountain.

Estevan point, Vancouver island. **Estevan island** and **Estevan sound**, Hecate strait. Named, in 1774, by Lieutenant Commander Juan Perez, of the corvette *Santiago*, after his 2nd lieutenant, Estevan Jose Martinez, an officer ("teniente de navio") in the Spanish

navy, and nephew of Don Manuel Antonio Flores. In February, 1789, Don Manuel, then viceroy of Mexico, despatched his nephew, Martinez in charge of an expedition consisting of the corvette *Princesa*, 26 guns, and the snow *San Carlos*, 16 guns, to occupy Nootka, the Spanish authorities having heard that British vessels were trading on the northwest coast. Martinez arrived at Nootka, 6 May, and took formal possession of the port on the 24th of the following month in the name of the King of Spain, naming it Santa Cruz de Nutka, thus recognizing Cook's name of 1778. Barracks were erected in Friendly cove, and a battery mounting sixteen guns built on the island at the entrance to the cove. Martinez was the officer who began the trouble with Great Britain, known in 1790 as the Nootka difficulty, by seizing at Nootka in 1789 the British merchant vessels *Iphigenia*, *Northwest America*, *Argonaut* and *Princess Royal* for infringing on the supposed rights of the crown of Spain to the exclusive trade of the coast, and when this action of Martinez became known in Great Britain war between the two countries was nearly the result. (See Colnett mountain and Domett point.) It was during Martinez's stay in Nootka sound that the chief Calli-cum, a relation of Maquinna and next to him in rank, was wantonly shot in a canoe from the deck of the *Princesa*, and his heart-broken father was refused permission to dive for the body until he had handed over a number of furs to the Spaniards. (Meares, 4^o, p. 118.) The expedition remained at Nootka until November, when Martinez was recalled to San Blas and the place deserted by the Spaniards till the following year, when it was reoccupied by Lieutenant Eliza.

According to Indian tradition, it was off Estevan point that the first European vessel in this neighbourhood was seen by the natives and if any reliance can be placed on an Indian tradition (for which see Dryad point), the following tends to do away with the Spanish claim that Juan Perez and his vessel were in Nootka sound before the visit of Cook, and therefore discovered it. The tradition, obtained from the natives residing in the vicinity of Estevan point by the Rev. A. J. Brabant, by whom it was given to the writer when in the locality, is to this effect:—

"The vessel was seen far at sea from the Indian village known as Oum-mis, near what is now shown on the chart as Hole in the wall. On first sighting her the Indians thought it was an immense bird, but when she came nearer and they could see people on board, the Indians thought that the vessel was some wonderful and very large canoe come back from the land of the dead with their bygone chiefs. At last the vessel came close to the shore, when the Indians found they were not their dead chiefs but entire strangers in colour and

appearance. The Indians traded with them, and they gave the Indians iron and other articles for furs. The vessel stayed but a very short time."

The Indians of Hesquiat still point out the place off which tradition states that the vessel anchored, known to them as Pad-cista, nearly half way between Sunday rock and Escalante reef, which is a very unsafe anchorage, especially with a westerly wind. There can be little doubt that this vessel was the *Santiago*, under the command of Juan Perez, because according to her journal, kept by the chaplains of the vessel, Fathers Crespi and Pena, the appearance of the land from where they anchored corroborates the Indian tradition. The chaplains describe it as low land rising gently to a hilly country, beyond which are mountains covered with snow. This is the appearance of the land from Pad-cista up the Hesquiat peninsula. In Nootka sound, where the Spaniards afterwards claimed the *Santiago* anchored and thus discovered, the land rises abruptly from the water and high mountains would be close to the vessel. (*See* Juan Perez sound.) The present Estevan point was named by Captain Cook, in 1778, Breakers point, and is thus given on Vancouver's chart of 1798. Spanish name restored on British Admiralty chart of 1849. Estevan island and Estevan sound named by Lieutenant Commander Caamaño in 1792.

During the night of 9 October, 1882, the American barque *Malleville*, Captain Edward Harlow, from Shanghai to the Royal roads in ballast, was driven on shore in a heavy westerly gale on Estevan point, near Sunday rock, when all hands, eighteen in number, and two women and two children, perished.

See Nootka sound; Cape Cook; Port Eliza; Gil island; Camaño island; Meares island; Princess Royal island; Hesquiat, Maquinna point; Seaforth channel; Flores island; Vancouver island; Quadra island; Friendly cove; and Brabant island.

Ethel cove, Smith sound. After Ethel, wife of Major Dudley Mills, R.E., and daughter of Sir Henri Joly de Lotbinière, lieutenant governor of British Columbia, 1900-1906. Named by the writer, and adopted by the Geographic Board of Canada, 1903.

Ethel island, Rivers inlet. After Ethel Margaret Elizabeth, youngest daughter of Captain J. T. Walbran. Named by the writer when in command of the C.P.N. Company's steamer *Danube*, 1890. Adopted by the British Hydrographic office, 1890.

See Florence island; Denison island; and Walbran island.

Ethel rock, Port Canaveral, Principe channel. After Ethel Marion, daughter of the Hon. Sir Louis H. Davies, P.C., K.C.M.G., Minister of Marine and Fisheries, Canada, 1897-1901. Named by the writer, and adopted by the Geographic Board of Canada, 1901.

See Davies bay.

Ettrick rock, Chatham sound. After Captain Ettrick William Creak, C.B., F.R.S. For many years superintendent of compasses, Hydrographic department, Admiralty, 1868, &c.

See Creak point.

Evans arm, Fisher channel. After Septimus Evans, R.N., surgeon of H.M. hired surveying vessel *Beaver*, 1868-1870. Acting assistant surgeon, H.M.S. *Scout*, Captain John A. P. Price, November, 1867, and joined the *Beaver* in October of the following year. Surgeon, 1867. Served in the *Doris*, 32 guns, Captain Hon. E. R. Fremantle, C.B., detached squadron, as surgeon, 1874-1876. This squadron consisted of six fine frigates, modifications, with the exception of the *Raleigh*, of the 51-gun screw frigate, built of wood, which came out about the time of the Russian war. *Narcissus*, flagship of Rear Admiral George G. Randolph, *Immortalité*, *Topaze*, *Newcastle*, *Raleigh*, and *Doris*. Named by Captain Pender (nav. lieutenant, R.N.), *Beaver*, 1867.

See Fisher channel; Price island; Topaze harbour; and Cape Keppel.

Evans bay, Read island. After Staff Commander Frederick John Owen Evans, R.N., naval assistant, Hydrographic office Master, 1841. Staff commander, 1863. Master and assistant surveyor of H.M.S. *Fly*, in her perilous surveying voyage to Torres strait and New Guinea; and of H.M.S. *Acheron* in the survey of New Zealand, 1841-1851. In 1854 was sent on secret surveying work in H.M.S. *Miranda* in Gulf of Finland, and afterwards employed in the Baltic fleet during the Russian war. Mentioned in despatches for special service. Superintendent of compasses, 1855, and for his valuable work in this line made F.R.S. In 1865 appointed chief naval assistant to the Hydrographer, afterwards called Assistant Hydrographer. Staff captain, 1867. Captain, retired, 1872. C.B., 1873. Appointed Hydrographer in succession to Admiral Richards, 1874, and created K.C.B., 1881. Died, 1886.

The following officers whose names appear on the chart in the neighbourhood of this bay were all serving in the Hydrographic office under Captain G. H. Richards, 1865: Burdwood, Carrington, Dunsterville, Hoskyn, Penn and Mayes. Frederick arm and Owen point, Cordero channel, and Frederick point, Evans bay, also named after the subject of this notice. Named by Captain Pender (master, R.N.), circa 1864.

Ewin creek, Bligh island, Nootka sound. After William Ewin, R.N., boatswain of Captain Cook's ship *Resolution*, which vessel refitted in Resolution cove, Bligh island, 31 March to 26 April, 1778. Named by Captain Richards, H.M. surveying vessel *Hecate*, 1862.

See Cape Cook; Bligh island; and Resolution cove.

Execution point. *See* Gallows point.

Fairfax point, Moresby island, Haro strait. After Rear Admiral Fairfax Moresby, commander in chief, Pacific station, 1850-1853, and also probably, his eldest son, Lieutenant Fairfax Moresby, R.N., who served under his father on this coast, and was drowned on the Australian station in 1858. Named, circa 1858.

See Moresby island, Q.C. Ids.; and Portland island.

Falcon rock, Tuck ialet, Chatham sound. After the C.G.S. *Falcon*, engaged in the fisheries protection service on this coast. Launched at Vancouver, 1902. 48 tons register. Length, 71 feet. Named, in association with Kestrel rock, by Mr. G. Blanchard Dodge, Hydrographic department, Ottawa, on making a survey of the entrance to Tuck inlet, 1906.

See Kestrel rock; Georgia rock; and Tuck ialet.

Fane island, Navy channel. After Charles George Fane, R.N., mate, H.M.S. *Ganges*, flagship of Rear Admiral Robert L. Baynes. On this station, 1857-1860. Lieutenant, 1859. Commander, 1868. Captain, 1875. Rear admiral, 1890. Named by Captain Richards, H.M.S. *Plumper*, 1859.

Faraday island, Juan Perez sound, Q. C. Ids. After Michael Faraday, the distinguished English chemist and physicist. The son of a blacksmith, he was born near London in 1791, and was apprenticed to a bookbinder, but in 1812 began his scientific career under Sir Humphry Davy. His discoveries furnished the foundation for the development of magnetic and dynamo machines and other inventions of importance. He was one of the most brilliant experimentalists that science has ever known, and to him credit must be given for much that electricity has accomplished. In 1835 he received a pension of £300 per annum for life, and the occupation of a house at Hampton Court. F.R.S., 1824. Author of many scientific works on chemistry, physics and electricity. Died, 1867. Named by George M. Dawson, Geological Survey of Canada, on making an examination of the eastern shore of Moresby island, Queen Charlotte islands, 1878.

See Dawson harbour.

Farewell harbour, Blackfish sound, Q. C. Id. Named, in 1870, by Staff Commander Pender and the officers of H.M. hired surveying vessel *Beaver*, because it was the last place surveyed, and that in the *Beaver* they had "Fared well, and now it was good-bye, Farewell." (Communicated to writer by Captain Browning.)

See Pender island; Browning passage; Coghlan rock; Brodie rock; Bonwick island; and Beaver harbour.

Fearney point, Nelson island. After Lord Nelson's bargeman and follower, William Fearney, who on the 14 February, 1797, at the battle of St. Vincent, on board the Spanish first-rate *San Josef*, received from Nelson the swords of the Spanish naval officers as they surrendered on the quarter-deck. Fearney with the greatest coolness made a bundle of the swords under his arm. Named by Captain Richards, H.M.S. *Plumper*, circa 1860.

See Captain island; Nelson island; and San Josef mountain.

Fell point, Nowish cove, Finlayson channel. After James Fell, native of Muncaster head, Cumberland, England. Born 1821. Commenced business in London, 1841, and the following year removed to Liverpool, where he remained in the tea trade till 1858, when he came out to Victoria and, in partnership with John Finlayson, commenced a spice and coffee business and later a general grocery trade. In 1868 the firm was dissolved and he carried on the business himself, which is still in existence. Mayor of Victoria in 1886 and 1887. Died at Victoria, 1891.

Named by Captain Pender (nav. lieutenant, R.N.), in the *Beaver*, circa 1867.

Fermanagh mountain, Claydon bay, Wells pass, Q. C. Sd Height, 1,135 feet. After a title, now extinct, belonging to the House of Verney. Sir John Verney, Bart., was created Viscount Fermanagh, 16 June, 1703, and the second viscount was created Earl of Verney, 1742. (See Burke, 1900, p. 1512.) Named by Captain Pender (master, R.N.), commanding H.M. hired surveying vessel *Beaver*, circa 1865.

See Calvert mountain; Verney mountain; and Verney passage.

Fern passage, Kaien island, Tuck inlet. This narrow passage, unnavigable except for small craft at high water, was named by J. Fred. Ritchie, D.L.S., after the screw steam vessel *Fern*, 17 tons register, Captain Robert W. Shears, engaged by a party of land surveyors and others in making an examination in 1904 and 1905 of Kaien island, the neighbouring islands and adjacent mainland shore, with a view of ascertaining a suitable terminus for the Grand Trunk Pacific railway.

See Prince Rupert; Kaien island; and Tuck inlet.

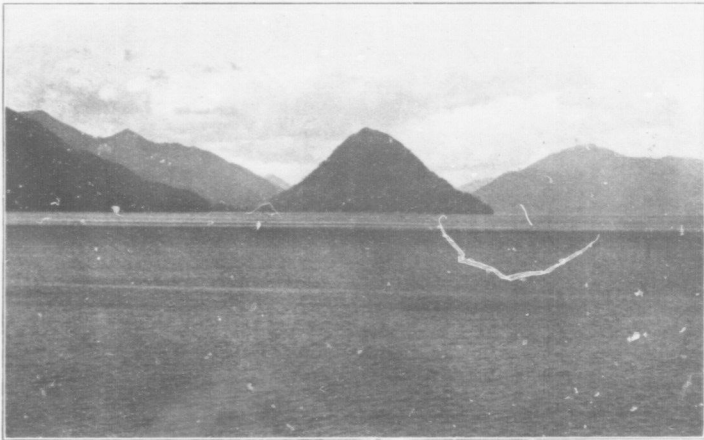
Ferrer point, west coast of Vancouver island. The name of Ensanada de Ferrer was given by Galiano and Valdes in 1792 to the opening now known as Nuchatlitz inlet, and shown on their large chart of 1795. Name adopted for the south point of entrance to the inlet, circa 1860.

Fife sound, Q. C. Sd. Named by Vancouver, in 1792, after James Duff, second Earl of Fife. Born, 29 September, 1729, second son of William Duff, Lord Braco of Kilbryde, who was advanced to the dignity of Earl of Fife and Viscount Macduff, all in the peerage of Ireland, 26 April, 1759, on proving his descent from Macduff, Earl of Fife. On succeeding his father in the title and estates, September, 1763, he devoted himself to the improvement of his lands in Scotland, and was twice awarded the gold medal of the Society for the Encouragement of Arts, Manufactures and Commerce. In 1782 and 1783 when all crops failed, he disposed of grain to the poor in Scotland considerably below the market price, importing cargoes of it from England. He was created a British peer by the title of Baron Fife, 19 February, 1790. Died in London, 24 January, 1809. Vice Admiral Robert Duff, cousin of William Duff, first Earl of Fife, had an eventful career in the navy. He served as captain under Lord Hawke, having charge of a small squadron of frigates, stationed inshore, when Hawke was blockading the French fleet in Quiberon bay, and his grand-nephew, Captain George Duff, who was killed at Trafalgar, had a similar duty just before that memorable battle. (Dict. Nat. Biog., XVI, pp. 128, 131; and Naval Chronicle.)

See Duff point; Gordon point; and Harvey mountain.

Finlayson channel, Milbank sound. After Roderick Finlayson, of the Hudson's Bay Company, who for many years after this channel was named was one of their most trusted servants. Born 16 March, 1818, at Lochalsh, Rosshire, Scotland, he came to Canada in July, 1837. On arrival he at once secured an appointment in the service of the company, and in 1839 crossed overland to the Pacific coast. In the spring of 1842, Finlayson was employed at Fort Simpson, and in May, 1843, was removed from that post by Mr. Douglas to the intended new post at the south end of Vancouver island, now the city of Victoria. When Fort Victoria was established Mr. Charles Ross was placed in charge, with Finlayson as second, and on the death of the former, in the spring of 1844, the latter was placed in charge, where he remained for many years, and was thus practically the founder of Victoria. Chief factor, 1859. Member of the Legislative Council for Vancouver Island and its dependencies, 1851-1863. Retired, 1872. Died in Victoria, 20 January, 1892. Named by Captain Charles Dodd, of the Hudson's Bay Company's steamer *Beaver*, circa 1845. (Personal reminiscence to writer by Mrs. Roderick Finlayson, 1905.)

See Victoria; Lowe inlet; Douglas channel; Gordon head; Sarah island; Jane island; Roderick island; Finlayson island; Dodd narrows; and Beaver harbour.



[Photo, by J. A. H. Chapman.]

Cone Island, Finlayson Channel. The explanation of the popular name for this island, "China Hat" is obvious.

Finlayson island, Port Simpson. After Duncan Finlayson, chief factor, Hudson's Bay Company, 1831. (Records, Hudson's Bay House, Victoria.) He was on this coast, 1831 to 1837, and had no special post assigned him, but by his experience and good judgment he contributed greatly to the success of the company. In 1833 was at the founding of Fort McLoughlin, near Milbank sound Governor of the Red River settlement, 1839-1844. Uncle of Roderick Finlayson. (*See* Finlayson island.) Governor Finlayson died in England, circa 1861, and out of gratitude to the Red River Indians, one of whom many years previously under exceptional circumstances had saved his life, left the whole of his property to the Church Missionary Society in trust for the Indians. Named by the officers of the Hudson's Bay Company, circa 1836. (Communicated by Mrs. Roderick Finlayson.)

See Port Simpson; Finlayson channel; and McLoughlin bay.

Fisgard island, Esquimalt harbour. After H.M. frigate *Fisgard*, 42 guns, 1,069 tons, built at Pembroke, 1819, after the French frigate *Leda*. Captain John A. Duntze. On this station, 1844-1847. On returning to England was employed as guardship at Woolwich for many years. When the survey of Esquimalt harbour was made by Lieutenant Commander James Wood, H.M. surveying vessel *Pandora*, the points and islands, &c., in the harbour were named after the captain and officers of the *Fisgard*.

The site for a lighthouse on this island was selected on the 10 August, 1859, and the building, designed by H. O. Tiedemann, of the Surveyor General's office, was completed in June, 1860, and the light established on the 1 December of that year. Built by the Imperial government at a cost of three thousand pounds sterling. The iron stairway in the tower of the lighthouse is of a unique pattern, there being none like it on this continent except at Toronto. It was designed by John Wright, the builder of the tower, and was cast at San Francisco, the makers giving Wright the sum of three hundred dollars for the copyright of the design. (*Colonist*, 9 June, 1860; 29 January, 1861.) The rock lying in the harbour entrance, close off Fisgard lighthouse, was found by H.M.S. *Bacchante*, flagship of Sir Thomas Maitland, striking on it while entering Esquimalt, July, 1862. (*Colonist*, 23 July, 1862.)

See Race rocks; Tiedemann glacier; Esquimalt; Duntze head; Pandora peak; Walker rock; and Maitland mountain.

Fisher channel, Fitzhugh sound. Named, in 1793, by Captain Vancouver after his much respected friend, the Rev. John Fisher, D.D., vicar of Stowey. Born at Hampton, 1748. Consecrated Bishop of Exeter in 1797, and translated to Salisbury in 1807 on the death

of Bishop Douglas, where he won general respect and affection by his faithful and unobtrusive performance of his episcopal duties. His mode of life was dignified, but unostentatious. Died in London, 8 May, 1825.

In 1780 he was preceptor to Prince Edward, afterwards Duke of Kent, father of Queen Victoria, and became royal chaplain and deputy clerk of the Closet, which appointment he held until 1785, when his royal pupil went to the university of Gottingen, on which Fisher visited Italy, where he became known to Mrs. Piozzi, who describes him in one of her letters as, "a charming creature, generally known in society as 'the King's Fisher.'" (Whalley, correspondence, Vol. II, p. 367.) When Bishop of Salisbury he superintended the education of the Princess Charlotte of Wales, and fulfilled the duty "with exemplary propriety and credit."

See Port John.

Fitzhugh sound. Named in 1786 by Captain Hanna, of the *Sea Otter*, shortly after leaving Nootka on his second voyage from China to this coast, and adopted by Vancouver on his chart in 1792. (Vancouver, 8^o, II, p. 309.) Captain Duncan, of the *Princess Royal*, mentions this channel by the name of "Sir Charles Middleton's sound," when trading between the Queen Charlotte islands and the continental shore in 1788. Probably it was a name that Duncan, himself an ex-naval officer, had given to the sound, as Sir Charles Middleton, afterwards Lord Barham, was comptroller of the navy and a Rear admiral in 1788. (Dixon, "Further Remarks on Meares' Voyages," p. 28; Letters, Byam Martin, I, p. 218.)

See Sea Otter cove; Hanna rocks; Princess Royal island; Duncan rock; Dixon entrance; and Meares island.

Flattery, cape, state of Washington, U.S.A. Named by Captain Cook, 22 March, 1778, in token of the prospect of improvement in the weather, which had been for some days very stormy. Captain Cook failed to notice the opening of the strait of Juan de Fuca, declaring, in most emphatic language, that no such passage existed hereabouts. (Cook's III Voyage, 4^o, II, p. 263.) On Lieutenant Eliza's chart, 1791, cape Flattery is given as Punta de Martinez.

See Strait of Juan de Fuca; and Cape Cook.

Fleet point, Nanoose harbour. After Captain Ernest James Fleet, R.N., who, when in command of H.M. sloop-of-war *Icarus*, located and surveyed the rock on which H.M.S. *Imperieuse* struck when leaving the harbour in September, 1896. Lieutenant, 1877. Commander, 1890. Captain, 1897. Retired, 1905. Named by Com-

mauder John F. Parry, H.M. surveying vessel *Egeria*, on resurveying the harbour, 1904.

See Icarus point; Imperieuse rock; and Macdonald point.

Florence island, Rivers inlet. After Florence Horsfall, eldest daughter of Captain John T. Walbran, C.P.N. Company's steamer *Danube*, 1890. Born in Lancashire, England. Named by the writer on making a sketch survey of the inlet, and adopted by the British Hydrographic office, 1891.

Florence mountain (1,515 feet), Embley lagoon, Wells pass, Q. C. Sd. Named, in association with Nightingale mountain, by the Admiralty surveyors, circa 1865, after Florence Nightingale.

See Nightingale mountain.

Florence point, Nuchatlitz inlet, Nootka island. Named, in 1859, by Captain Richards, R.N., after Florence Isabella, fifth daughter of Captain Edward E. Langford, residing at Colwood, near Victoria. Subsequently married in England to Mr. Charles Land Pugh. Living 1906.

See Port Langford.

Florencia island, west coast, Vancouver island. After a Peruvian brigantine of that name, about 200 tons burden, wrecked in this vicinity, 31 December, 1860. The *Florencia*, Captain J. P. de Echiandeia, was bound from Utsalady, Washington, to Callao, with a cargo of lumber and three passengers. She sailed, 8 November, and on the 12th when off cape Flattery was thrown on her beam ends in a gale of wind, owing her preservation solely to being timber laden. After awhile she righted herself, completely waterlogged, with the loss of her deck load, mainmast and foretopmast, the captain, supercargo, Lazario de Lamais, cook, and a passenger, Dr. T. B. Baillie, of Victoria, being drowned. In this condition she sailed and drifted into Nootka sound, where she anchored, and on being pumped out was found to be perfectly tight. (See *Colonist*, 13 and 14 December, 1860.) The yacht *Templar* having brought the news to Victoria, H.M. gunboat *Forward*, Lieutenant Commander Robson, was sent from Esquimalt to her assistance. On arrival at Nootka, hearing that the American brig *Consort*, with a number of passengers, had been lost the previous October in San Josef bay, the *Forward* proceeded there and took on board the shipwrecked people, returning to Nootka for the *Florencia*. The *Forward* left with the *Florencia* in tow for Victoria, but owing to an accident happening to the boiler of the *Forward*, the *Florencia* had to be cast off, with the unfortunate result that she this time, after endeavouring for some days

against easterly gales to make the strait of Juan de Fuca, was wrecked in what is now known as Wreck bay, hence the name, the cargo of lumber being ultimately saved and taken to Nanaimo by the schooner *Alpha*. After repairing her boiler in Nootka, the *Forward* returned round the north end of the island to Esquimalt, arriving 15 January, 1861, after she had been given up for lost, the *Hecate* and *Plumper* both having unsuccessfully looked for her on the west coast of Vancouver island. (See "Gunboats," *Colonist*, 11 and 17 January, 1861.) Named by Captain Richards, H.M.S. *Hecate*, 1861.

See Alpha passage; Forward inlet; Robson bight; Stuart channel; King island; Barkley sound; Dodger cove; Wreck bay; Templar channel; and San Josef bay.

Flores island, Clayoquot sound. Named, in 1791, by Lieutenant Eliza, after Don Manuel Antonio Flores, Knight of the Order of Calatrava, 51st Viceroy of Mexico, 1787-1789, who was succeeded by Count de Revillagigedo. Don Manuel Flores is chiefly of interest in connection with the northwest coast because he despatched early in February, 1789, the expedition under the command of Lieutenant Estevan Jose Martinez from San Blas to Nootka, which led to the dispute between Great Britain and Spain regarding their respective rights on this northwest coast.

See Vancouver island; Quadra island; Estevan point; Gonzales point; Port Eliza; Sooke inlet; Meares island; Ahousat; and Alpha passage.

Foley mountain, Jervis inlet. Height, 2,000 feet. After Sir Thomas Foley, G.C.B., Admiral of the White and Rear admiral of Great Britain, second son of John Foley, of Ridgeway, Pembroke-shire, where the family had been settled for several centuries, and a nephew of Captain Thomas Foley, R.N., who had been round the world with Anson in the *Centurion*, 1740-1744. Born 1757, and entered the navy on board the *Otter* in 1770. Lieutenant, 1778. Commander, 1782. Captain, 1790. In April, 1793, he was appointed to the *St. George*, 98 guns, as flag captain to Rear Admiral John Gell, whose fleet was fortunate enough to capture on its way to the Mediterranean the richest prize ever heard of in the annals of the British navy. (See Ripon point.) In March, 1796, Foley was flag captain to Rear Admiral Sir Hyde Parker, in the *Britannia*, where he remained with Vice Admiral Thompson, who relieved Sir Hyde towards the close of the year. As flag captain to the commander in the second post, Foley thus held an important position in the battle of St. Vincent on St. Valentine's day, 1797. He was shortly afterwards appointed to the command of the *Goliath*, 74 guns, one of Nelson's fleet at the battle of the Nile, and had the distinguished

good fortune to lead the British line into action on that eventful evening, 1 August, 1798. In leading the line into action he passed round the van of the French fleet as it lay at anchor, and engaged it on the inside; the ships immediately following did the same, and a part, at least, of the brilliant and decisive result of the battle has been commonly attributed to this manœuvre. Captain Foley is another of the "Band of Brothers" mentioned by Nelson in his letter to Earl Howe. The *Goliath* continued on the Mediterranean station, attached to the command of Lord Nelson, till towards the close of 1799, when she was sent home. At the battle of Copenhagen, Foley was Nelson's flag captain on board the *Elephant*, and assisted Nelson in drawing out the detailed instructions for the several ships to be employed on this service, and (in Nelson's own words) also with "his advice on many and important occasions during the battle." (Nicolas, *Nelson Despatches*, Vol. IV, pp. 304, 315.) In September, 1805, when Nelson was going out for the last time to take command of the British fleet he called on Foley, and offered him the post of captain of the fleet, but his health would not permit him to accept the position.

Rear admiral, 1808. Vice admiral, 1812. Commander in chief in the Downs, 1811-1815. K.C.B., 1815. G.C.B., 1820. Admiral, 1825. In May, 1830, appointed commander in chief at Portsmouth, where he died 9 January, 1833, and was buried in a coffin made from some pieces of oak kept from his old ship the *Elephant* when she was broken up.

With his share of the money obtained from the rich prize *St. Jago*, he purchased the estate of Abermarlais, Carmarthenshire, where he resided when on shore. In 1802 married Lady Lucy Fitzgerald, youngest daughter of the Duke of Leinster, but left no children. Foley is described as above six feet in height, of a fine presence and figure, with light brown hair, blue eyes of a gentle expression and a mouth combining firmness and good humour. (Dict. Nat. Biog., XIX, pp. 356-358; Annual Register, 1833, LXXV, p. 196.) Named by Captain Richards, H.M.S. *Plumper*, circa 1859.

See Jervis inlet; Nelson island; Captain island; Vanguard bay; Scrogg rocks; Goliath bay; Ball point; Troubridge mountain; and Hallowell mountain.

Follinsbee river, Alberni canal. Named in 1864, by Dr. Robert Brown, after James Follinsbee, a well-known woodsman of Alberni. (See pamphlet by Dr. Brown, "Vancouver Island Exploration," 1864, p. 22.)

See Brown river; and Leech river.

Forsyth point, Houston Stewart channel, Q. C. Ids. After William Codrington Forsyth, R.N., 1st lieutenant, H.M.S. *Virago*, Commander James C. Prevost. On this station, 1852-1855. Commander, 1854. Captain, retired, 1869. Named by Commander James C. Prevost, 1853.

See Houston Stewart channel; and Virago sound.

Fort Durham (Taku fort). A trading post of the Hudson's Bay Company situated on Frederick sound, Alaska, and named after a noted ruler in Canada's history, the 1st Earl of Durham, who was Governor General of Canada in 1838. The post was established in 1838 by Chief Factor Douglas and abandoned in 1843. This fort was besieged by the Indians several times, and in one of their attacks they attempted to set it on fire by hurling burning brands from the adjoining mountain, during a strong gale, on the roofs of the buildings. (Communicated by Mr. Thomas Lowe.)

John George Lambton, 1st Earl of Durham, was born 12 April, 1792, and died at Cowes, Isle of Wight, 28 July, 1840.

See Lowe inlet; and Victoria.

Fort Rupert, Beaver harbour, Vancouver island. After the first governor of the Hudson's Bay Company, Prince Rupert, Duke of Bavaria, Duke of Cumberland and Earl of Holderness. Born 17 December, 1619, third son of the Queen of Bohemia and of Frederick V, Elector Palatine. Prince Rupert was a fiery and impetuous cavalier, and in the service of his unfortunate uncle, King Charles of England, during the great civil war, 1642-1648, led his battalions against the stern soldiers of the Commonwealth. After the accession of his cousin, King Charles II, to the throne of England, Prince Rupert, in conjunction with the Duke of Albermarle and others, took up a scheme for discovering the supposed passage through Canada to the South seas (Pacific ocean), and despatched, June, 1668, two ships to Hudson bay for that purpose. The result was the granting of a charter, 2 May, 1670, incorporating Prince Rupert and others as "The Honourable Company of Merchant Adventurers trading to Hudson's Bay," commonly known as the Hudson's Bay Company, giving them the sole right of trade and ownership in that region, which was called Rupert's land. Died 29 November, 1682, and buried in Westminster Abbey.

Fort Rupert was built in 1849, more as a protection in developing the coal deposits found near there than as a trading post; it, however, partially took the place of Fort McLoughlin, abandoned in 1843. One shaft was sunk for coal at Fort Rupert, but with no favourable result, a depth of sixty feet being reached, and like the

coal shafts at Suquash, in the vicinity, was given up on hearing of coal being found near the south end of the island. Captain McNeill, commanding the *Beaver*, superintended the building of the fort, which when finished was one of the most complete of the Hudson's Bay Company's posts, and was given the name of Fort Rupert. McNeill was placed in charge, with Mr. George Blinkinsop as second in command. Scarcely anything but the name and a large Indian village, Ku-kultz, now remain, 1906, the fort and nearly all the buildings having been taken down. On the fort being established a portion of the Nahwitti tribe made their permanent residence here, and were known afterwards as the Fort Rupert Indians; They were of a fierce and quarrelsome disposition, and for a long time the dread of both traders and natives up and down the coast.

See Beaver harbour; Delalus passage; Nanaimo; Port McNeill; Suquash; Blinkinsop bay; McLoughlin bay; Hankin island; Moffatt islands; Mount point; Brothie ledge; Wynton passage; Nigei island; Ganges harbour; Cowichan bay; and Prince Rupert.

Forward inlet, Quatsino sound. **Forward harbour**, Wellbore channel. **Forward bay**, Johnstone strait. After H.M. gunboat *Forward*, 2 guns, 233 tons, 60 h.p. The gunboats *Forward* and *Grappler*, built during the Russian war, 1854, arrived at Esquimalt, from England, 12 July, 1860, under convoy of H.M.S. *Terwaagant*, 25 guns, Captain Robert Hall. (See engraving "Gunboats," Illustrated London News, September, 1854, p. 285; *Victoria Colonist*, 14 July, 1861.) The *Forward* was commanded by Lieutenant Charles R. Robson; on his death, in November, 1861, Lieutenant Hon. Horace D. Lascelles, of the frigate *Topaze*, was appointed to the command, who was relieved in 1865, and succeeded in 1866 by Lieutenant D'Arcy A. Denny, relieved in June, 1868, by Lieutenant Thomas H. Larcom. Forward inlet and Forward bay, in association with Robson island and Robson bight, were named by Captain Richards, in 1862, after the gunboat and her late commander, Lieutenant Charles Rufus Robson. Forward harbour was named, in association with the names in the harbour and vicinity, by Captain Pender, in 1865, after the gunboat and her then commander, Lieutenant Hon. Horace Douglas Lascelles. The names in Forward harbour were all given in honour of the house of Lascelles. Horace point, Douglas bay and Lascelles mountain after the commander of the *Forward*; Mount Harewood after his father; Thynne peninsula after his mother; Mount Egremont after his brother; Wharmcliffe range after his sister; and the northern point of entrance, with four points in the harbour, after his four sisters, Louisa, Lady Illingdon; Maud, Lady George Hamilton; Blanche, Viscountess Boyle, afterwards Countess of Shannon; Florence and Cust, after Lady Florence Cust, wife of Lieutenant Colonel John F. Cust.

The gunboats *Forward* and *Grappler* during their long commission on this coast were often called upon by the colonial authorities for assistance in saving shipwrecked life and property, and to arrest or punish the Indians for deeds of pillage and murder. On the former service, in the winter of 1860, the *Forward*, under the command of Robson, had a most eventful and stormy cruise along the wild west coast of Vancouver Island, when attempting to assist the *Florencia* and rescuing the shipwrecked crew of the *Consort*. On this cruise her long absence gave rise to the fear, in Victoria, that she was lost. (See "Gunboats," *Colonist*, 17 January, 1861.) On the latter duty, also under Robson's command, on the 17 May, 1861, an attack was made, near cape Mudge, on a large encampment of marauding Haida Indians who were on their way home in about thirty canoes, laden with goods, stolen from Victoria, settlers on Saltspring island, the schooner *Laurel* and other vessels. The *Forward* had to fire on the encampment with her big guns before the Haidas would come to terms regarding the restitution of the stolen property, treating all overtures made to them with contemptuous insolence. The Indians replied to the fire and one of the crew was wounded. After four of the Indians had been killed and several mortally wounded, five of the Haida chiefs were secured as prisoners and the stolen property given up. The plunder consisted of goods of all descriptions, many articles not being of the slightest use to the thieves, such as a quadrant, theodolite, hydrometer, and writing case, also saws, planes, hammers, and other tools sufficient to set up several carpenters' shops, and a quantity of rum, flour, calico, blankets, cotton and silk. It must be recorded, however, that the rascality was not exclusively on the side of the Haidas, because the excuse given by the principal Haida chief, "Captain Jefferson," of Skidegate, when charged at Victoria for the attack on the *Laurel*, was that the whisky sold to himself and "tillicums" (friends) had been adulterated with salt water. (See *Colonist*, 18 April, and 21 and 22 May, 1861.) In 1863, when under the command of Lascelles, the *Forward* fired on, destroyed and burnt the Lamalchi village on Kuper island, owing to several murders having been perpetrated by the Indians of this band on unoffending settlers. (*Colonist*, 6 May, 1863.)

The *Forward* was stationed on this coast, 1860-1869, and was then sold by auction, at Esquimalt, 28 September, for \$7,000, to Messrs. Millard and Beedy, the agents of a Mexican firm. (*Colonist*, 29 September, 1869.) The vessel sailed, on the 22 October, from Victoria for San Francisco, and was placed in the service of the Mexican government. A revolution occurring a short time afterwards, she was seized by the rebels, and ultimately burnt.

See Robson bight; Lascelles mountain; Denay island; Gunboat passage; Florencia island; San Josef bay; Lamalchi bay; Cowichan bay; Ganges harbour; Harewood mountain; Thynne peninsula; Egremont mountain; and Wharncliffe range.

Foster island, Q. C. Sd. After Major George Foster, a retired officer of the British army. Arrived at Victoria in 1859, taking up his residence at Esquimalt, where he purchased land, hence the name of Foster's pier, which was erected on his property in Constance cove, Esquimalt harbour. In 1860 he was a member of the House of Assembly of Vancouver Island for Esquimalt district, and in April, 1860, when in opposition to the government, he brought forward a motion in the House, "to consider all accounts in order to define the precise liabilities of the colony," the executive contemplating borrowing a large sum of money. The motion, which made a great stir at the time, was carried, the result being known as the "Foster Inabroglio." (*Colonist*, 24, 27 March; 28 April, 1860.) Colonel in the militia of Vancouver Island. Returned to England, circa 1870, and later received an appointment under the British government at Cape Coast Castle, where he died, circa 1887. Named by Captain Pender (master, R.N.), *Beaver*, 1865.

See Constance cove; and Esquimalt harbour.

Fox islands, Slingsby channel, Q. C. Sd. After George Lane-Fox of Bramham Park, Yorkshire, of a noted Yorkshire family much interested in field sports. Born 1816. Succeeded to the family estates at the death of his father in 1848. High sheriff, W. R. Yorks, 1875. Died 2 November, 1896. George Fox, M.P. for the city of York, inherited by will in 1750 the extensive Yorkshire estate of Lord Lanesborough, and assumed the surname and arms of Lane; he was created Baron Bingley of Bingley, Yorks, May, 1762, the peerage becoming extinct at his death. James Fox-Lane, of Bramham Park, nephew of Lord Bingley, married, in 1789, the Hon. Marcia Lucy Pitt, youngest daughter of George, Lord Rivers; his eldest son, the father of the subject of this note, reversed the family name, placing the name of Fox last. Named by Captain Pender (master, R.N.), *Beaver*, 1865.

See Bramham island; Rivers inlet; and Slingsby channel.

Francis point, Elliott island. See Chalmers anchorage.

Frank rock, Smith sound. Named in 1903 after Frank Napier Denison, of the Meteorological Department of Canada.

See Denison island.

Franklin range (3,000 to 4,680 feet), Vancouver island, Johnstone strait. Named in 1861 by Captain Richards, H.M.S. *Hecate*, after Rear Admiral Sir John Franklin. Kut., F.R.G.S., the cele-

brated Arctic explorer, and Lady Jane Franklin, his wife. He was born in 1786 at Spilsby, in Lincolnshire, and entered the navy in 1800. Present at the battle of Copenhagen in 1801. In 1804 was signal officer in the famous action when Linois was defeated by the fleet of East Indiamen under Captain Dance. Served in the battle of Trafalgar as signal midshipman on board the *Bellerophon*. Lieutenant commanding the *Trent*, 1818, in the attempt to reach the Pole. In 1819 commanded the land expedition down the Coppermine river, returning in 1822. Commander, 1821. Captain, 1822. In 1825-1827, commanded the second land expedition to the shores of the Polar sea. Knighted, 1829. Governor of Van Dieman's land, 1838-1844. Sailed in 1845 with the *Erebus* and *Terror*, commander of the expedition and captain of the *Erebus*, in search of the north-west passage, when all perished in the Arctic regions. From records found later, Sir John died 11 June, 1847, on board the *Erebus*. Rear admiral, 1847. Lady Franklin, daughter of John Griffin, was Sir John's second wife, married 1828. The noble-hearted widow of the great discoverer devoted many years to furthering the search for her lost husband and his comrades. She fitted out and despatched the *Prince Arthur* in 1850, and again in 1851, and the *Isabel* in 1852, and despatched the *Fox* in 1857; thus, through Sir Leopold McClintock, finally solving the question. The R.G.S. gold medal was presented to Lady Franklin, in 1860, in commemoration of Sir John's discoveries.

On 22 February, 1861, Lady Franklin, accompanied by her niece, Miss Sophia Cracroft, arrived at Victoria, B.C., and in March, attended by Lieutenant Hankin, H.M.S. *Hecate*, visited Fort Yale, where she was enthusiastically received, and on leaving was presented with an address. (*Colonist*, 6, 13, 14 March, 1861.) On 24 March, 1861, the two ladies embarked at Esquimalt for home to the strains of "Auld Lang Syne," played by the band of H.M. S. *Topaze*. (*Colonist*, 22, 25 March, 1861.)

See Cracroft island; Hankin island; Topaze harbour; Kellett bluff; Herald rock; Plover reef; Piers island; Pym island; and Richards, Vice Admiral Sir G. H.; and Blinkhorn island.

Franklin river, Alberni canal. Named in 1864 by Dr. Robert Brown after Selim Franklin, auctioneer and estate agent, Victoria. (*Colonist*, 27 December, 1858.) A resident of Victoria for many years, and chairman of the Vancouver Island Exploration Committee in 1864.

See Brown river; and Leech river.

Franklyn range (3,200 feet), Loughborough inlet. After Captain William Hales Franklyn, of the mercantile marine, and stipendiary magistrate at Nanaimo, 1860-1867. Captain Franklyn

during the Russian war commanded the steam transport *Tonning*, and carried out to the Crimea several distinguished officers, Generals Sir Colin Campbell (afterwards Lord Clyde), Pennefather, Eyre and others, and also some noted regiments. For his services in the great gale at Balaklava, 14 November, 1854, he was presented by the directors of the North of Europe Steam Navigation Company, the owners of the *Tonning*, with a valuable silver salver, suitably inscribed, and also, many years afterwards, 1873, when civil commissioner of the Seychelles, he was the recipient from Sir Arthur Hamilton Gordon, K.C.M.G., governor of Mauritius, of another valuable piece of silver plate, "in remembrance of many pleasant days spent at Mahé, in the years 1871-72-73."

Born 1816, native of Kent, England, and arrived at Victoria, via Panama, in 1859. Personal friend of Captain Richards, who in his journal, May, 1860, remarks:—"Captain Franklyn has his family with him, the first step towards civilization at Nanaimo." In the *Colonist*, 31 July, 1860, appears a letter from Nanaimo, signed A., in which is stated:—"Our first court was held here last Monday (23 July), Justice Franklyn presiding." The same letter goes on to say that eighty canoes, full of Haida Indians, had just arrived from the north, and the Nanaimo Indians were much incensed over the arrival. The letter calls upon the government to watch the conduct of the large number of Indians, computed at one thousand, now congregated at Nanaimo, and avoid a repetition of the scene at Saltspring (see Cowichan bay). A few days later, in answer to a petition from Nanaimo regarding these Indians, signed by all the white inhabitants, numbering 151, Governor Douglas promises every assistance, and informs the senders that the *Termagant*, *Plumper* and *Alert* would shortly be in the harbour. (See despatch of Governor Douglas, *Colonist*, 1, 3 August, 1860.) Captain Franklyn built, with material brought from San Francisco, the brick house known as the "Franklyn House," in Nanaimo, where he resided, and always warmly welcomed naval officers and other friends. In 1864 he was chairman of the branch committee for exploring Vancouver island, the expedition being under the command of Dr. Robert Brown. Captain Franklyn left Nanaimo in 1867, on the joining of the two colonies of Vancouver Island and British Columbia under the name of the latter, and after a few months' stay in Victoria, was appointed by the British government, through the influence of his Crimean friends, to be chief civil commissioner of the Seychelles islands, where he died on Good Friday, 3 April, 1874, and was buried in the grounds of Government House. Captain Franklyn was a fearless and impartial magistrate, and did much to check the

unruly and lawless element, among both Europeans and Indians, during his official career at Nanaimo. Named by Captain Pender (master, R.N.), H.M. hired surveying vessel *Beaver*, circa 1864.

Harold mountain (1,200 feet), and Sidney bay, in the vicinity of Franklyn range, are named after the two sons of the subject of this note, who remained on this coast when Captain Franklyn proceeded to the Seychelles islands.

See Active pass; Harold mountain; Sidney bay; Cowichan bay; Leech river; Brown river; Nanaimo; Rudlin bay; and Horton bay.

Fraser island, Port Alexander, Nigei island. After Alexander Fraser Boxer, R.N., master, H.M.S. *Alert*, on this station, 1860-1861.

See Port Alexander; and Boxer point.

Fraser reach, Princess Royal island. After Donald Fraser, native of Scotland, member of the legal profession, and a well-known resident of Victoria for several years. Member of the Legislative Council for Vancouver Island and its dependencies, his commission being dated 15 November, 1858. Fraser was a man of great energy, experience and sound judgment, and while a resident of Victoria was greatly interested in all schemes for the welfare of the city and surrounding country, especially for procuring speedier communication between the colony and Europe by means of fast steamers and the isthmus of Panama, and made several visits to San Francisco to further this object. One of the largest holders of real estate on Vancouver island, and correspondent for the *London Times*. (*Colonist*, 8 January, 1866.) Returned to England, 1873. Died in London, 1897. Named by Captain Pender (nav. lieutenant, R.N.), H.M. hired surveying vessel *Beaver*, 1866.

Fraser river. Named after Simon Fraser, superintendent of the district of New Caledonia, by the officers of the North West Company, circa 1808. He was born in 1776 at Bennington, Vermont, son of Simon Fraser, a descendant of the titled family of Lovat, and a U. E. Loyalist. Joined the North West Company in 1792. In 1802 became a partner of that company, and in 1805 at a meeting of the company held at Fort William, Lake Superior, it was decided to establish posts to the farthest west, and the duty of carrying out this project was assigned to Mr. Fraser. He arrived at what is now known as the Fraser river in 1806, but regarded it as the Columbia or one of its affluents. Leaving the main stream, he ascended the Nechaco till he reached the river now known as Stuart river, so named from a companion of Fraser's, John Stuart, and ultimately arrived at a lake, which was also named Stuart, where Fraser established a trading post, the present Fort St. James. In-

vestigating the country still further, he found what is now known as Fraser lake, and here he also established a trading post. In 1807, two canoes with goods reached him from Athabaska, and, at the same time, letters urging him to carry on his explorations to the ocean by the large river he had found flowing through the country to the south. The name of New Caledonia was given to the whole district.

In the spring of 1808, Fraser with Messrs. John Stuart, Jules Maurice Quesnel, and a crew of nineteen men and two Indians, embarked on this unknown river with the determination to follow it to its mouth. The Indian account of the river was to the effect that, after a long journey to the winter's sun, through waters that no canoe could pass with safety, the river did not enter the ocean, but a large lake, the waters of which were bitter and undrinkable. This was treated by Fraser and his companions as only an Indian fable, as they were sure they were on the Columbia, but in the end the legend was found to be correct, the river entering the strait of Georgia, which to the Indians might be thought a large lake as land can be seen on all sides.

Fort George, established on the main river in 1807 by Fraser, was left towards the end of May, 1808, and after encountering untold difficulties and dangers, the explorers had at last to cache their canoes, the navigation becoming wholly impracticable. For nine days they proceeded on foot, until they came to a large and rapid river which entered from the east the main river they had been following; this they named the Thompson, after Mr. David Thompson, astronomer to the North West Company. Continuing along the main stream, six days afterwards they arrived at what is now known as Spuzzum, and three days later, 29 June, emerged from the canyons, obtained a canoe from the Indians, and reached the mouth of the river on 2 July, 1808, where they found it entered the gulf of Georgia of Vancouver. The latitude of its outlet was found to be about 49°, thus clearly establishing that the river was a separate and distinct one from the Columbia, which was known to enter the Pacific ocean about 180 miles farther south. It is recorded that the Indians of the lower Fraser were "afraid of the 'Ka-way-chin,' or 'Indians of the Sea,' and therefore put obstacles in Fraser's attempt to reach the main ocean." This tribe doubtless were what is now known as the Cowichan Indians. (*See* L. R. Masson's "Les Bourgeois de la Compagnie du Nord-ouest," Quebec, 1889-1890, I, pp. 157-221.) The expedition returned up the river again the same day, and arrived at Fort George on 6 August.

This river, though not recorded as ever actually discovered

by the Spaniards, was named by Eliza, in 1791, through report of its existence from the Indians, Rio Blanca, after the then prime minister of Spain, Don Josef Monino, Count of Florida Blanca, principal secretary of state. Dufflot de Mofra states that the Indians called the river "Tacoutchi." ("Exploration de l'Oregon," Paris, 1844, I, p. 136.)

The Fraser river was overlooked in a remarkable manner by Vancouver when passing its mouth in 1792. In relation to this, he states in his journal under date 13 June, 1792:—"The intermediate space (i.e., between point Roberts and point Grey) is occupied by very low land, apparently a swampy flat, that retires several miles, before the country rises to meet the rugged snowy mountains, which we found still continuing in a direction nearly along the coast. This low flat being very much inundated, and extending behind point Roberts, to join the low land in the bay to the eastward of that point, gives its high land, when seen at a distance, the appearance of an island; this, however, is not the case, notwithstanding there are two openings between this point and point Grey. These can only be navigable for canoes, as the shoal continues along the coast to the distance of seven or eight miles from the shore, on which were lodged, and especially before these openings, logs of wood, and stumps of trees innumerable." This is an excellent description of the Sandheads of the Fraser river to-day.

Had Vancouver followed closely the coast line with his boats in this vicinity, which could have been done at high water, instead of keeping along the edge of the shoal ground, finally stretching over to the western shore of the gulf for the night, he would doubtless have recognized he had come across the outlet of a mighty river.

Fraser was superintendent of New Caledonia from 1805 to 1809, and retired from the North West Company before the coalition of that company with the Hudson's Bay Company in 1821. On his retirement he was offered a knighthood, which he declined. Died at St. Andrews, near Montreal, 19 April, 1862. His wife survived only a few hours, and they were buried in the same grave.

See Anvil island; Birch bay; Cowichan bay; Georgina point; and Port Eliza.

Frazer island, Becher bay. After Thomas Frazer, M.D., R.N., surgeon of H.M.S. *Herald* on her previous commission in China, and present with Captain Kellett, then of the *Starling*, in the Chinese war, 1840-1841. Also at the capture of Canton. Deputy inspector general, Hospitals and Fleets, retired, 1866. Named by Captain Kellett, 1846.

See Kellett bluff.

Frederick arm, Cordero channel. After Staff Commander Frederick John Owen Evans, R.N., naval assistant, Hydrographic office, Admiralty. Chief naval assistant, 1865, afterwards called assistant hydrographer. Succeeded Rear Admiral Richards as hydrographer, in 1874. K.C.B., 1881. Died, 1886. Named by Captain Pender (master, R.N.), *Beaver*, circa 1864.

See Evans bay; Read island; and Richards, Admiral Sir G. H.

Frederick island, Graham island, Q. C. Ids. An island in this vicinity was named in 1792 by Captain Joseph Ingraham, of the American trading brig *Hope*,* after his nephew, Frederick Ingraham, and the name adopted by Vancouver on his chart in 1793.

It is evident from the text of Ingraham's journal that his Frederick island is now known as Hippa island, the name adopted by Vancouver being given by him to the island northward of Hippa and where it now appears on the chart. (Ingraham's journal, per C. F. Newcombe, M.D.; and Vancouver, 8°, IV, p. 283.)

See Port Ingraham; and Hippa island.

Frederick mountain (2,472 feet), Barkley sound. Named in association with Amphitrite point after Captain Charles Frederick, R.N., in command, on this station, of H.M.S. *Amphitrite*, and, after the death of Rear Admiral Price at Petropaulovski, of the flagship *President*, 50 guns, also on this station, relieving Captain Burridge of that ship, who took the *Amphitrite*. On the arrival of Rear Admiral Bruce on the station, overland and not in his flagship, Captain Frederick acted as flag captain in the *President* until the *Monarch* arrived. Lieutenant, 1818, and when lieutenant of the *Alacrity* in 1829 was severely wounded in boarding a pirate in the Mediterranean. Commander, 1829. Commander of the *Apollo* troopship, and present in the operations on the Yang-tse-Kiang in 1842. Captain, 1842. A lord commissioner of the Admiralty, 1859-1865. Rear admiral, 1862. Senior officer on the coast of Ireland, flagship *Black Prince*, one of the earliest ironclads, 1865-1867. Vice admiral, retired, 1867. Died, 1876. Named by Captain Richards, H.M.S. *Plumper*, circa 1859.

See Amphitrite point; In-kip passage; Bruce bight; and Monarch head.

Frederick sound, Seymour inlet, Q. C. Id. After His Excellency Frederick Seymour, governor of British Columbia, 1864-1869. Named by Captain Pender (master, R.N.), *Beaver*, who surveyed the inlet in April, 1865.

See Seymour inlet.

Freeman pass, Kitkatla inlet. After Captain Absalom Freeman, native of Trinity, Newfoundland, in charge of the chartered

*Whence—Hope point, Frederick island, named by Captain Learmonth, H.M.S. *Egeria*, in 1908.

ishing steamer *Coquillan*, in the service of the New England Halibut Company, engaged in the fisheries of Hecate strait, 1894. The company had a station in the pass, to which the halibut were brought and cleaned before being taken south; the station was later removed to Butler cove, a safer and more convenient harbour. Freeman, who arrived on this coast January, 1890, is still engaged in the fishing industry, and in 1905 had charge of the S.S. *New England*. Named by the writer on making an examination of the pass in 1895.

See Butler cove; and New England rock.

Friendly cove, Nootka sound. This cove was first discovered by Captain Cook, April, 1778, who mentions the incident in his journal as follows:—"Having now finished most of our heavy work, I set out the next morning to take a view of the sound. I first went to the west point, where I found a large village, before it a very snug harbour, in which was from nine to four fathoms water over a bottom of fine sand." (Cook's III Voyage, 4^o, p. 279.) Named Friendly cove in 1786 by Mr. Strange, supercargo of a trading expedition to this coast, consisting of the snow *Captain Cook*, Captain Lowrie, and the snow *Experiment*, Captain Guise. A survey of the cove was made in 1786 by Mr. Wedgborough of the *Experiment*, and the plan is given in Meares' Voyages, 1790, 4^o, p. 108; a survey was also made by Malaspina, in 1791, which is given on the large chart of the combined surveys of Eliza and Malaspina, dated that year, under the name of Puerto de la Santa Cruz de Neuca; and it was again surveyed in 1839 by Commander Edward Belcher, H.M.S. *Sulphur*, the plan being published by the British Admiralty in 1849.

The Indian name of the village is Yuquot or Yucuat, derived from the Indian words, "Yukwitte," to blow with wind; "Aht," people or village; meaning a village exposed to the winds. (*Per* the Rev. A. J. Brabant.) Yuquot is an old name, as the Spanish naval officer Galiano, in his journal (*Viage*, p. 117), referring in 1792 to Cook's mistake about the meaning and application of the word Nootka, says that the port so called was known to the Indians by the name of Yucuatl. The present Admiralty plan was made by Captain Richards, H.M. surveying vessel *Hecate*, 1862.

See Vancouver island; Vashon island; Howe sound; Hutt island; Scott; Queen Charlotte sound; Malaspina inlet; Port Eliza; Galiano island; Maquinna point; and Belcher mountain.

Freshfield point, Moore channel, Q. C. Ids. After William Freshfield, R.N., master's assistant, H.M.S. *Thetis*, Captain Kuper, C.B., in 1852. As one of the navigating staff of the frigate, Mr. Freshfield took an active part in the master's survey of Moore channel, Port Kuper, and Mitchell harbour. Admiral John Moresby

has kindly sent the writer the following information from his diary of 1853 regarding this young officer:—"June 23. Our two acting 2nd masters, Hewlett and Freshfield, have been allowed to exchange with two acting mates into H.M. schooner *Cockatrice*." The admiral further states that this took place on the coast of Mexico in 1853, and that his impression is Mr. Freshfield died on board the *Cockatrice*. Named by Captain Kuper, C.B., in 1852.

See Moore channel; Thetis island; Hewlett bay; Moresby islands; Kuper island; Mitchell harbour; and Cockatrice bay.

Fulford harbour, Saltspring island. **Fulford reef**, Haro strait. After Captain John Fulford, H.M.S. *Ganges*, 84 guns, flagship Rear Admiral Robert L. Baynes. On this station, 1857-1860. Born 1810. Entered the service, 1821. Lieutenant, 1831. Commander, 1840. Captain, 1848. Rear admiral, 1866. Vice admiral, retired, 1872. Admiral, retired, 1877. Died, 1888. Captain Fulford was 1st lieutenant of H.M.S. *Tulbol*, at the capture of St. Jean d'Acre, 1840.

See Saltspring island; Captain passage; Ganges harbour; and Baynes mountain.

Gabriola island. An adaptation of the Spanish name Gaviola or Gabiola (Punta de Gaviola), which was given to the east end of the island in 1791 by Jose Maria Narvaez while making an examination of these waters in command of the small exploring schooner *Saturnina*, under the orders of Lieutenant Eliza. At the west end of this island is the natural curiosity, Galiano gallery, *q.v.*

See Port Eliza; and Narvaez bay.

Galiano gallery, Gabriola island. A remarkable natural overhanging gallery about three hundred feet in length and twelve feet high, situated at the water's edge, near Malaspina point, on the western shore of Gabriola island and opposite the harbour of Nanaimo. The gallery was discovered in June, 1792, by the Spanish naval officers, Galiano and Valdes, who anchored in Descanso bay with their exploring vessels, *Sutil* and *Mexicana*, on the 15 June. The gallery is named after the commanding officer of the expedition, Commander Dionisio Alcalá Galiano, of the Spanish navy, from whose sketch and report it was ultimately made known to Europeans. An original and interesting picture of the gallery is given in Captain Malaspina's "Voyages," p. 200, edited by Lieutenant Pedro de Novo y Colson, of the Spanish navy, published at Madrid, 1885. Thus for nearly one hundred years, before being given to the world, were the journals and papers of Malaspina hidden in the archives of that city. The Spanish name of the bay where Galiano's vessels anchored, though overlooked or forgotten until recently revived in the successful search of 1903 to rediscover the gallery, appeared on

maps of the district as late as 1859. The position of the gallery is given on the Admiralty chart by Commander John F. Parry, H.M. surveying vessel *Egeria*, on resurveying the neighbourhood, 1904 and named by the Geographic Board of Canada, 1906.

See Malaspina inlet; Galiano island; Descanso bay; Sutil point; Nanaimo; and Departure bay.

Galiano island. After Commander ("capitan de fragata") Dionisio Alecala Galiano, of the Spanish navy, commanding, in 1792, the exploring vessel *Sutil*, and who previously had been a lieutenant on the *Atrevida*, one of Malaspina's exploring corvettes. Galiano, in the *Sutil*, made an examination during the summer of 1792 of the channels between what is now Vancouver island and the mainland in company with Commander Valdes, in the *Mexicana*. Galiano and Valdes, the former in charge of the expedition, were sent from Mexico to this coast by order of the viceroy of Mexico, Revillagigedo, to complete the exploration of Juan de Fuca strait, which had been partially accomplished by Quimper and Eliza, 1790 and 1791. The *Sutil* and *Mexicana* sailed from Acapulco where they had fitted out, 8 March, and arrived at Nootka, 12 May, 1792. On the 4th of the following month the vessels left Nootka for the strait, and continued exploring the inner channels, where they met Vancouver and accompanied him for a portion of the cruise, until they came out into the Pacific on the 23 August by a passage, which they named Canal de la Salida de las Goletas (Goletas channel *q.v.*), anchoring again at Nootka, Saturday, 1 September, 1792. From Nootka they returned to Acapulco, and were at San Blas on the 23 November. This was the last Spanish exploring expedition on this coast, and the only one whose results were published by the Spanish government at that time. The journal, with the celebrated introduction by Navarette, and charts, appeared in 1802 ("Relacion del Viage hecho por las goletas, Sutil y Mexicana, en el año de 1792," Madrid, 1802), but the work, though of much value, attracted, relatively, very little attention, being obscured by the previous appearance of Vancouver's great work. In 1795 Galiano had been promoted to captain ("capitan de navio"), as he is thus described in the title of his chart of that date. At the battle of Trafalgar, 21 October, 1805, Galiano commanded the Spanish line-of-battle ship *Bahama*, 74 guns, which was captured by the British, and was one of the prizes that arrived safely at Gibraltar. (Clarke and M'Arthur, "Life of Nelson," II, p. 504.) Named by Captain Richards, H.M.S. *Plumper*, 1859.

See Galiano gallery; Valdes island; Sutil channel; Mexicana point; Quimper peninsula; Port Eliza; Malaspina inlet; Nigot island; Descanso bay; Departure bay; Birch bay; Savary island; Cordero channel; Dionisio point; and Spanish bank.

Gallows point, Protection island, Nanaimo. First named Execution point, and later Gallows point, by the officers of the Hudson's Bay Company, because two Indians were hanged there for murder, 17 January, 1853. In the winter of 1852-1853, two young natives, a Cowichan and a Nanaimo Indian, wantonly shot and killed Peter Brown, a Scottish shepherd, at Lake hill. They were captured by Governor Douglas, with the assistance of a detachment of blue jackets and marines under the command of Lieutenants Sansum and Moresby, from H.M.S. *Thetis*, who proceeded to Cowichan and Nanaimo in the Hudson's Bay Company's brigantine *Recovery* and steamer *Beaver*. Much difficulty was experienced in arresting the Nanaimo Indian, who, when he heard that the governor with an armed force was after him, left his village at Nanaimo and took to the woods. A few inches of snow had fallen and his footmarks were traced, he was chased in fact, to a river (since named from this incident, Chase river); here the scout Basil Botineau found himself at fault, and, as it was getting dark, would have abandoned the search had not the Indian, who was in hiding under the driftwood, snapped his flint-lock musket at him, but the priming and charge were damp and neither exploded. The scout followed the direction of the sound, but in the dusk could not see the Indian, who tried a second shot at him when the priming only exploded, but the flash exposing his hiding place, he was immediately discovered, knocked down and handcuffed. The next morning he and the Cowichan, named Squeis, who had been arrested at Cowichan by Governor Douglas and his party on their way from Victoria to Nanaimo, were tried for the murder on the quarter-deck of the *Beaver*, found guilty, and hanged on the south point of what was then known as Douglas island (Protection island), the trial and execution taking place on a frosty day between the hours of 10 a.m. and 3 p.m. (Communicated by Admiral, then Lieutenant, John Moresby; Mr. Joseph W. McKay; and taken from the Hudson's Bay records, Nanaimo.)

Name adopted by Captain Richards, H.M.S. *Plumper*, on making a resurvey of Nanaimo harbour in 1860.

See Nanaimo; McKay reach; Cowichan bay; Protection island; Beaver harbour; Sansum Narrows; Moresby islands; Thetis island; and Douglas channel.

Gambier island, Howe sound. After Admiral of the Fleet, James, Lord Gambier, who, as captain of H.M.S. *Defence*, 74 guns, took an active share in the battle of the "Glorious First of June," 1794. He was the son of John Gambier, lieutenant-governor of the Bahamas, and was born at New Providence, 13 October, 1756. Entered the navy at the age of eleven, on the *Yarmouth*, guardship at Chatham, commanded by his uncle. Lieutenant, 1777. Com-

mander, 1778. Post captain, 1778, and commanded the *Raleigh* frigate at the relief of Jersey, 1779, and the capture of Charleston, 1780. He had no further employment until April, 1793, when he commissioned the *Defence*. Gambier's notions of religion and morality were much stricter than those in vogue at that time; the *Defence* was spoken of as "a praying ship," and it was freely questioned whether it was possible for her to be "a fighting ship" as well. The doubt, if it really existed, was set at rest by the gallant conduct of her captain and crew on the 1st of June, as they were the first to break through the enemy's line and hotly engage three French ships. The story is told that towards the close of the battle as the *Defence* was lying dismasted, Captain Pakenham, of the *Invincible*, passing within hail, called to Gambier in friendly banter: "I see you have been knocked about a good deal; never mind, Jimmy, whom the Lord loveth he chasteneth." Gambier's conduct had, however, attracted Lord Howe's notice, and he was one of those specially recommended for the gold medal. Rear admiral, 1798. Vice admiral, 1799. He was a lord of the Admiralty for various periods between 1795 and 1807, when he was appointed the commander in chief of the Baltic fleet, and in concert with the army under Lord Cathcart bombarded Copenhagen, 2-5 September, the town surrendering on the 7th. On his return to England in October he was raised to the peerage as Lord Gambier. He afterwards had charge of the channel fleet, and blockaded the French fleet in Basque roads, partially destroying it by fireships, which were under the immediate command of Captain Lord Cochrane. The latter strongly asserted that Lord Gambier did not support him in his attack or the whole of the French fleet would have been destroyed, and when a vote of thanks was proposed in the House of Commons to Lord Gambier for the destruction of the enemy's fleet, Lord Cochrane, who was a member of the House, and his friends strongly opposed it. The vote was passed, and a courtmartial on Gambier's conduct, after a grossly partial trial, honourably acquitted him, 9 August, 1809. The scandal of Basque roads has given Gambier's name a distinction not altogether glorious, though his conduct on the 1st of June, 1794, prevents any imputation of personal cowardice. (Diet Nat. Biog., Vol. XX, p. 393; and Annual Register, 1833, LXXV, p. 218.) G.C.B., 1815. Admiral of the fleet, 1830. Died, 19 April, 1833. Named by Captain Richards, *Plumper*, 1860.

See Defence islands and Howe sound.

Ganges harbour, Saltspring island. After H.M.S. *Ganges*, 84 guns, Captain John Fulford, flagship of Rear Admiral Robert L. Baynes. On this station, 1857-1860, leaving Esquimalt for England

on the 10 September. The *Ganges* was the last sailing line-of-battle ship in active commission on foreign service. Built at Bombay, in 1821, from the model of the French line-of-battle ship *Franklin*, captured at the Nile in 1798, and renamed *Canopus*. This prize was often used as a model, being the handsomest and swiftest ship in the British navy. (See *Illustrated London News*, 17 July, 1847, p. 34.)

Ganges harbour was the scene, early in July, 1860, of a treacherous massacre of Bella Bella Indians by a large band of Cowichans, the particulars of which have been previously related in the note on Cowichan bay. This massacre and the following incident, which occurred in the neighbourhood of the harbour, will show how precarious life was among the Indians on this coast up to a comparatively recent period.

A few days after the Bella Bellas had been killed, two Cowichan Indians in a canoe were quietly fishing about two hundred yards from the shore (having had nothing to do with the massacre), near them being a boat in which were two white men similarly engaged, when suddenly appeared, round a point of land a short distance off, several canoes filled with Fort Rupert Indians, who, on perceiving the fishermen, made directly for them. The Cowichans got into the white men's boat, evidently seeking protection, deserting their own canoe which went adrift. The Fort Ruperts dashed alongside the boat, and, seizing the unhappy red-skins, five or six knives were buried in each, their heads cut off and the bodies thrown to the fishes. No violence was offered to the white men, who were terribly alarmed at the awful sight. Nothing was asked, no explanation given by the Fort Rupert Indians, who continued on their journey, taking the heads with them. The next day one of the heads was found stuck on a tall pole on a small island near Saltspring island. (*Colonist*, 12 July, 1860.)

In June, 1862, the harbour was again the scene of Indian lawlessness, and this time of swift punishment. Early in this year the number of northern Indians congregated at Victoria had grown to such proportions, and they had become, through intemperance, crime and disease, such an intolerable nuisance, that the authorities decided to deport them to their homes, and the gunboat *Forward* was instructed to convoy them a portion of the journey. While the canoes, in tow of the gunboat, were passing the entrance of Ganges harbour, the Cowichans fired at the Indians from the shore, some of the shots passing unpleasantly close to the gunboat. Captain Lascelles stopped his vessel, cast off the canoes, sent an armed boat's crew on shore, who captured the rascals and brought them on board the gunboat, where they immediately received three dozen lashes

each as a gentle reminder to keep their bullets at home for the future. It is recorded that this flogging exercised a very wholesome influence on other tribes along the coast, to whom the news was soon communicated. (*Colonist*, 12 June, 2 July, 1862.) In connection with this year, 1862, it may be mentioned that small-pox about this date made fearful ravages among the Indian tribes all along the coast. Many bands of Indians were completely obliterated and only a few of any tribe escaped, and this scourge had made the survivors desperate and utterly reckless of the consequences of taking white men's lives. ("Bentinck arm Massacre," *Colonist*, 19 May, 1863.) Poole refers to this epidemic in 1862 in his book "Queen Charlotte Islands," 1872, pp. 179-181. The Bela-kulas, out of eight hundred people, had only fifteen remaining. For years afterwards, the remains of many victims of this dread disease would be found scattered all along the coast, in coves and bays, where they had succumbed on their canoe journeys. (*Colonist*, 7 August, 1862, 10 May, 1863.)

The first house on Saltspring island was erected in the summer of 1859 on the shore of Ganges harbour by the combined assistance of the settlers who had just arrived on the island, to the number of twenty, for one of their number named Thomas Henry Lincker.

Ganges harbour was named by Captain Richards, H.M.S. *Plummer*, 1859, the harbour having been previously known as Admiralty bay. It was resurveyed in 1905 by Captain John F. Parry, H.M.S. *Egeria*, when several more names were added to the chart.

See Vanguard bay; Baynes passage; Forward inlet; Lascelles mountain; Saltspring island; Pentinck arms; Anthony island; Cowichan bay; Batt rock; Scott point; and Welbury point.

Gardner inlet, Devastation channel. **Gardner mountain** (2,470 feet), Bowen island, Howe sound. The former named by Vancouver in 1793, "Gardner's channel," after his friend and his captain in the *Europa* and *Courageux*, Rear Admiral Alan Gardner, afterwards Lord Gardner. He was born at Uttoxeter, in Staffordshire, son of Lieut. Colonel Gardner, and commenced his career at sea in the merchant service, his passing certificate for lieutenant being dated 15 February, 1760, describing him as upwards of six years at sea, "part whereof in the merchant service." Lieutenant, 1760. Commander, 1762. Post captain, 17 May, 1766, and appointed to the *Preston* going out to the West Indies as flagship of Rear Admiral William Parry. In 1768 he was removed to the *Levant* frigate, which he commanded until 1771. While in command of this frigate he married at Jamaica, in 1769, a lady named Susanna Hyde, daughter and heiress of Mr. Francis Gale and the widow of Mr.

Sabine Turner, and this lady's name accounts for the name of Susan which appears on Vancouver's chart of this coast given by him to Port Susan, near to his Port Gardner, the latter now known as Saratoga passage, Puget sound. (Vancouver, 8°, II, p. 170.) In 1781 he was in command of the *Duke*, 98 guns, and accompanied Sir George Rodney to the West Indies, where he shared in the victory of the 12 April, 1783. He returned to England at the peace, and in 1786 was sent out to Jamaica as commander in chief with a commodore's broad pennant in the *Europa*, 50 guns, in which ship Vancouver served under him as one of the lieutenants. During the Nootka difficulty, Gardner commanded the *Courageux*, 74 guns, at the capture of which ship he had assisted in 1761, and again Vancouver accompanied him as a lieutenant. Captain Gardner, as one of the lords of the Admiralty, signed, 10 August, 1791, Vancouver's additional instructions for his voyage of exploration to this coast, having previously strongly recommended him for the service. Rear admiral, February, 1793, and, with his flag in the *Queen*, 98 guns, Captain Hutt, was in the action of the "Glorious First of June," 1794, when the loss on the *Queen* was exceptionally severe. For his services on this occasion he was created a baronet and advanced to vice admiral. Admiral, 1799. In 1800 created a peer of Ireland under the title of Baron Gardner, and in 1806 a peer of the United Kingdom by the title of Baron Gardner of Uttoxeter. Commander in chief, Channel fleet, 1807. Died, 30 December, 1808, or, according to Dict. Nat. Biog., on 1 January, 1809. (Annual Register, 1808, I, p. 172; Ditto, 1809, LI, p. 609; Dict. Nat. Biog., XX, p. 430; Maunder's Biog. Treas., 1838, p. 311.)

The wild and rugged scenery of Gardner inlet was graphically described by Mr. Whidbey after examining it with the boats of the *Discovery*, 26 and 27 July, 1793, accompanied by Mr. Barrie, since which date the inlet has not been further surveyed.* Whidbey reported to Vancouver "that the face of the country was almost an entirely barren waste nearly destitute of wood and verdure, and presenting to the eye one rude mass of almost naked rocks, rising into rugged mountains, more lofty than any he had before seen, whose towering summits seeming to overhang their bases, gave them a tremendous appearance." (Vancouver, 8°, IV, p. 74.) This descrip-

*A running survey was made of the inlet by Captain Learmonth of H.M.S. *Egeria*, in November, 1907, when the names of Alan, Europa, Barrie, and Whidbey reaches, Courageux and Queen points were added to the chart, the origin of which names will be recognized by the readers of this note. Hunt and Shearwater points were named after Commander Allen Thomas Hunt, in command, 1904-1906, of H. M. sloop *Shearwater*, 6 guns, on this station. Price cove after an Englishman who in 1890 owned a salmon cannery at the head of the inlet.

tion is excellent, for the scenery in this inlet is thought by some to be the most picturesque on the coast of British Columbia.

The head of Gardner inlet generally freezes over in winter. The surveying party for the Canadian Pacific Railway, in charge of Mr. C. H. Gamsby, when examining the inlet as a terminus for the line in February, 1876, found the ice, eight to eighteen inches thick, extending for twenty-five miles down the inlet, which was not open for navigation until April. The Indians, however, stated that this winter was an exceptionally severe one. (Report, Sanford Fleming, 1877, pp. 27, 177-181.)

Gardner mountain, named after the subject of this note by Captain Richards, H.M.S. *Plumper*, 1860.

See Vancouver island; Vashon island; How sound; Hutt Island; Rodney mountain; Whidbey island; Cape Ibbetson; Duff point; Puget sound; Baker mountain; Domett point; Port Fleming; Richardson point; Triumph bay; Smith island; and Stanforth point.

Garry point, Fraser river. After Nicholas Garry, deputy governor of the Hudson's Bay Company, 1822-1835. Named by Captain Emilius Simpson, of the Hudson's Bay Company's schooner *Cadboro*, on her first entering the river in 1827, being the first vessel to enter the Fraser.

See Fraser river; and Port Simpson.

Gastineau mountains (6,000 feet), Toba inlet. After John Gastineau, civil engineer, who arrived at Victoria from California in 1858, and was connected with most of the important engineering enterprises in the early days of the colony. He was an exceedingly neat and accurate draughtsman. Born in London, England, in 1820. son of Henry Gastineau, the celebrated artist in water colours, who exhibited for the long period of fifty-eight years. Died in Victoria, 14 March, 1885. Named by Captain Pender (master, R.N.), *Beaver*, circa 1863. Gastineau channel, Alaska, on which is situated the city of Juneau, to which place, in 1906, the seat of government was transferred from Sitka, was probably named after the subject of this note.

Gaudin point, Hawkesbury island, Devastation channel. After Captain James Gaudin, agent for the Department of Marine and Fisheries of Canada, stationed at Victoria, B.C. Native of Jersey, Channel islands. Entered the British mercantile marine early in life, and served his apprenticeship in the West India trade. Master mariner, 1863. In 1865 joined the sea service of the Hudson's Bay Company, and remained with them, latterly as master, till 1881, when he settled in British Columbia. In 1888 entered the service of

the Canadian government, being appointed to the command of the *Sir James Douglas*, and remained in her until she was replaced by the *Quadra* in January, 1892. Had charge of the *Quadra* till September of the same year, when he was appointed agent of Marine and Fisheries, succeeding the late Captain Lewis.

Named, in 1898, by Lieut.-Colonel Anderson, Marine and Fisheries of Canada, and adopted by the Geographic Board.

See Lewis rock; Anderson point; and Devastation channel.

Gay passage. Bunsby islands, Ou-ou-kinsh inlet, Vancouver island. After Walter Gay, a character in "Dombey and Son," the well-known novel by Charles Dickens. The name given to the passage, in association with the names of Bunsby and Cuttle, characters in the same novel, by the writer on examining the passage in 1897.

See Bunsby islands; Cuttle group; and Dickens point.

Geneste cone (1,400 feet), Topaze harbour. After Louis Geneste, R.N., 3rd lieutenant, H.M.S. *Topaze*, Captain the Hon John W. S. Spencer. On this station, 1859-1863. Entered the navy, 1844. Lieutenant, 1854. Commander, 1866. Died, 1872. Named, 1863.

See Topaze harbour.

Genn islands. Malacca passage, Chatham sound. After Edward Hawke Genn, R.N., midshipman, H.M.S. *Scout*, Captain John A. P. Price. On this station, 1865-1868. Temporarily assisted in draughtsman's duties on surveying vessel *Beaver*. A native of Fal-mouth, Cornwall, and entered the navy in 1864. Sub-lieutenant, 1870, and appointed to H.M.S. *Scylla*, 16 guns, Captain F. A. Herbert, on this station. In October, 1871, joined H.M. sloop *Daphne*, 5 guns, Commander R. S. Bateman, East Indies station, and died at Calcutta in 1872. Named by Captain Pender (nav. lieut., R.N.), *Beaver*, 1867.

See Chalmers anchorage; Bloxam island; and Price island.

Geoffrey mountain (1,090 feet), Hornby island. After Captain Geoffrey Thomas Phipps Hornby, H.M.S. *Tribune*, 31 guns. On this station, 1859-1860. The *Tribune* arrived on this coast, having been ordered from China, when the San Juan boundary difficulty was at an acute stage. Hornby entered the navy in 1837, his first ship the *Queen Charlotte*, 104 guns, flagship of Sir Robert Stopford, Mediterranean station. Lieutenant, 1844. Flag lieutenant to his father, Rear Admiral Phipps Hornby, when in command of this station, being promoted, through the death of Captain Thomas R. Eden, to commander of the flagship *Asia*, 19 February, 1850, the day before his twenty-fifth birthday. Captain, December, 1852.

Rear admiral, 1869. Second sea lord of the Admiralty, 1874-1877, during which he was promoted, 1875, to Vice admiral. Commander in chief, Mediterranean station, 1877-1880. Admiral, 15 June, 1879.

When in command of the Mediterranean station, in 1878, Vice Admiral Hornby, during a time of great political excitement, owing to the Russian army being within striking distance of Constantinople, took the British fleet through the Dardanelles and anchored near the city. A good deal was said at the time about the "illegality" of the proceeding, but to Admiral Hornby, as to Lord Beaconsfield, the objection was a thing of naught. The *Times* commenting on the movement, said: "The Admiral was directed to proceed to Constantinople, and he has proceeded." In acknowledgment of his services at this time and of the tact with which he had conducted them, he was created K.C.B. Retired, 20 February, 1895, and died, 3 March, the same year. His body was cremated and the ashes buried at Compton.

Except as a boy at Acre, in 1840, Admiral Sir Geoffrey T. P. Hornby had never seen a shot fired in active war, but as almost the whole of his services was in flagships he had thus an exceptional familiarity with fleets, and for many years before his death was recognized in the navy as the highest authority on naval tactics and naval strategy. Named by Captain Richards, H.M.S. *Plumper*, in association with the name of the island, circa 1860.

See Hornby island; Tribune bay; San Juan island; Griffin bay; and Baynes passage.

George cape, Vancouver island. See Goschen island.

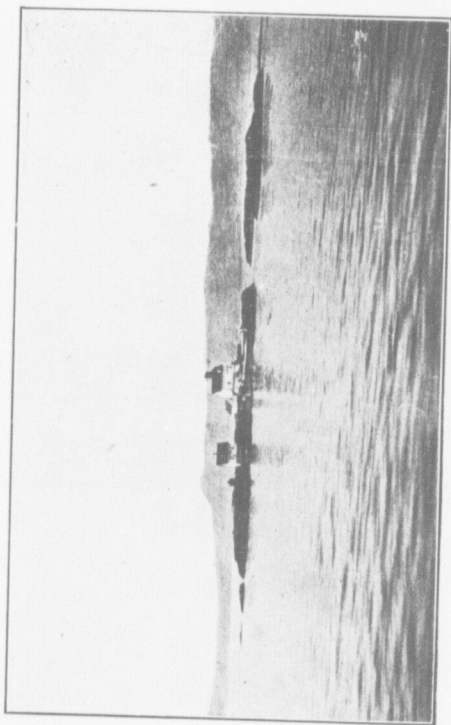
George passage, Q. C. Sd. After Captain William George, of the trading schooner *Alpha*, and in later years a well-known Alaska pilot. Native of London, and arrived on this coast in 1859. Commanded the *Alpha*, 1865-1868, and the Alaska Commercial Company's steamer *Constantine*, 1868-1869. Engaged in the general pilotage service along the coast of British Columbia and Alaska from 1869 to present date, 1906. Residing in Victoria. Named by Captain Pender (master, R.N.), in the *Beaver*, 1865.

See Alpha passage; Seymour narrows; and Saranac island.

Georgia rock, Tuck inlet, Chatham sound. Named, in 1906, in association with Kestrel and Falcon rocks, after Canadian government ship *Georgia*, engaged in the Fisheries Protection Service on this coast. Wooden screw vessel, 20 tons register, built at Victoria, B.C., 1902.

See Kestrel rock; and Falcon rock.

Georgia, strait of, Vancouver, in 1792, gave the name of gulf of Georgia to this inland sea, in honour of His Majesty King



The Sisters, Strait of Georgia.

George III. The previous year Lieutenant Eliza, of the Spanish navy, had named it "Gran Canal de Nuestra Senora del Rosario la Marinera." The name of gulf was changed to strait by Captain Richards, 1865, after he had been appointed hydrographer, but, notwithstanding the alteration, it is to-day always locally spoken of as "the Gulf." The name of King George was a significant and potent one among the Indians of this coast in the days of the fur traders because, owing to his long reign, he was so frequently mentioned by British subjects and others that in the native mind his name became synonymous with power and authority, so much so, that all Britishers were called "King George Men," and their ships "King George Ships," in contradistinction to those of other nationalities with whom the natives came in contact. Other traders were styled "Boston Men," because they nearly all then belonged to American vessels which were fitted out and hailed from Boston, New England. In the Chinook trade jargon, which is generally understood by the Indians on this coast, these meanings are still preserved.

See Dedalus passage; and Port Eliza.

Georgina point, Mayne island. Active pass. After Georgina Mary Seymour, daughter of Sir George Cranfield Berkeley, and wife of Admiral the Hon. Sir George F. Seymour, G.C.B., G.C.H. (Vice admiral of the United Kingdom), Rear admiral and commander in chief on this station, 1844-1846. Married, 1811. Died, 1878.

A lighthouse was established on Georgina point, in 1885, supplemented by a fog alarm, in 1889. In August, 1881, a settler on Mayne island named Collinson found under a stone on this point an English penny of 1784 and the remains of a seaman's knife. The boat party under the personal direction of Captain Vancouver, when exploring from Birch bay northward, stayed somewhere in this vicinity on the night of 12 June, 1792. (Vancouver, 8², Vol. II, p. 8.) Personal reminiscence to writer by W. T. Collinson. Name adopted on the charts by the Admiralty surveyors, circa 1859.

See Active pass; Birch bay; Collinson point; Seymour narrows; and Vancouver island.

Georgy point, Kennedy island. After Georgina Kennedy, second and youngest daughter of His Excellency Arthur E. Kennedy, governor of Vancouver Island, 1864-1866. Miss Georgina Kennedy was a beauty of her day, but never married. Named, in association with Elizabeth peak and Kennedy island, by Captain Pender (master, R.N.), *Beaver*, circa 1866.

See Port Elizabeth; and Kennedy island.

Gerald island, Ballenas channel. **Gerald point**, Yeo island Seaforth channel. After Gerald Yeo, R.N., M.D., surgeon, H.M.S.

Ganges, flagship Rear Admiral Robert L. Baynes, commander in chief on this station, 1857-1860. Named, circa 1860, and 1866.

See Yeo islands.

Gertrude point, Kitkiata inlet, Douglas channel. After Helen Gertrude Davies, eldest daughter of Sir Louis H. Davies, K.C.M.G. Named 1898.

See Davies bay; and Kitkiata inlet.

Gibraltar island, Barkley sound. Named, in 1861, by Captain Richards, H.M.S. *Hecate*, because it has, when seen in a particular direction, a resemblance in miniature to the Rock of Gibraltar (Reminiscence to writer from Captain Pamphlet.)

See Tom point.

Gibson island, Grenville channel, Skeena river entrance. After Lieutenant Herbert William Sumner Gibson, H.M.S. *Topaze*, Captain William H. Dowell. On this station, 1866-1868. Promoted to lieutenant, September, 1867, and served in the *Sparrowhawk* on this station in 1868. (*See* long account of "Cruise of *Sparrowhawk*," *Colonist*, 23 June; 2 July, 1868.) Commander, 1880. Captain, 1888. Rear admiral, retired, 1901. Vice admiral, 1906. Named by Captain Pender (nav. lieut., R.N.), *Beaver*. 1867.

See Topaze harbour; Sparrowhawk rock; and Porcher island.

Gil island, Whale sound. Named in 1792 by Lieutenant Commander Jacinto Caamaño, of the corvette *Aranza*, while searching along the coast, under orders from the viceroy of Mexico, for the mythical "Rio de Reyes." This strait or river, supposed to connect the Pacific with the Atlantic, was claimed to have been discovered in 1640 by Admiral Pedro Bartolome de Fonti, in command of a fleet of four vessels, his flagship being named the *Holy Ghost*. (Greenhow's *Oregon*, 1844, p. 84.) The ensign-bearer of the *San Martin*, flagship of the Duke of Medina-Sidonia in the Spanish Armada, was named Juan Gil. (Laughton, "The Spanish Armada," Navy Records, II, p. 355.)

Caamaño sailed from Nootka, 13 June, 1792, steered northwards, and after examining Port Bucareli (Alaska), anchored in Dixon entrance, probably under Rose spit, on the 20 July. He then coasted southward along the continental shore, passing through Principe channel into Nepean and Whale sounds and out again near Surf inlet and thence southward through Laredo channel. In making the examination along this coast line for Fonti's strait Caamaño bestowed several names, among others being the channels he passed through, and Campania island, Campania sound, and Aristazable island, all of which names Vancouver adopted on his chart. Caamaño

arrived at Nootka from his cruise, 7 September, 1792, and upon Captain Bodega y Quadra relinquishing the command of the Spanish establishment at Nootka that month, Caamaño was left in temporary charge.

See Camañaño island; Dixon entrance; Zayas island; Bonilla island; Quimper peninsula; and Tlupana arm.

Gilford* island, Q. C. Sd. After Richard James Meade, Viscount Gilford, captain of H.M.S. *Tribune*, 23 guns, on this station, 1862-1864. Born in 1832, eldest son of the 3rd Earl of Clanwilliam, and entered the navy in 1845. Lieutenant, 1852. In 1854 he was a lieutenant of the *Imperieuse*, and served in her during the whole period of the Russian war. In 1856, Lord Gilford (he at that time spelt his name in that way, and not as at present Gilford) was appointed to the *Raleigh*, then fitting for China, under the command of Commodore Sir Henry Keppel. On arriving at Singapore in March, 1857, Keppel had heard of the state of war in Canton river, and was making every exertion to join the admiral at Hong-Kong, when the *Raleigh* struck on an unknown rock and became a total wreck. Gilford with the other officers of the *Raleigh* followed the commodore, and served with him in tenders or boats up the river, taking part in the engagement with the junks in Escape creek on 25 May, and at Fatsan, 1 June, 1857. He was afterwards appointed to the *Calcutta*, and in December was landed in charge of a company of the Naval Brigade before Canton. In the storming of that city on the 29th he was severely wounded in the left arm by a ginal ball. Commander, 1858. Captain, 1859. Married, in 1867, Elizabeth Henrietta, eldest daughter of Sir Arthur E. Kennedy, who was governor of Vancouver Island when the *Tribune* was on the station. In 1872 appointed one of the naval aides-de-camp to the Queen. Rear admiral, 1876. A lord of the Admiralty, 1874-1878. Succeeded his father as 4th Earl of Clanwilliam in 1879. Vice admiral, 1881. Admiral, 1886. K.C.B., 1887. His active service ended as commander in chief at Portsmouth, 1891-1894. Admiral of the Fleet, 1895. Retired, 1902. Died, 4 August, 1907. Named by Captain Pender (master, R.N.), *Beaver*, 1865.

See Tribune bay; Viscount passage; Kennedy island; Port Elizabeth; Elizabeth peak; and Cape Keppel.

Glendale cove, Knight inlet. After a small residential place in Inverness-shire, the property of the late Major Alexander Macdonald, Yorkshire Yeomanry, father of Senator William John Macdonald, of Armadale, Victoria. Named by Mr. Blackney, assistant surveying officer in the *Beaver*, 1865, in association with Macdonald point. Duncan point, east entrance to cove, is named after

*The G is hard.

Duncan Macdonald, a younger brother of Senator Macdonald, and Murray point after Captain James Murray Reid, late Hudson's Bay Company, Mrs. Macdonald's father.

See Macdonald point; Reid island; Adeans point; Blackney passage; and Murray point.

Gobeil island, Kitimat arm. After J. E. Gobeil, of the Public Works Department, Ottawa. He accompanied, as private secretary, Louis Coste, chief engineer, Public Works Department, on an inspection tour of this coast in the C.G.S. *Quadra* in 1898. Named by the writer, and adopted by the Geographic Board of Canada, 1898.

See Coste island.

Goldstream harbour, Hecate island, Fitzhugh sound. After the British trading schooner *Goldstream*, 70 tons. Built at Alberni. 1864. Captain James Hewitt, when in command of this vessel, 1865-1866, reported the harbour to Captain Pender (nav. lieutenant, R.N.), who surveyed it and named the harbour after the schooner, 1867. The *Goldstream* was subsequently taken to the Sandwich islands and sold.

See Hewitt rock; and Rebecca spit.

Goletas channel, Q. C. Sd. Named by Galiano and Valdes during their exploring voyage round what is now Vancouver island. In 1792, after the schooners (in Spanish, "goletas") *Sutil* and *Mexicana*, the south point of the western entrance being named after the former and the northern after the latter. The vessels passed out to sea by this channel on their return to Nootka.

See Birch bay; Galiano island; Valdes island; Sutil point; and Mexicana point.

Goliath bay, Jervis inlet. After H.M.S. *Goliath*, 74 guns, 1,604 tons, built at Deptford, 1781. Engaged in the battle of St. Vincent under Captain Sir C. H. Knowles, and in the battle of the Nile under Captain Thomas Foley. At the battle of the Nile the *Goliath* led the line inside the anchored French fleet.

George Elliot, a younger son of Sir Gilbert Elliot afterwards Earl of Minto, ancestor of the Governor General of Canada, 1895-1904, was signal midshipman on the *Goliath* on this eventful day, 1 August, 1798, and he it was, perched on the fore-royal yard, who first saw the enemy. Named by Captain Richards, H.M.S. *Plumper*, circa 1860.

See Vanguard bay; Nelson island; Ball point; and Foley mountain.

Gonzales point. Named, 1790, by Sub-lieutenant Manuel Quimper, commanding the Spanish exploring sloop *Princess Royal*, after his first mate Gonzalez Lopez de Haro, who is mentioned by

Captain Douglas of the trading vessel *Iphigenia* in 1789 as Captain Arrow. (See log of *Iphigenia*, Meares' Voyages, Appendix No. XII.) Haro first arrived at Nootka, 6 May, 1789, in command of the snow *San Carlos*, one of the two vessels comprising the expedition of Lieutenant Estevan Jose Martinez, whose vessel, the corvette *Princesa*, was built at San Blas in 1778. On their arrival at Nootka, Martinez according to his orders took possession of the place, and subsequently seized several British vessels, among them the *Iphigenia*, which was there on his arrival. Haro returned to San Blas with Martinez in December, 1789, and went again to Nootka in Lieutenant Eliza's little squadron in the spring of 1790. On the 31 May he sailed as first mate with Quimper to explore the strait of Juan de Fuca, which had not before been examined, when Gonzales point and Haro strait were named after him by his commander. It was on this cruise that the *Princess Royal* anchored in Esquimalt, Quimper naming it Puerto de Cordova.

See Quimper peninsula; Port Eliza; Estevan point; Esquimalt; Haro strait; and Princess Royal island.

Gooch island, Haro strait. After Thomas Sherlock Gooch, R.N., 2nd lieutenant, H.M.S. *Satellite*, Captain Prevost. On this station, 1857-1860. Mate (sub-lieutenant) of the *Rattler*, and acting lieutenant of the *Fox* during the Burmese war, 1852-1853. Born 1831, and entered the navy in 1845. Lieutenant, 1854. Commander, 1864. Captain, retired, 1873. Died, 1897. Named by Captain Richards, H.M.S. *Plumper*, 1859.

See Tom point.

Goodridge islands, and **Goodridge peninsula**, Sooke basin, Vancouver island. After John Octavius Goodridge, R.N., surgeon, H.M.S. *Herald*, Captain Kellett, on this coast, 1846. Surgeon, 1843. Died, 1865. Named by Captain Kellett in 1846.

See Sooke inlet; Herald rock; and Kellett bluff.

Gordon head, Haro strait. After Captain the Hon. John Gordon, H.M.S. *America*, 50 guns, detailed for special service on this coast, 1845-1846. Captain Gordon (born 1792), a brother of George, 4th Earl of Aberdeen, then Secretary of State for Foreign Affairs and later Prime Minister, 1852-1855, is the naval officer who is supposed to have sent home an unfavourable account of this country and the neighbouring territory of Oregon as a field for intending settlers and worthy of being added to the British crown. The report on Oregon was obtained in less than three weeks by two of his officers making a trip from the head of Puget sound to the Columbia river, and Captain Gordon's own opinion of Vancouver island is

amusingly told by the Hon. Roderick Finlayson, who was at that time in charge of Fort Victoria, in a journal which he subsequently published for private circulation only:—

“In the summer of 1845, H.M. frigate *America*, Captain the Hon. John Gordon, arrived off the harbour, and sent one of his boats for me to go on board, which I did, and asked me where he could anchor. I mentioned Esquimalt harbour, to which he objected, as it was not on the chart as a harbour. He then proceeded to Port Discovery, taking me with him after I had made arrangements with my second in command. At Port Discovery he sent two of his officers, with a boat's crew, to the head of Puget sound, with directions to them to proceed to the Columbia river, and give a full report of the country on their return. After this, Captain Gordon returned to Victoria in his long-boat, taking some of his officers and me along with him, where they remained about two weeks. Here we made several excursions in the district on horseback, and in the vicinity of Cedar hill fell in with a band of deer, which we pursued until they got into a thicket and were thus disappointed in the hunt. Captain Gordon being a noted deer stalker in the Scottish Highlands was much annoyed at not getting at the deer, and on our return riding through an open country with the native grass up to our horses' knees, I happened to make the remark, “What a fine country this is,” to which he replied that he “would not give one of the barren hills of Scotland for all he saw around him.” Another day he was preparing his rod to fish for salmon with the fly, when I told him the salmon would not take the fly but were fished with bait. I then prepared fishing tackle with bait for him, and he went in a boat to the mouth of the harbour, where he caught several fine salmon with the bait. His exclamation on his return was, “What a country, where the salmon will not take the fly.” These views became significant in the light of the subsequent result of the Oregon and San Juan boundary disputes. Rear admiral, retired, 1851. Admiral, 1863. Died, 11 November, 1869. Named by Captain Kellett, H.M. surveying vessel *Herald*, 1846.

See Finlayson channel.

Gordon point, Broughton island, Q. C. Sd. Named in 1792 by Vancouver after Alexander Gordon, 4th Duke of Gordon, K.T., who was the patron and friend of Captain George Duff, R.N., after whom Duff point, on the opposite side of Fife sound, was named. The following, taken from the Naval Chronicle for 1806 (XV, p. 268), will show the association of Gordon with Duff:—

“In 1790, Lieutenant Duff, then employed upon the home service, was recommended by the Duke and Duchess of Gordon in

the handsomest and strongest manner, to the protection of the Right Hon. Henry Dundas, minister for Scotland, the liberal patron of merit. Mr. Dundas, since created Viscount Melville, then filled the office of treasurer of the navy, and upon knowing the services of Lieutenant Duff, was pleased to prefer his claims in such terms to the Board of Admiralty, that he was immediately appointed captain and commander of the *Martin* sloop-of-war, upon the coast of Scotland. In 1793 the same influence was again kindly exerted for Captain Duff's further promotion, and he was one of the very few commanders promoted to post captains by the Earl of Chatham."

The Duke of Gordon was born in 1743, and succeeded to the dukedom on the death of his father in 1752. He was a strong supporter of the Pitt administration, and this accounts for the great value of his patronage. He was reported to be one of the handsomest men of his day, and was described by Lord Kaim as the greatest subject in Britain in regard not only to his rent roll but the number of persons under his protection. His grace's eldest daughter, Lady Charlotte Gordon, and co-heir of her brother George, fifth and last Duke of Gordon, married Charles, fourth Duke of Richmond, in 1789. Through this marriage the additional surname of Gordon was assumed in 1836 by the fifth Duke of Richmond, K.G., after the decease of his maternal uncle the fifth Duke of Gordon. In 1876 the sixth Duke of Richmond, K.G. (Sir Charles Henry Gordon Lennox) was created Duke of Gordon, and the title is now held by his son, the present Duke of Richmond and Gordon. The Duke of Gordon, the friend of Captain Duff, died 17 June, 1827. The duchess died 14 April, 1812. (Dict. Nat. Biog., XXII, p. 167; Burke's Peerage, 1905.)

See Duff point; Fife sound; Dundas islands; Chatham sound; and Pitt island.

Gordon point, Finlayson island, Port Simpson. **Gordon islands**, Houston Stewart channel, Q. C. Ids. After William Elrington Gordon, R.N., mate (sub-lieutenant) of H.M.S. *Virago*, Commander James C. Prevost.

Mr. Gordon assisted Mr. Inskip, master of the *Virago*, in making a survey of Port Simpson harbour and Houston Stewart channel in the summer of 1853. Born, 1831. Entered the navy, 1844. Lieutenant, 1853. Commander, 1861. Rear admiral, 1885. Superintendent of Portsmouth dockyard, flag-ship *Asia*, 1888-1891. Vice admiral, retired, 1891. Died, 1897. Named by Commander Prevost, 1853.

See Virago sound; Inskip passage; Knox point; and Houston Stewart channel.

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Gordon river, Port San Juan. **Gordon point**, Cormorant island. **Gordon group**, Goletas channel. After Commander George Thomas Gordon, H.M. steam sloop *Cormorant*, 6 guns, the first steam naval vessel on this station, 1846-1850. Entered the navy, 1818, and appointed lieutenant, 1829. Commander, 1840. Captain, November, 1846. Flag captain in the *Duke of Wellington*, 131 guns, to Vice Admiral Sir Charles Napier, commander in chief, Baltic fleet, 1854. Rear admiral, 1864. Vice admiral, 1871. Admiral, 1877. Died, 1887.

When His Excellency, Governor Richard Blanshard, arrived in Victoria from England in 1850, the inmates of Fort Victoria and others were assembled in one of the rooms of the fort to hear his commission read, which was done by Captain Gordon, then lying, with the paddle sloop *Driver*, Commander Charles Richardson Johnson, in the harbour of Victoria. On the termination of the ceremony three cheers were given for the first governor of Vancouver Island. As there was no suitable accommodation on shore for the new governor, he continued for some time in his quarters on board the *Driver*, in which vessel he had arrived from Panama.

Gordon river, named by Lieutenant Commander James Wood, H.M. surveying vessel *Pandora*, 1847. Gordon group, named circa 1850. Gordon point, Cormorant island, by Captain Richards, in association with the name of the island, 1860.

See Cormorant island.

Gore island, Guaquina or Muchalat arm, Nootka sound. After Captain John Gore, R.N., a native of Virginia, who was 1st lieutenant of H.M.S. *Resolution*, commanded by Captain Cook, which vessel refitted in Nootka sound, March and April, 1778. Gore had previously sailed with Cook as 2nd lieutenant of the *Endeavour*. It was Lieutenant Gore who purchased in Nootka sound the two silver spoons mentioned in Cook's journal. On the death of Cook in 1779, Lieutenant Gore was appointed by Commander Clerke to the command of the *Discovery*, and again, when a few months later Clerke died, he succeeded to the command of the *Resolution* and the expedition and brought it to a successful termination in 1780. Dixon notes in his "Remarks on Meares," 4^o, p. 10, published in 1790, that Captain Gore was then a captain in Greenwich Hospital. From this reference it would appear that Gore had evidently received the appointment to the Hospital which would have been again Cook's had he returned from his third voyage, and which he relinquished to make that voyage.

Named by Captain Richards, H.M.S. *Hecate*, in 1862, who at the same time named the passages south and north of Gore island,

respectively, King and Williamson, after the 2nd and 3rd lieutenants of the *Resolution* in April, 1778; the point westward of the passages after Anderson, the surgeon, and the large island farther westward after Bligh, the master.

See Cape Cook; Nootka sound; Clerke islet; King pass; Williamson passage; Anderson point; Bligh island; Resolution cove; Juan Perez sound; Gwaquina arm; and Dixon entrance.

Goschen island, Kitkatla inlet. After the Right Hon. George Joachim Goschen, P.C., first lord of the Admiralty, 1871-1874. Born in London, 1831, of German descent, settled in England. Entered parliament 1863, and has held several important offices in the cabinet, being twice in the Admiralty as first lord. Governor of the Hudson's Bay Company, 1874-1880. Raised to the peerage as Viscount Goschen, 1900. Cape George, on the west shore of this island, derives its name from the subject of this note. Named by Rear Admiral George F. Richards, hydrographer, Admiralty, 1871.

Gotha point, Esquimalt harbour. Name given by Lieutenant Commander Wood, H.M.S. *Pandora*, and shown on his chart, dated 1847, to the point of entrance to Esquimalt harbour, westward of Fisgard island, in association with cape Saxe and Coburg peninsula, after Prince Albert of Saxe-Coburg and Gotha.

See Albert head; Victoria; Royal roads; Saxe, cape; and Coburg peninsula.

Governor rock, Trincomali channel. This shoal was named from the following incident: H.M.S. *Plumper*, Captain Richards, when quietly lying in the harbour of Nanaimo, in the summer of 1859, received orders to return at once to Victoria. The business was urgent, the orders from the governor imperative, and the *Plumper* put on her best speed. The old adage, "More haste, less speed," was never more truly exemplified. Steaming down Trincomali passage, a little kelp was not noticed ahead, deep water was supposed to be all round, and the ship ran full speed on the hitherto unknown rock. The old vessel swung on her side and remained fast, much to the disgust of Captain Richards and his officers, and also to the horror and affright of the Rev. Arthur Browning, who had accepted a passage from Nanaimo to Victoria from Captain Richards. The ship was got off again with little damage. As the rock was discovered in such an unexpected manner, whilst carrying out the urgent order of Governor Douglas, Captain Richards named it Governor rock. It is now marked by a buoy.

In the Methodist Magazine, in 1901, many years after the event, a sensational account of this incident is given by the Rev. A. Browning, who was on the *Plumper* at the time.

Gower point, Shoal channel, Howe sound. Named in 1792 by Vancouver after Captain Sir Erasmus Gower, Knt., R.N., eldest son of Abel Gower, of Glandoven, Pembrokeshire, and one of nineteen children: ten sons and nine daughters. Entered the navy in 1755 under the care of his maternal uncle, Captain Donkley. Passed for lieutenant, 1761. Accompanied Commodore John Byron in the *Dolphin*, as master's mate, on his voyage of discovery round the world, and on the *Dolphin's* return in 1766 was promoted to lieutenant. Again made an exploring voyage round the world in the *Swallow*, Captain Philip Carteret, as lieutenant, 1766-1769. On his return sailed as lieutenant in the *Swift* sloop for the Falkland islands, and was wrecked on the coast of Patagonia, 13 March, 1770. In 1779 was selected by Sir George Rodney, his friend and patron, as 1st lieutenant of his flagship *Sandwich*, and on the capture of the Spanish fleet off cape St. Vincent, 16 January, 1780, was promoted by Sir George to the command of the *Guipuscoana*, 64 guns, the commodore's ship, which was commissioned as the *Prince William*. The Admiralty confirmed the post captain's commission given to Gower, and, like Sir George Rodney's son, without his passing through the intermediate rank of commander. In 1785, Captain Gower was nominated by Lord Howe, when first lord of the Admiralty, to go to India as commodore with five ships of the line, but the equipment not taking place, he proceeded in 1786 to Newfoundland, as flag captain to Commodore Elliot, governor and commander in chief, returning to England in 1789. Knighted, 1 August, 1792, and on 26 September following sailed in the *Lion*, 64 guns, with Lord Macartney's embassy to China. Returned in 1794, and in November appointed to the *Triumph*, and joined the channel fleet under Earl Howe. The following year the *Triumph* was one of the five ships with Cornwallis in his masterly retreat from an overwhelming French squadron of thirteen sail of the line and fourteen frigates, who dared not risk a contest against so judicious and determined a foe. During the mutiny at the Nore, Captain Sir E. Gower hoisted a broad pennant on the *Neptune*, one of the ships commissioned to guard the entrance of the Thames, and continued to command her as one of the channel fleet until his promotion to Rear admiral, 14 February, 1799. Vice admiral, 1804. Admiral, 1809. Died at Hambledon, Hampshire, 21 June, 1814. (Naval Chronicle, IV, XXV, and XXXII; Annual Register, 1792, XXXIV, Part II, p. 55.)

See Cotton point; Rodney mountain; and Howe sound.

Gowlland rocks, west coast, Vancouver island. **Gowlland islet**, Barkley sound. **Gowlland harbour** and **Gowlland island**, Discovery

passage. After John Thomas Gowlland, R.N., second master, H.M.S. *Plumper* and *Hecate*, Captain Richards. Gowlland was engaged in surveying duties in the *Plumper*, on this coast, 1857-1860, and in the *Hecate*, 1861-1862, when he returned to England in the latter vessel. Master, 1863. Surveying on the Australian station, 1865-1873. Staff commander, 1874. Died, 1874.

See Hecate strait; and Plumper passage.

Graham island, Queen Charlotte islands. After Sir James Robert Graham, Bart., of Netherby, first lord of the Admiralty, 1852-1855. A statesman descended from a family long famous in the history of the English border. Born 1792. Succeeded his father, 1821, and this made him a person of importance in the politics of the county of Cumberland. In 1830, he was member for the county, and gained great notoriety by his attack on the salaries received by privy councillors. This gave him a position as one of the more advanced reformers, and in November, Lord Grey offered him the post of first lord of the Admiralty. In 1841, he was home secretary. From 1852 to 1855 was again first lord, and the outbreak of the Russian war in 1854 threw much onerous work on his office. Graham was responsible for the choice of Sir Charles Napier to the command of the Baltic fleet. Graham was an exceedingly polished speaker, but is remembered as an orator for a number of brilliant sayings rather than from any great speech. He was always an impressive personality in the House of Commons and an able administrator. Lady Graham was a famous beauty in her day; he married her in 1819, and she died in 1857. Sir James Graham died 25 October, 1861.

Named by Commander James C. Prevost, R.N., commanding H.M.S. *Virago*, 1853.

See Prevost island; Virago sound; Inskip passage; Moresby island; and Queen Charlotte islands.

Graham reach. According to Mr. James Allan Grahame, commissioner of the Hudson's Bay Company (died at Victoria, 19 June, 1905), this reach was named after Sir James Robert Graham, Bart., of Netherby, first lord of the Admiralty, 1852-1855. Named, circa 1853.

See Graham island.

Gran Canal de Nuestra Senora del Rosario la Marinera. See strait of Georgia.

Grant point, Maitland island, Douglas channel. After Gordon Fraser Grant, chief engineer of the C.G.S. *Quadra*. Born in 1843, a native of Pictou, Nova Scotia. He came to the Pacific coast about

1868, and as a marine engineer was identified with the shipping on the coast for many years. He was engaged in connection with the construction of the drydock at Esquimalt, and later was chief engineer of the C.G.S. *Sir James Douglas*. When the C.G.S. *Quadra* was built in 1891, he was sent to Scotland to inspect the installation of her machinery, and returned on her, becoming her chief engineer in 1892, and retaining this appointment until July, 1907, when failing health compelled him to retire from the Canadian government service. Died 5 December, 1908. Named in 1898 by Louis Coste, chief engineer, Public Works Department, Ottawa, and adopted by the Geographic Board of Canada.

See Coste island; and Quadra rock.

Grappler reef, Houston passage. **Grappler creek**, Barkley sound. **Grappler sound**, Wells passage, Q. C. Sd. After H.M. gunboat *Grappler*, 3 guns, 237 tons, B.M., 60 h.p., built 1846. Arrived at Esquimalt, 12 July, 1860, Lieutenant Commander Alfred P. H. Helby, being convoyed from England, in company with the gunboat *Forward*, by H.M.S. *Termagant*, 25 guns, Captain Robert Hall. The *Grappler* remained in service on this coast until June, 1868, when she was sold by public auction, on the 30th, to Captain Frain, for \$2,400, and subsequently placed in the local coasting trade. On the night of the 29th April, 1883, the *Grappler*, Captain John F. Jagers, was accidentally destroyed by fire near Seymour narrows, bound northwards, when a large number of persons, said to be seventy-two, principally Chinese passengers on their way to the canneries, lost their lives. The wheelropes were burnt, access to the engine-room cut off, and all control of the vessel lost, though close to shore. (*Colonist*, 4 to 16 May, 1883.) Named at various dates by Captain Richards and Captain Pender (master, R.N.), surveying vessels *Hecate* and *Beaver*, 1861-1865.

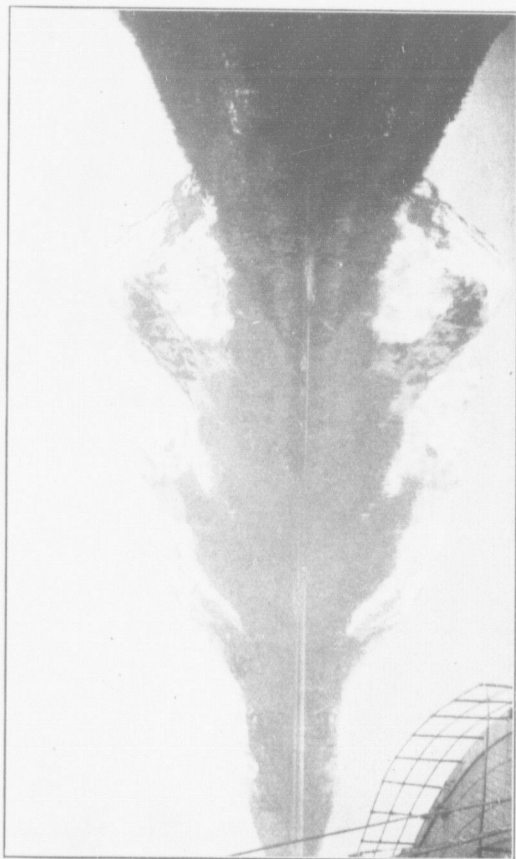
See Cowichan bay; Lamalchi bay; Verney passage; Gunboat passage; Helby island; and Aguilar point.

Greaves island, Smith inlet. After Richard Greaves, of the city of Ripon, Yorkshire, a respected resident of that old city. Died in 1868. Named by the writer in command of the C.G.S. *Quadra*, on making a preliminary survey of the inlet in 1903, and adopted by the Geographic Board of Canada the same year.

See Ripon point; Cape Anne; and Birkby point.

Greene point, West Thurlow island, Cordero channel. Off this point is a strong tidal current known as Greene point rapids. Named, in 1863, by Captain Pender (master, R.N.), *Beaver*, after Lieutenant Molesworth Greene Jackson, R.N., H.M.S. *Topaze*.

See Jackson point; and Topaze harbour.



[Photos by W.P.A.]

In Greenville Channel.

Greetham point. *See* Cameleon bay.

Grenville channel. Named by Vancouver, in 1793, after William Wyndham Grenville, Baron Grenville, youngest son of George Grenville, of Wotton Hall, Buckinghamshire. Born 25 October, 1759, and educated at Eton and Christchurch, Oxford. Grenville entered the political arena early in life, being returned for the borough of Buckingham in February, 1782. He held various offices in the public service, being secretary to his brother, Earl Temple, viceroy of Ireland, in 1782; Speaker of the House of Commons, January, 1789; and secretary of the Home Department in June of the same year when he resigned the speakership. He was created Baron Grenville of Wotton-under-Bernewood, Buckinghamshire, 25 November, 1790. Though not a great orator, Lord Grenville was a successful speaker in the House of Lords, where his weighty and sonorous speeches, though long and sometimes tedious, were listened to with attention. He was a cousin of William Pitt, the great prime minister of England, and a contemporary during a most trying time in the history of Great Britain, of Dundas, afterwards Lord Melville, Brougham, Grey, and Thurlow. Lord Grenville died 12 January, 1834, his widow, a daughter of the 1st Lord Camelford, dying in 1864, aged ninety-one years. This lady, Anne Pitt, was a sister of the Hon. Thomas Pitt, who was a midshipman under Vancouver in the *Discovery* (rated A.B. in muster book, *Discovery*, 1791). On the 7 February, 1794, Vancouver discharged him at Owhyhee, Sandwich islands, for his unsatisfactory conduct. He was then Lord Camelford, having succeeded to the title at his father's death, 19 January, 1793. Probably neither Vancouver nor his troublesome midshipman knew of this death when the latter was discharged. He ultimately, December, 1794, joined at Malacca the *Resistance*, 44 guns, Captain Pakenham, in which he acted as lieutenant, but was summarily discharged from her the following year, and had to find his own way back to England. He was a notorious character and a duellist. When in the West Indies, in 1798, he deliberately shot dead on the spot an officer, Lieutenant Peterson, R.N., who he thought had acted contrary to his orders. A courtmartial acquitted him, but the stigma of murder always remained on his reputation. He was at last mortally wounded in a duel with a gentleman named Best, 7 March, 1804, and died on the 10th, in the twenty-ninth year of his age. (Dict. Nat. Biog., XXIII, p. 133; XLV, p. 352, and Annual Register, 1804, XLIV, p. 470.)

See Vancouver island; Pitt island; Dundas islands; Thurlow islands; Rivers inlet; and Sonora island.

Grey point, strait of Georgia. Named, in 1792, by Vancouver, out of compliment to his friend Captain George Grey of the navy. He was born in 1767, third son of General Charles, 1st Earl Grey, and entered the navy in 1781. At the commencement of the war with France he was serving as a lieutenant on board the *Quebec*, 32 guns, from which he was promoted to the command of the *Vesuvius* bomb. On the 1 November in the same year he obtained post rank in the *Boyne*, 90 guns, bearing the flag of Sir John Jervis, with whom he served during the memorable West India campaign. On the 1 May, 1795, soon after Captain Grey's return to England, his ship was totally destroyed at Spithead by fire. In the following year he was appointed to the *Victory*, flagship of Sir John Jervis, and was present at the battle of St. Vincent, for which victory he received a gold medal and his chief was created Earl St. Vincent. In the spring of 1800, Earl St. Vincent hoisted his flag on the *Ville de Paris*, 110 guns, as commander in chief of the Channel fleet, and at the same time Captain Grey was appointed to the command of the ship, which he held till the month of March, 1801. During the command of the Channel fleet by Lord St. Vincent the strictest discipline was preserved (it had previously been rather lax), and the blockade of the French fleet in Brest was rigidly maintained. The following interesting incident, taken from Tucker's "Life of Earl St. Vincent," II, p. 46, when Captain Grey was in command of the *Ville de Paris*, shows the close order in which these noble line-of-battle ships kept their stations, so close that a man's voice even on a stormy night could be readily heard from one ship to another:—

"The commander in chief," spake a general order, "cannot suppose it possible that any captain of a ship under his command is off the quarterdeck or poop when any movement of the ship is made night or day." Lord St. Vincent did not permit these to be words merely of form. To preserve the station he had assigned to the fleet to tack or wear during the night was absolutely necessary, and as these operations in a fleet must always require greater attention and precision in darkness, the admiral was desirous that his order for the presence of the captains should in no case be neglected.

On one cold-blowing dark November night, with a great deal of rain, the secretary (Mr. Tucker), having heard that the order was given for the signal "to tack in succession," hastened to endeavour to persuade the commander in chief to forego his practice of going on deck, being apprehensive that, as his lordship, at the time, was far from well, he might suffer severely from exposure to such a night of weather. On entering the admiral's cabin the secretary found it vacant; and taking up a cloak, he hastily went on deck in

search of him. Not perceiving his lordship, he asked Captain Grey if he had seen the commander in chief. "No, not since dinner." A search was at once made, but he could not be found, and in an instant the intensest anxiety arose for fear of an accident, of which Captain Grey entreated not a word should be whispered till the ship had gone round, that the duty, in the darkness, might not be paralyzed. Meanwhile the secretary returning to the cabin threw up the stern gallery window and stepped out. And out there, at the further end of the gallery, was the old admiral, standing in only his flannel dressing gown and cocked hat, watching the movements of his fleet. The secretary immediately presented the cloak, and urged his return to the cabin,—“for in that state of health, to be exposed to such a night of weather was enough to cause his death.” “Hush, sir! hush,” replied the admiral: “I want to see how the evolution is performed in such a night of weather; and to know whether Jemmy is on deck.” (Captain James Vashon, of the *Neptune*, the second astern of the *Ville de Paris*.) The latter was soon certified by Jemmy’s voice being heard giving the usual warning: “Are you all ready forward?” “Aye,” said the old chief, “that will do;” and then the secretary’s entreaties were permitted to prevail.”

Captain Grey on leaving the *Ville de Paris* was appointed to the Royal yacht *Amelia*, where he was employed till 1804, when he succeeded Sir Isaac Coffin as commissioner of Sheerness dockyard, whence he afterwards removed to Portsmouth. In June, 1814, the Prince Regent (afterwards George IV) when on a visit to the fleet at Spithead, in company with the allied sovereigns, was received by Commissioner Grey, and in consequence he received the honour of a baronetcy. Created in 1820 an extra K.C.B. He died at his residence in Portsmouth dockyard, after a long and painful illness, 3 October, 1828. (Annual Register, 1828, LXX, pp. 261-2.)

It was near Grey point that Vancouver met with the exploring vessels *Sutil* and *Mexicana*, at anchor, as he was returning in his boat to Birch bay from Jervis inlet. In 1791 this point had been named Punta de Langara by Lieutenant Eliza, of the Spanish navy, who is the officer referred to in Vancouver’s journal, II, 8°, p. 212.

See Jervis inlet; Captain island; Calder mountain; St. Vincent bay; Victory mountain; Rodney mountain; Port Graves; Vashon island; Tucker bay; Jedediah island; Birch bay; Port Eliza; Sutil channel; Galiano island; Spanish bank; Fraser river; and North island.

Gribbell island, Whale sound. Named in 1867 by Captain Pender (nav. lieutenant, R.N.), in the *Beaver*, after his brother-in-law, the Rev. Francis Barrow Gribbell, a clergyman of the Church of England. Arrived in Victoria, 1865. In charge of St. John’s, Vic-

toria, 1868. Rector of St. Paul's, Esquimalt, 1869. Principal of the collegiate school, Victoria, 1870-1875, when he returned to England. Vicar of Erith, Kent, 1881. Vicar of Ringmer, Kent, 1891, where he now resides, 1906.

See Pender islet; Gribbell islet and Isabel islet, Metlakatla.

Gribbell islet, Metlakatla. Named after Isabel Gribbell, daughter of the Rev. Francis B. Gribbell, 1868.

See Gribbell island; and Isabel islet.

Griffin bay, San Juan island, state of Washington, U.S.A.
Griffin mountain (1,410 feet), Port Simpson. After Charles John Griffin, J.P., an official of the Hudson's Bay Company and in charge of their establishment, called Bellevue farm, on San Juan island, for several years. In 1854 a collector of United States customs named I. N. Ebey of the Puget sound district took it upon himself to visit the island of San Juan to collect customs dues there for the United States, and was met on landing by Griffin, who refused to acknowledge Ebey's authority, stating that the island belonged to the colony of Vancouver Island and that he himself was a colonial justice of the peace. Mr. Griffin at once reported the matter to Governor Douglas, who, in company with Captain Sangster, collector at the port of Victoria, proceeded to San Juan. Upon the party meeting with Ebey a warm discussion took place, the British and American flags were hoisted, and Ebey before leaving appointed a deputy named Webber to represent United States interests. Webber remained about a year, when fear of the northern Indians caused him to leave; other deputies succeeded him, but each of these "Boston men" had to apply at different times to Mr. Griffin, who as the British magistrate always cheerfully protected them in time of difficulty. An apparently trifling incident, but one which has become historical and but for the forbearance of the British authorities at Victoria and Esquimalt would have led to direful consequences, was the shooting on San Juan island, on or about 15 June, 1859, of a valuable pig belonging to the Hudson's Bay farm, by an American named L. A. Cutler, who claimed that the animal had been trespassing on his potato patch. He refused to pay the sum demanded by Griffin for the animal he had killed, and on being pressed for payment, he and others appealed for protection to Brigadier General Harney, in charge of the military district which the Americans claimed covered San Juan. On 27 July, Harney sent a company (sixty men), under Captain Geo. E. Pickett of the U.S. Ninth Infantry, to the island, and this action of his was nearly the cause of a rupture, but wiser counsels on the British side prevailed, and the authorities at Washington at last repudiated the action of

their subordinates. A joint occupation of the island was arranged for, and this lasted for twelve years, a length of time which must always remain a matter of extraordinary historical interest. Commander Mayne in his book, "British Columbia," 1862, p. 40, speaks cordially of Griffin, and at p. 37 there is a picture of H.M.S. *Plumper's* small tender *Shark* (used for surveying purposes) in a perilous position in Griffin bay. The bay was named by Captain Richards, H.M.S. *Plumper*, 1858, and Griffin mountain by Captain Pender (nav. lieutenant, R.N.), *Beaver*, 1868.

See San Juan island; Dallas mountain; Mayne island; *Plumper* passage; Sangster island; Alden bank; Roche harbour; Bazalgette range; and Baynes passage.

Gunboat channel, Fisher and Seaforth channels. After H.M. gunboats *Grappler* and *Forward*, on this station, respectively, 1860-1865, and 1860-1869. The former commanded by Lieutenant Commanders Alfred P. H. Helby and E. H. Verney, and the latter by Lieutenant Commanders C. R. Robson, the Hon. H. D. Lascelles, and D'Arcy Anthony Denny. Hence the association in this neighbourhood of D'Arcy mountain, Anthony point, Denny island, and Verney cone. (See "Gunboats" in *Colonist*, 17 January, 1861.) Named by Captain Pender (nav. lieutenant, R.N.), H.M. hired surveying vessel *Beaver*, 1867.

See *Grappler* reef; *Forward* inlet; Denny rock; Lascelles mountain; Robson bight; and Verney passage.

Guaquina arm, Nootka sound. An Indian name given to this arm (Guaquina or Muchalat arm) by the Spaniards in 1791 after a Muchalat Indian woman, famous in her day, named Guaquia, and the name is yet borne by one of the women of the tribe. (Rev. A. J. Brabant.) On Eliza's chart, 1791, the name is given Brazo de Guicananich, and on the chart of Galiano and Valdes, 1792, Guaquinaniz.

See Muchalat arm.

Gurd island, Kitkatla inlet. After the Rev. Robert Winter Gurd, Church Missionary Society, native of Bristol, England. Residing at Kitkatla village, Dolphin island, since 1894, in charge of the Anglican Church mission. In 1896 a small church, a pretty type of village church architecture, was built for the mission by the Kitkatla Indians under the direction and influence of Shakes, chief of this once powerful, warlike and treacherous tribe. The Kitkatlas, like the Hesquiat Indians, have a legend relating to the first arrival of the white men on this part of the coast. Named by the writer in 1898 when making an examination of the inlet.

See Kitkatla inlet.

Haddington island, Broughton strait. After Thomas Hamilton, 9th Earl of Haddington, K.T., first lord of the Admiralty, 1841-1846. Born 21 June, 1780. He was educated at Edinburgh university and at Oxford. Entered parliament, 1802, in the Tory interest, for St. Germans, Cornwall. Member of the Privy council, 1814, and the same year appointed one of the commissioners for the management of affairs in India, a post he retained until 1822. In 1828 took his seat in the House of Lords as Baron Melros of Tynninghame, in the peerage of the United Kingdom. Succeeded his father in the Earldom of Haddington the same year. Appointed Lord Lieutenant of Ireland, 1834. Resigned, 1835. First lord of the Admiralty, September, 1841, until January, 1846. Knight of the Thistle, 1853. Died at Tynninghame House, Scotland, 1 December, 1858. Greville observes, after stating that the governor generalship of India was offered to Haddington and refused in 1841: "It is a curious circumstance that a man without shining or plausible qualities, interest or influence, should by a mere combination of circumstances have had at his disposal three of the greatest and most important offices under the Crown, having occupied two of them and rejected the greatest and most brilliant of all." (Journal, 1837-1852, Vol. II.) Haddington received, 1843, £30,674 1s. 8d. in compensation for the surrender of the hereditary office of keeper of Holyrood Park, conferred on one of his ancestors, 1691.

Named, in 1846, by Commander George T. Gordon, H.M.S. *Cormorant*, who at the same time named Ellenborough peninsula (on the opposite side of Broughton strait and westward of Port McNeill), a name now disused, after the First Lord of the Admiralty who succeeded Haddington.

See Gordon point; and Cormorant island.

Halibut bay. See Massacre bay.

Halkett point, Gambier island, Howe sound. Named by Captain Richards, circa 1860, after the naval family of Halkett, of which Sir Peter Halkett, Bart., was in the service at the time of Lord Howe's victory, 1794. Rear admiral of the Blue, 1812. Born 1765. Died at Pitfirrane, Fifeshire, Scotland, 1839; admiral of the Blue. His son, Sir John Halkett, 7th baronet, was a commander R.N., and died 1847. A scion of the family was Peter Alexander Halkett, R.N., who, as a junior officer, was engaged in the Chinese war, 1838-1842, when Captain Richards was also serving on that station. Halkett when mate (sub-lieutenant) of H.M.S. *Modeste* was officially mentioned in the attack on the Chinese fire-rafts in 1842. Lieutenant, 1842. Retired, commander, 1864. Died, 1885.

See Howe sound; and Richards, Admiral Sir George H.

Hallowell mountain (3,980 feet), Sechart peninsula, Jervis inlet. After Admiral Sir Benjamin Hallowell Carew, who, as Captain Hallowell, commanded H.M.S. *Swiftsure*, 74 guns, at the battle of the Nile, and was another of the "Band of Brothers" referred to by Nelson in his letter to Earl Howe. After the victory of the Nile gifts of all kinds were showered on Lord Nelson, but the most extraordinary of all was from Captain Hallowell, who, it is stated, on the authority of his brother, "fearing the effect of all the praise and flattery lavished on his chief, determined to remind him that he was mortal," and sent him, some months after the victory, a coffin, with a signed certificate pasted on the bottom that "Every part of this coffin is made of the wood and iron of *L'Orient*, most of which was picked up by His Majesty's ship under my command, in the bay of Aboukir;" and with it a letter:—

"SWIFTSURE, 23 May, 1799.

"MY LORD,—Herewith I send you a coffin made of part of *L'Orient's* mainmast, that when you are tired of this life you may be buried in one of your own trophies; but may that period be far distant is the sincere wish of your obedient and much obliged servant.

Ben Hallowell

He was born in Canada, in 1760, the son of Benjamin Hallowell, commissioner of the American Board of Customs, and entered the navy at an early age. On 31 August, 1781, he was appointed by Sir Samuel Hood as acting lieutenant of the *Alcide*, and shortly afterwards moved into the *Alfred*. He was not confirmed in his rank till 23 April, 1783, and, after some years' uneventful service, was made commander, 22 November, 1790. Captain, 1793. When in command of the *Courageux*, 74 guns, in 1796, during Hallowell's absence on shore at Gibraltar attending a courtmartial, his ship was blown from her anchors in a terrific gale, driven over to the African coast and dashed to pieces at the foot of Apes' hill. Out of a crew of six hundred about one hundred and twenty only escaped. It has been said, but quite without proof, that the loss of the ship was owing to his absence. (Brenton, *Life of St. Vincent*, Vol. I, p. 302 footnote; *Naval History*, Vol. I, p. 333.) While waiting on board the *Victory*, flagship of Sir John Jervis, for an opportunity to return to England, after the loss of the *Courageux*, Hallowell was present at the battle of St. Vincent, 1797. He carried home the duplicate despatches and a strong recommendation from Jervis which led to

his immediate appointment, first to the *Lively* frigate and then to the *Swiftsure* off Cadiz, in which ship he was present at the battle of the Nile. Hallowell remained in the *Swiftsure* in the Mediterranean on very active service until the 24 June, 1801, when, single and alone, he fell in with a French squadron, and was captured after an obstinate resistance. (James, Naval History, 1860, Vol. III, p. 77.) At the subsequent courtmartial he was honourably acquitted. In 1805 he was with the fleet off Cadiz in the *Tigre*, but was one of the fleet (like Malcolm in the *Donegal*) watering at Gibraltar when the battle of Trafalgar took place, and thus had no share in the victory. He remained in the *Tigre* till his advancement to Rear admiral, 1811. In January, 1812, he hoisted his flag on board the *Malta*, 80 guns, in the Mediterranean, where he remained till the peace. K.C.B., 1815. Vice admiral, 1819. Admiral, 1830. G.C.B., 1831. Died at Beddington Park, 2 September, 1834.

By a curious chance, he succeeded, on the death of his cousin, Mrs. Anne Paston Gee, in 1828, to the estates of the Carews of Beddington, and pursuant to her will assumed the name and arms of Carew, to which family he was not in any degree related. To a friend who congratulated him on this windfall, he answered, "Half as much twenty years ago had indeed been a blessing; but I am now old and crank." Hallowell is traditionally described as having been a man of gigantic frame and vast personal strength, and stories are told of the summary manner in which he, by arm and fist, quelled some symptoms of mutiny which appeared on board the *Swiftsure* while off Cadiz in 1798.

Named by Captain Richards, H.M. surveying vessel *Plumper*, circa 1859.

See Jarvis inlet; Grey point; Calder mountain; Nelson island; Vanguard bay; Ball point; Troubridge mountain; Foley mountain; Malcolm island.

Halstead island, Shushartie bay, Goletas channel. After Rev. Frederick Charles Halstead, R.N., chaplain, H.M.S. *Dædalus*, Captain George G. Wellesley. On this station, 1850-1853. A survey of Shushartie bay was made in 1850 by Mr. W. W. Dillon, R.N., who calls the bay, Shucartie, when the chaplain's name was given to the islet by him.

See Shushartie bay; *Dædalus* passage; and Dillon point.

Hammond bay, near Departure bay. **Hammond rocks**, Port San Juan. **Hammond rock**, Chatham sound. After George Crispin Hammond, R.N., navigating sub-lieutenant, engaged surveying these waters in the *Beaver*, 1867-1870. Navigating lieutenant, 1874. Staff commander, 1886. Retired, 1888. Named by Staff Commander Pender, in charge of the *Beaver's* survey, 1863-1870.

See Pender island; and Beaver harbour.

Hanbury point, Mosquito pass, San Juan island, United States territory. After Ingham Hanbury, R.N., assistant surgeon. Borne on the books of the flagships on this station, *Sutlej* and *Zealous*, for duty on San Juan island during the joint occupancy of the island by the British and American camps, 1865-1870. Staff surgeon, 1875. Fleet surgeon, and C.B., 1882. Died, 1884. Named by Staff Commander Pender, R.N., H.M. hired surveying vessel *Beaver*, 1869.

See Bazalgette range; Delacombe point; and San Juan island.

Hand island, Barkley sound. **Hand bay**, Acteon sound, Q. C. Sd. **Hand mountain**, Campbell island, Scaforth channel, height, 4,164 feet. After Henry Hand, R.N., 1st lieutenant, H.M. surveying vessel *Hecate*, on this station. Lieutenant Hand joined the *Hecate*, in 1861, at San Francisco, relieving Lieutenant Mayne, who was returning to England on promotion. Hand had previously been on this station, 1854-1856, as acting mate (sub-lieutenant) in H.M.S. *Amphitrite*. Lieutenant, 1857. Commander, 1867. In charge of H.M.S. *St. Vincent*, training ship for boys, Portsmouth, 1872-1874. Captain, 1877. Charge of naval establishment at Jamaica, with rank of commodore, flag-ship *Urgent*, 1886-1889. Died, 1890. Hand island named by Captain Richards, H.M.S. *Hecate*, 1861. Hand bay and Hand mountain, the latter in association with Henry point, Campbell island, by Captain Pender (master, R.N.), H.M. hired surveying vessel *Beaver*, 1863 and 1866.

See Amphitrite point; Hecate strait; and Mayne bay.

Hankin island, Barkley sound. **Hankin rock**, Mosquito harbour, Clayoquot sound. **Hankin point**, Quatsino sound. **Hankin range** (4,000 feet), Vancouver island. **Hankin point** and **Hankin ledges**, Principe channel. After Lieutenant Philip James Hankin, R.N., H.M.S. *Hecate*, who first arrived on this coast as mate (sub-lieutenant) of H.M.S. *Plumper*, 1857. Lieutenant, 1858, and returned home overland. Appointed lieutenant of the *Hecate*, Commander Anthony Hiley Hoskins, and acted as 1st lieutenant on the passage out, remaining in her as 2nd lieutenant upon arrival at Esquimalt, December, 1860. Served in the *Hecate* during her commission, and on arrival in England, January, 1864, left the service and returned to this coast. Held several offices in the colonial service under Governor Kennedy, 1864-1866, when on the union of the two colonies of Vancouver Island and British Columbia, under the name of the latter, he returned to England. Colonial secretary in British Honduras, 1866-1868, and British Columbia, 1869-1871, when confederation with Canada took place. In October, 1864, owing to his knowledge of the coast, Hankin, then superintendent of police, accompanied the *Sutlej*, Admiral Denman's flagship, to Clayoquot

with the intention of arresting the murderers of the master and crew of the trading sloop *Kingfisher*, which vessel had been attacked and destroyed by the Ahousat Indians in Matilda creek, Clayoquot sound. His services on this expedition were so favourably represented to the Admiralty by the admiral and governor that it led to his being reinstated in the British navy with all arrears of pay, and he retired in 1870 with the rank of commander. Private secretary to the Duke of Buckingham, 1873-1880, the Duke being governor of Madras the last five years of this period. Residing in England 1906.

In the summer of 1862 when lieutenant of the *Hecate*, Hankin, acting under instructions from Captain Richards, and accompanied by Dr. C. B. Wood, R.N., of the *Hecate*, made an exploring trip across Vancouver island. On the 25 May, they left the Kyuquot village of Actiss, with six Indians as guides and assistants, and proceeded by canoe to the head of Tahsish arm, a distance of fourteen miles, where the party landed. From this point they walked across the island to the Nimpkish river, via lakes Athuck, Hoostan, Anutz, and Karmutzen, thence down the Nimpkish to Cheslakee of Vancouver, and from there by canoe to Fort Rupert, where Mr. Moffatt, in charge of the Hudson's Bay post, hospitably entertained them until the *Hecate* arrived. The Indians returned home from Cheslakee. Lieutenant Hankin in his report to Captain Richards, dated 17 June, notes that the village of Actiss numbered about eight hundred inhabitants, the chief's name Kai-ne-nitt, that lake Athuck was a beautiful sheet of water connected with lake Hoostan by the Tahsish river, and that this lake was joined to Anutz by another river which Hankin named Famine river, as their provisions had given out when they arrived there. No game of any kind was to be obtained, and this resource the party had relied on. The remainder of the journey was therefore made without any unnecessary delay, lake Karmutsen being navigated on a raft of logs, and the descent of the Nimpkish river made partly by walking and partly by canoe. The full report, a most interesting one, is in the *Victoria Colonist*, 13 December, 1862, and is accompanied by a letter to His Excellency Governor Douglas, C.B., from Captain Richards, dated 20 June, 1862, in which he informs the governor that the survey of the west coast of Vancouver island is about completed.

Hankin island; Hankin rock; Hankin point, Quatsino sound; and Hankin range, named by Captain Richards, 1861 and 1862; Hankin point and Hankin ledges, Principe channel, by Captain Pender (nav. lieutenant, R.N.), H.M. hired surveying vessel *Beaver*, 1867.

See Plumper passage; Hecate strait; Matilda creek; Clanninick harbour; Franklin range; Mayne island; Tahsis canal; Karmutzen lake; Belle chain.

Hankin reefs, Cunningham passage, Port Simpson. After Thomas Hankin, younger brother of Commander Philip J. Hankin, R.N. (see Hankin island). Born at Stanstead, Hertfordshire, 11 May, 1843. Came out to this coast, via Cape Horn, in 1858, and after engaging in various pursuits, and also in the service of the Hudson's Bay Company, joined Robert Cunningham, of Port Simpson, in a mercantile partnership, 1869, and the firm of Cunningham and Hankin began a forwarding and commission business on the northern coast of British Columbia. A store was established at Woodecock's Landing, now known as Inverness, at the northern entrance to the Skeena river, and business prospered. In about twelve months the firm opened a branch business at Hazelton, and removed from Woodecock's Landing to Port Essington of Vancouver. Here and at Hazelton business was carried on until 1877, when the partnership was dissolved, Cunningham retaining the Port Essington branch and Hankin that of Hazelton. Hankin was later in the service of Messrs. Turner, Beeton & Company, of Victoria, and stationed at Inverness on the Skeena, where he died 15 March, 1885, and was buried at Victoria. Named by Captain Pender (nav. lieutenant, R.N.), H.M. hired surveying vessel *Beaver*, 1868.

See Hankin island; Cunningham passage; and Essington.

Hammer point, Skeena river. **Hammer rocks**, Brown passage. Named after Commander John George Job Hamner, commanding H.M.S. *Daring*, whose officers made a sketch survey of the entrance to the Skeena river in 1877. Born 1836, second son of Captain Job T. Syer Hamner, R.N., and great-grandson of Sir Walden Hamner, first baronet of Hamner, 1774. Entered the navy in 1850. Lieutenant, 1859. Commander, 1870. Captain, 1879. Rear admiral, retired, 1894. Residing in England 1906.

See Daring point; and Skeena river.

Hanson island, Broughton strait. After James Hanson, R.N., who, 1791-1792, was lieutenant of the armed tender *Chatham*, Lieut. Commander Broughton, which vessel in July of the latter year was engaged in examining the archipelago in this neighbourhood. A few days after the arrival of the *Discovery* and *Chatham* at Nootka, Lieutenant Hanson was appointed by Vancouver, 30 August, 1792, agent (as lieutenants in command of transports were then denominated) of the *Dædalus* storeship, rendered vacant by the murder of her late agent, Lieutenant Hergest, R.N. (who had been a midshipman under Cook in the *Adventure* and *Resolution*), by the natives of Woahoo, one of the Sandwich islands, during the voyage of the storeship from England. The *Dædalus*, a brig (owned by Alexander Davison, the agent and friend of Lord Nelson), under Hanson's

command, arrived at Port Jackson from Nootka and California, 20 April, 1793, and returned to this coast from New South Wales with further stores for Vancouver's vessels in October, 1793, having left Port Jackson in June, sailing finally from the Sandwich islands for Europe via that settlement, 8 February, 1794. (Vancouver, 8°, II, pp. 280-285 and 338; IV, p. 188; V, p. 32. For "Agents of Transports," see "Journal of Admiral James," 1752-1828, Navy Records Society, p. 389; or Tucker's "Life of Earl St. Vincent," I, pp. 114-115.) Named by Captain Richards, H.M.S. *Plumper*, 1860.

See Chatham islands; Broughton strait; Johnstone strait; Menzies bay; Cape Cook; and Vancouver island.

Hanna rocks, Q.C. Sd. After Captain James Hanna, of the *Sea Otter*, who, after leaving Nootka, in 1786, discovered and named, besides several other places, the Virgin and Pearl rocks, Smith and Fitzhugh sounds, in this neighbourhood. Hanna was the shipmaster mentioned by Mr. Hoskins of the *Columbia* in his journal of 1791 as having exchanged names, in 1785, with Cleaskina, a chief of Clayoquot sound. Meares speaks of this chief, under the name of Hanna, as coming off to the *Felice*, in company with another chief named Detooche, when he was passing Ahousat, 13 June, 1788. (Meares, 4°, p. 136.) The exchanging of names by the Indian chiefs with their visitors was intended as a great compliment, and a similar occurrence is mentioned in the account of Marchand's voyage and also in Meares' voyage. (See Edensaw, cape.) Dixon gives a short account of Captain Hanna in the introduction to his voyage, p. xvii, and again in the text, pp. 315-317. Captain James Hanna made two voyages from China to this coast, 1785 and 1786, the former being the first trading voyage to the coast after the discovery of Nootka by Captain Cook in 1778. Before he could engage in a third, this active and able seaman was called to take that voyage from whence there is no return. (Meares, 4°, Introduction, p. lii.) The rocks are shown on Vancouver's chart of 1798 but not named. Name adopted on the Admiralty charts by Captain Pender (master, R.N.), *Beaver*, 1865.

See Sea Otter cove; Meares island; Dixon entrance; Scott islands; Sea Otter group; Pearl rock; Virgin rock; Smith sound; Fitzhugh sound; Houston Stewart channel; Edensaw cape; and Nootka sound.

Harbourmaster point, Hunter island, Lama passage. Named, in association with Cooper inlet and Westminster point in this neighbourhood, after the position he'd by Captain James Cooper, who was harbourmaster of British Columbia, with headquarters at New Westminster, when the point was named by Captain Pender (master, R.N.), *Beaver*, 1866.

See Cooper inlet; and Westminster point.

Hardinge island, Cameleon harbour, Nodales channel. After Commander Edward Hardinge, H.M.S. *Cameleon*, on this station, 1863. Promoted to captain in December of that year, and succeeded by Commander Theodore Morton Jones. Hence Edward point, on the east side of entrance to harbour, named in association with this island. Born, 1830. Entered the navy, 1843. Lieutenant, 1852. Commander, 1856. C.B., 1877. Rear admiral, 1879. Vice admiral, 1885. Admiral, retired, 1890. Died, 1894.

See Cameleon harbour.

Hardwicke island, Johnstone strait. Named by Vancouver, in 1792, as stated in his journal, out of compliment to Mr. Spelman Swaine, R.N., at the time master's mate on board the *Discovery*, after Philip Yorke, 3rd Earl of Hardwicke, son of Lord Chancellor Yorke (1770), and grandson of Philip Yorke, the founder of the noble house of Hardwicke in 1733, Lord Chancellor in 1737, and created the 1st Earl of Hardwicke in 1754. The subject of this note was born 31 May, 1757, and educated at Queen's college, Cambridge, where he received the degree of M.A. in 1776. He represented the county of Cambridge in parliament, from his return, 14 September, 1780, until his accession to the peerage as 3rd Earl of Hardwicke on the death, 16 May, 1790, of his uncle the 2nd earl. Lord lieutenant of Ireland during the administration of both Addington, 1801-1804, and Pitt, whose death dissolved his administration, February, 1806. During his six years vice-royalty he did much to allay the irritation caused by the Union, and became himself a convert to catholic emancipation, to which cause he steadfastly adhered until its triumph in 1829. Lord lieutenant of the county of Cambridge from 1790, and high steward of Cambridge university, 1806. K.G., 25 November, 1803. Died, 18 November, 1834. The earl left no son, the title accordingly devolved upon his nephew, Charles Philip Yorke. (Vancouver, 8°, II, p. 251; Diet. Nat. Biog., LXIII, pp. 346-353.)

See Swaine cape; Royston mountain; Yorke island; Loughborough inlet; Thurlow island; and Chancellor channel.

Hardy island, Jervis inlet. **Hardy mountain** (2,612 feet), Port Neville. **Hardy bay**, Vancouver island, Goletas channel. After Vice Admiral Sir Thomas Masterman Hardy, Bart., Lord Nelson's captain in the *Victory* at the battle of Trafalgar. Hardy served with Nelson several years, and was one of his most trusted officers and his highly valued friend. At the Nile, Hardy commanded the *Mutine*, 16-gun brig, and, after the battle, was appointed by Nelson to the command of his flagship *Vanguard*, the captain of her, Berry, having been sent to Lord St. Vincent with the news of the victory.

In July, 1803, Captain Hardy joined the *Victory* with Nelson, whom he never afterwards quitted. It is not necessary here to repeat the memorable particulars of the battle of Trafalgar, and the hero's death-bed. The *Victory* returned home with Nelson's body, and at the funeral, on 9 January, 1806, Hardy bore the "banner of emblems" immediately before the relatives of the deceased. On the 4th of the following month he was created a baronet. In 1812 he was in command of the *Ramillies*, on the North American station, and here, on 25 June, 1813, while in command of a squadron off New London, Hardy and his flag-ship narrowly escaped destruction. It appears that a vessel, ostensibly laden with fresh provisions, had been captured, the crew escaping on shore, when instead of having the tempting prize taken alongside the flag-ship, as was anticipated by the enemy, Commodore Hardy had her made fast to another prize, when she blew up and nearly all on board perished. It was afterwards known that a clockwork mechanism had ignited the powder with which she was really laden. Hardy possibly had recollected a similar attempt being made thirty-seven years before on Admiral Vandeput. In this previous case the treacherous act was found out by a portion of the captured crew being kept on board the prize, and in their terror confessing that the vessel was laden with powder and would soon blow up. Rear admiral, 1825, and had charge of an experimental squadron. By a curious coincidence Hardy struck his flag on the 21 October, 1827, the twenty-second anniversary of the battle of Trafalgar, nor was he employed again at sea. In April, 1834, was appointed governor of Greenwich Hospital, and here the rest of his life was spent, devoted to the interests of the old sailors under his care. He had one characteristic improvement made in the regulations, which was the abolishment of the yellow coat with red sleeves which was worn as a punishment for being drunk on a Sunday, and which Hardy considered degrading to an old sailor and out of all proportion to the offence. Born 5 April, 1769, and entered the navy 30 November, 1781. Lieutenant, 1793. Commander in the *Mutine*, 16 June, 1797, which vessel Hardy had cut out from the bay of Santa Cruz, Teneriffe, when lieutenant of the *Minerve*, Captain Cockburn. Captain of the *Vanguard* (Nelson), 4 August, 1798-June, 1799. Captain of the *St. George* (Nelson), 1800, and previously to the battle of Copenhagen performed a very important service in sounding a part of the channel. Though in constant attendance on Nelson the *St. George* was not engaged in the attack as she drew too much water. Captain of the *Victory* (Nelson), 31 July, 1803 to 15 January, 1806. Rear admiral, 1825. Vice admiral, 1837. Died 20 September, 1839, and was buried in

the mausoleum of Greenwich Hospital on the 28th. ("Three Dorset Captains," 1906, Annual Register, 1839, LXXXI, p. 365 Diet. Nat. Biog., 1890, XXIV, pp. 359-361.) Named by Captain Richards, H.M.S. *Plumper*, 1860.

See Masterman islands; Nelson island; Victory mountain; Vanguard bay; Cape Cockburn; Berry point; and St. Vincent bay.

Harewood mountain, Forward harbour. Named by the Admiralty surveyors out of compliment to Lieutenant Commander Lascelles of the gunboat *Forward*, after his father, Henry, 3rd Earl of Harewood, and of his ancestral home in Yorkshire, Harewood House. The Earl of Harewood was born 11 June, 1797; died 22 February, 1857. Harewood House is one of the "Stately homes of England," being a magnificent building, erected 1759.

See Forward inlet; Thynne peninsula; and Lascelles mountain.

Haro strait. Named, in 1790, by Sub-lieutenant Manuel Quimper of the Spanish navy, commanding the *Princess Royal*, after his first mate ("prima pilota") Gonzalez Lopez de Haro. Hence Gonzales point, Lopez island and Haro strait. In 1791, Jose Maria Narvaez, second in command in Lieutenant Eliza's expedition from Nootka, made a further examination of this strait by Eliza's orders, in the schooner *Saturnina*, alias *Horcasitas*, 7 guns (hence Oreas island in the state of Washington, U.S.A.), accompanied by the armed launch of Eliza's vessel *San Carlos*. Eliza calls the strait, Canal de Lopez de Aro.

See Gonzales point; Narvaez bay; Port Eliza; Quimper peninsula; and Saturna island.

Harriet harbour, Skinecuttle inlet, Q. C. Ids. Named in October, 1862, by Mr. Francis Poole, C.E., engineer to the Queen Charlotte Mining Company, after the British trading schooner *Harriet*, Captain T. Coffin, who later, in 1864, when in charge of the *Nanaimo Packet*, arrived opportunely at Poole's camp in Skinecuttle inlet, with men and stores. Poole sailed from Victoria in the *Rebecca*, Captain McAlmond, 4 August, 1862, with eight miners, and landed, 11 August, on one of the Copper islands which he calls Skinecuttle, where his search for minerals, principally copper, commenced. A shaft was sunk on the island, and another one later on Burnaby island, and worked with indifferent results, 1862-1864, when the undertaking, so far as Poole was concerned, was abandoned. (*Colonist*, 1, 27 August, 1862; 24 April, 1863.) Poole in his book speaks enthusiastically of the harbour, and describes it on first discovery as "a magnificent harbour which I named Harriet harbour" (p. 120), and on an examination of it, in 1864, states: "But nothing had prepared me for such a scene of beauty. At the mouth

of the bay is an islet, some two acres in extent, which acts as a breakwater and effectually protects the harbour from the only wind, N.E., that could assail it. The water inside consequently enjoys a perpetual calm. Taken altogether, a more charming and more useful harbour of the same magnitude does not exist to my knowledge in the North Pacific. Harriet harbour has only to be known in order to be seized upon in the interests of trade and colonization." (Poole, "Queen Charlotte Islands," 1872, pp. 258-263.)

This account of Poole's was written by a landsman, and must be qualified to a great extent as regards the perpetual calm. In Harriet harbour, in 1906, a small settlement was made, and has been named Jedway, which is an adaptation of the Haida name of the harbour, "Gigawai," meaning "large fish trap," or more freely in this instance, "snare." The name was given by the Indians on account of the dangerous nature of the harbour owing to the sharp and sudden squalls which intermittently sweep along the water during southeast winds. (C. F. Newcombe, M.D., Victoria.)

See Liskeek bay; Rebecca spit; Dawson harbour; and Queen Charlotte islands.

Harris island, Mayor channel, Baynes channel. After the mayor of Victoria, Thomas Harris, who was the first mayor of the city, and held that office from 1862 to 1866. He was born at Almeley, Herefordshire, 28 March, 1817, his father being a farmer in that county. After engaging in business in Liverpool, where he married a Mrs. Dickinson, he came out to San Francisco in 1854, and arrived in Victoria in 1857. At Victoria he entered into business as a butcher, and resided there until his death, 29 November, 1884. He was a genial, hospitable host, and his home had ever an open door to all callers. He was a typical Britisher in his love of sport, particularly horse racing, of which he was an ardent and enthusiastic supporter. Named by Captain Richards, H.M.S. *Hecate*, 1862.

See Mayor channel; and Emily islet.

Harry point, Piers island, Satellite channel. After Henry Piers, R.N., surgeon, H.M.S. *Satellite*. On this station, 1857-1860. Named by Captain Richards, H.M.S. *Plumper*, 1859.

See Piers island.

Harvey mountain (5,865 feet), Howe sound. After Captain John Harvey, of H.M.S. *Brunswick*, who was present in her at the battle of the "Glorious First of June," 1794, and severely wounded in the action. Born 1740. In 1755 he joined the *Falmouth*, and from her was promoted to lieutenant, 1759. Commander, 1768. Post captain, 1777, and took command of the *Panther*, 60 guns, as flag captain to Rear Admiral Robert Duff in the Mediterranean.

In 1782 he was present at the relief of Gibraltar, in the *Sampson*, 64 guns. In February, 1793, he was appointed to the *Brunswick*, 74 guns. In the celebrated action, in attempting to force an opening through the enemy's line, ahead of the *Vengeur*, the *Brunswick's* starboard anchor hooked in the *Vengeur's* forechains and dragged the *Vengeur* along with her. The master proposed to cut her free. "No," said Harvey, "as we have got her, we'll keep her." The two ships had a hand to hand fight, grappled together, through a great part of the battle. Towards the close other British ships came to assist the *Brunswick*, and the *Ramillies*, commanded by Harvey's brother, Captain Henry Harvey, poured two tremendous broadsides into the unfortunate Frenchman. The grappling had been cut away and the *Vengeur*, dismasted and with the water pouring in through her smashed side, showed British colours in token of surrender. Every effort was made to remove her men, but she sank with more than half her crew still on board. The *Brunswick*, severely damaged and having lost 44 men killed and 114 wounded, reached Spithead on the 12 June. Captain Harvey was severely wounded, a splinter having struck him in the back and a round shot smashed his right elbow. He was landed at Portsmouth and died, 30 June, the same day as the unfortunate captain of the *Queen*. Brenton in his *Naval History* (Vol. I, p. 141), speaks of the conduct of Captain Harvey in the action with the *Vengeur*, as follows:—

"The glorious conduct of Captain John Harvey in the *Brunswick* was such as ought to be the example of any one who may hereafter be called to the enviable command of a ship of the line in a general action. It was, to say everything of it in a few words, exactly what Nelson did at Trafalgar; he singled out his opponent, and fought her till she struck to him; like Nelson, also, losing his life in the discharge of his duty. The action between the *Brunswick* and her opponent, the *Vengeur*, had lasted about an hour and forty minutes, when a French ship came to the relief of the latter, but received such a broadside from the *Brunswick* as brought her mast by the board. Soon after Captain Henry Harvey came to the relief of his brother."

Named by Captain Richards, H.M. surveying vessel *Plumper*, circa 1859.

See Hutt island; Brunswick mountain; Howe sound; and Fife sound.

Harwood island, strait of Georgia. Named by Vancouver, and noticed by him in his journal, under date 25 June, 1792, as follows: "On the coast of the mainland, opposite this island, is a small brook probably of fresh water (Powell river), from whence as we advanced

the shores put on a very dreary aspect, chiefly composed of rugged rocks thinly wooded with small dwarf pine trees." Vancouver's description, given one hundred and fourteen years ago, is as applicable at this time of writing as on the June day he sailed along this shore with his two vessels, accompanied by the Spanish officers, Galiano and Valdes in their small craft. Named after Edward Harwood, eldest son of Edward Harwood, D.D., native of Lancashire, classical scholar and biblical critic. He was for many years a surgeon in the navy, and served under Captain (afterwards Admiral) William Bligh on board H.M.S. *Providence*, 1791-1794, when Bligh was successful in carrying bread fruit plants from the Society islands to the West Indies. Dr. Harwood was a collector of ancient coins, and his valuable cabinet of Greek and Roman brass coins together with his books were sold at his death, which took place in London, 6 January, 1814. (Diet. Nat. Biog., XXV, p. 104.)

See Birch bay; Savary island; Cordero channel; Bligh island; and Powell river.

Hastings arm, Observatory inlet. After Rear Admiral the Hon. George Fowler Hastings, C.B., flagship *Zealous*, Captain Richard Dawkins, on this station, 1866-1869. Born 28 November, 1814, second son of Hans Francis, 11th Earl of Huntingdon. Entered the navy in 1824, and in 1833 promoted to lieutenant. He was then appointed to the *Excellent*, gunnery ship, at Portsmouth; in May, 1834, to the *Revenge* in the Mediterranean, and in 1837 to the *Rhadamanthus*, also in the Mediterranean, one of the first steam vessels in Her Majesty's service. Commander, 1838. In August, 1841, in command of the *Harlequin*, in which he went to China, arriving in time to take part in the closing operations of the Chinese war. On paying off the *Harlequin*, he was promoted to captain, 31 January, 1845. Commanded the *Cyclops* steam frigate, west coast of Africa, 1848-1851, and from August, 1852, to May, 1857, the *Curacoa* in the Mediterranean and Black sea, his services in the Russian war being acknowledged by a C.B., 2 January, 1857. Rear admiral, 1863. Commander in chief, Pacific station, flagship *Zealous*, 20 guns, one of the earlier wooden built ironclads, November, 1866, to November, 1869. Vice admiral, 1869. Commander in chief at the Nore, 1873 to 14 February, 1876. Died suddenly a few weeks afterwards, 31 March, 1876. Named by Staff Commander Daniel Pender, H.M. hired surveying vessel *Beaver*, 1869.

See Dawkins point; Observatory inlet; Delacombe point; Nass river; Dickens point; and Stopford point.

Havannah channel, Johnstone strait. After H.M. frigate *Havannah*, 19 guns, originally 32, 964 tons, built at Liverpool by

John Wilson, and launched 26 March, 1811. (Naval Chronicle, 1811.) On this station, 1855-1859, Captain Thomas Harvey, R.N. In the survey of this channel and Port Harvey, Captain Richards, of the surveying vessel *Plumper*, was assisted by the officers of the *Harannah*, notably by the master, Thomas A. Hull. In association with the name of the channel, the following names are given in the neighbourhood: Port Harvey, after the captain; Boughy bay, 1st lieutenant; Mist islands, 2nd lieutenant; Malone point, marine officer; Hull island, master; Bockett islands, assistant surgeon; Squire point, Call creek, 3rd lieutenant; Ray point, assistant paymaster; and Atchison island, surgeon. Named by Captain Richards, May, 1860.

See Port Harvey; and Hull island.

Hawkesbury island, Douglas channel. Named by Vancouver in 1793. In connection with the naming of this island, he states in his journal:—"I named Hawkesbury island after that noble and indefatigable promoter of British commerce, Lord Hawkesbury." Sir Charles Jenkinson, 7th baronet, eldest son of Col. Charles Jenkinson, third son of Sir Robert Jenkinson, 3rd baronet, was elevated to the peerage as Baron Hawkesbury, county Gloucester, 21 August, 1786, and advanced to the earldom of Liverpool, 28 May, 1796. President of the Board of Trade, 1786-1804. Married in 1769, Amelia, daughter of William Watts, governor of Fort William, Bengal. Died 17 December, 1808. Meares' voyages to this coast, published 1790, are dedicated to Lord Hawkesbury, then president of the Board of Trade. Hawkesbury island was long supposed to be one large island; it is now known to be divided into four islands, Gribbell, Hawkesbury, Maitland and Loretta.

See Meares island; Gribbell island; and Maitland island.

Haydon rock, Houston Stewart channel. After Charles Haydon, R.N., acting 2nd master, H.M.S. *Virago*, Commander James C. Prevost. Died, master, retired, in 1866. Named in 1853.

See Houston Stewart channel; and Virago sound.

Hazel point, Smith island, Skeena river. **Hazel island**, Boswell inlet, Smith sound. After Hazel, elder daughter of St. George Boswell, and grand-daughter of Sir Henri Gustave Joly de Lotbinière, K.C.M.G., lieutenant governor of British Columbia, 1900-1906. Named by the writer; the former in 1901, and the latter in 1903, and adopted by the Geographic Board of Canada.

See Boswell inlet.

Hecate strait. **Hecate bay**. **Hecate passage**, Barkley and Clayoquot sounds and Inner channels. **Hecate channel**. **Hecate**

cove, Quatsino sound. **Hecate island**, Hakai channel. **Hecate reefs**, Hecate island. **Hecate rock**, Goletas channel, and **Hecate rock**, Duncan bay, Metlakatla. After H.M. surveying vessel *Hecate*, Captain George Henry Richards, R.N., who had previously carried on the survey of the coast in the surveying vessel *Plumper*. The *Hecate*, a paddle-wheel sloop, 860 tons, 5 guns, brigantine rigged and larger than the *Plumper*, arrived at Esquimalt from England, 23 December, 1860, Commander Anthony Hiley Hoskins, and the new year saw the transfer of the officers of the *Plumper*, with the exception of First Lieutenant Moriarty, to the new arrival. Lieutenant Mayne of the *Plumper* became 1st lieutenant of the *Hecate*, Lieutenant Hankin of the *Hecate* being appointed 2nd lieutenant, and Mr. Daniel Pender, who had succeeded the late Mr. Bull as master of the *Plumper*, became master of the *Hecate* and senior surveying officer. In the course of her duties the *Hecate* had a narrow escape from total loss. On the 19 August, 1861, during a dense fog, she ran on shore, close eastward of cape Flattery, between Tatoosh island and the mainland, while returning to Victoria from survey work on the west coast of Vancouver island. She was floated during the course of the day, and arrived at Esquimalt the same evening. (*Colonist*, 20 and 26 August, 1861.) After temporary repairs, the ship was despatched to San Francisco, where she was fully repaired in the floating dock, returning to Esquimalt on the 1 November, 1861. Lieutenant Mayne returned home from San Francisco on promotion, and Lieutenant Hand joined in his place. For an interesting account of this disaster, see Commander R. C. Mayne's book, "Vancouver Island and British Columbia," pp. 236, 7, 8 and 9. During the winter of 1862 the *Hecate*, anchored in James bay, Victoria, was frozen fast in the ice. The *Hecate* sailed for England 22 December, 1862, via San Francisco, Australia and the Cape of Good Hope, where she arrived 4 January, 1864, and the surveying duties were continued by Mr. Daniel Pender, master, R.N., who was placed in command of the steamer *Beaver*, hired, by the British government, from the Hudson's Bay Company, for that duty. Named by Captain Richards, 1861-1862.

See Hankin island; Mayne island; Moriarty mountain; Pender island; Bull passage; Richards, Vice Admiral; and Hand island.

Hegan point, Skeena river. After Sub-lieutenant George Vincent Hegan, H.M.S. *Daring*, Commander J. G. J. Hanmer. On this station, 1875-1878. Lieutenant, December, 1877. Lieutenant commander of the training brig *Martin*, 1893. Named by Commander Hanmer, 1877.

See Hanmer point; and Daring point.

Helby island, Barkley sound. After Lieutenant Alfred Prowse Hasler Helby, R.N., commanding on this station, 1860-1862, H.M. gunboat *Grappler*, which vessel he brought out from England, arriving at Esquimalt 12 July, 1860. He was relieved, in 1862, by Lieutenant Edmund H. Verney, R.N., on his promotion to commander. Entered the navy, 1842. Lieutenant, 1849. Retired as commander, 1870. Captain, retired, 1877. Died, 1902.

Helby was on the Australian station, 1855-1856, as 1st lieutenant of the *Fantome* brig, in which vessel was also serving as master, Charles J. Polkinghorne, R.N., after whom the Polkinghorne islands, Q. C. Sd., are named. Named by Captain Richards, H.M. surveying vessel *Hecate*, 1861.

See *Grappler* reef; *Aguilar* point; *Verney* passage; *Forward* inlet; *Gunboat* passage; and *Polkinghorne* islands.

Helen point. See *Kitkiata* inlet.

Helen point, Mayne island, Active pass. After Helen, wife of Joseph W. McKay, chief trader, Hudson's Bay Company, and daughter of John Holmes, formerly of Cheshire and lately of Hong-Kong. Born at Seaforth, Lancashire, England. Came to Victoria in December, 1858, and married there on 16 June, 1860. Residing in Victoria, 1907. Named by the Admiralty surveyors, circa 1860. Nelly point, McKay reach, also named after Mrs. McKay.

See *McKay* reach; and *Nelly* point.

Helmcken island, Johnstone strait. After John Sebastian Helmcken, M.R.C.S., medical officer in the service of the Hudson's Bay Company from 1850 to 1886. Born in London, 1825. Arrived in Victoria as medical officer of the ship *Norman Morrison*, 1850. In connection with the naming of the island, Dr. Helmcken related the following anecdote to the writer:—"In the year 1850 I was on board the company's steamer *Beaver* going to Fort Rupert, and we were passing along Johnstone strait against a flood tide. As this island was approached, which stands in the middle of the channel, the tide rapidly increased in strength, owing to the island in the way, till the *Beaver* had extremely hard work to make any headway, the vessel sheering about in the swirling current. I asked the captain the name of the island near which we were struggling along. Captain Dodd replied, 'It has no name, but I will call it after you, doctor, for it is like you, always in opposition.' The island has since been known by my name."

Speaker rock, off the east end of the island, is also named after Dr. Helmcken, as he was speaker of the Provincial Legislature when the rock was examined in 1864 by Captain Pender. Residing in

Victoria, 1907. Married at Victoria, on 27 December, 1852, Cecilia, daughter of Governor Douglas, who died in Victoria, 4 February, 1865.

See Beaver harbour; Dedalus passage; Dodd narrows; and Wishart peninsula.

Hemming bay, East Thurlow island. Nodales channel. After Pinhorn L. Hemming, draughtsman, Hydrographic Department, Admiralty, 1864. Captain Richards, R.N., hydrographer. Named by Captain Pender (master, R.N.), H.M. hired surveying vessel *Beaver*, circa 1864.

Henderson lake, Barkley sound, Vancouver island. Shown on present charts as Anderson lake.* After Captain John Henderson, master mariner, native of England, who came out to this coast in command of the fine composite barquentine *Woodpecker*, which vessel brought out the machinery for the Alberni Saw Mill Company in 1860. The *Woodpecker*, the property of the company, a short time after discharging her cargo at Alberni, was totally lost at the entrance of the Columbia river; crew saved. Captain Henderson, in 1862, commanded the Saw Mill Company's schooner *Alberni*, built at Alberni in that year (*Colonist*, 5 July, 1862), the third vessel built on this coast since the building of the *North West America*, by Meares, in Friendly cove, Nootka sound, in 1788. The *Alberni*, some years afterwards, was taken to the Sandwich islands, sold and converted into a whaler. In 1863, Captain Henderson had charge of the company's steamer *Thames*, and in this vessel, in 1865, was engaged in salvage operations at Trial island on the stranded sailing vessel *Elizabeth Kimball*. (*Colonist*, 25 January, 1865.) He subsequently returned to England, and died in command of the ship *Red Riding Hood*. (Communicated to writer by Captain William Ettershanks, Vancouver pilot, 1906, who served on board the *Alberni* in 1863.)

Named by Dr. Brown, commander of the Vancouver Island Exploring Expedition, 1864, who in his Report (p. 23) states:—

"This lake I named Henderson lake, after my friend Captain John Henderson, who first communicated to me the supposed existence of this body of water, which may probably yet be of considerable value for inland communication, as the little outlet could be easily suited for the entrance of vessels at a comparatively small expense."

See Brown river; Alberni canal; Thames shoal; Sproat lake; Stamp harbour; Alpha passage; Meares island; and Clayoquot sound.

*The name Henderson has been restored by the Geographic Board of Canada.—W.P.A.

Henry, cape, Moresby island, Q. C. Ids. Named by Vancouver, 1793, while passing southward along the coast on concluding the work of his second season, bound to the Sandwich islands for the winter, after Sir Henry C. Englefield.

See Englefield bay.

Henry island. See Edye passage.

Henry point, Campbell island, Seaforth channel. Named, in association with Hand mountain on the same island, after Lieutenant Henry Hand, R.N., on this station, 1861-1862.

See Hand island; and Hecate strait.

Hepburn point, Lowe inlet, Grenville channel. After James Hepburn, a native of Scotland, born 1811, and late of Tolvil place, Maidstone, England. He was educated as a barrister and was called to the English bar; but in early life he contracted a taste for scientific pursuits, which he followed as a pastime with great assiduity. Hepburn came to the Pacific coast a number of years ago, and resided first at San Francisco; he then came to Victoria, where he resided some years. Died at Victoria, 16 April, 1869, and buried in the old cemetery, Quadra street. Named by Captain Pender (nav. lieutenant, R.N.), *Beaver*, circa 1868.

See Lowe inlet.

Herald rock, Dædalus passage, Beaver harbour. Discovered in 1903 on the resurvey of Beaver harbour by Commander Cortland H. Simpson, H.M. surveying vessel *Egeria*, and named after H.M. surveying vessel *Herald*, 500 tons, 8 guns, built at Cochin in 1823. This vessel, commanded by Captain Henry Kellett, accompanied by a smaller surveying vessel named *Pandora*, was engaged in the summer of 1846 surveying the harbour of Victoria, adjacent waters and the strait of Juan de Fuca. The *Herald* had sailed from England in 1845 for surveying duties in the Pacific, and while engaged in that duty on the coast of Central America, in 1848, was unexpectedly ordered to the Arctic ocean, via Bering strait, to assist in the search for Sir John Franklin, whose lengthened absence with his two ships, *Erebus* and *Terror*, was beginning to cause grave anxiety. The *Pandora* was left to carry on the surveying work. The *Herald* made three summer cruises to the Arctic, 1848-1849-1850, without obtaining any news of the missing expedition, and returned to England in 1851. H.M. ships *Enterprise* and *Investigator*, under the command, respectively, of Captain Richard Collinson and Commander Robert John Le Mesurier M'Clure, carried on the search for Franklin. These ships never met in the Arctic regions, though

Both sailed together from England, 20 January, 1850. Collinson, in the *Enterprise*, returned to England, via Hong Kong, 1854, after spending three winters in the ice. (See "The Navy as I have known it," Fremantle, 1904, pp. 88, 89.) M'Clure, in the *Investigator*, sailed from Bering strait to Melville strait, thus solving the problem of the Northwest Passage, but his ship had to be abandoned in the ice at Banks island in 1853. After arrival in England, 1854, Commander M'Clure was knighted and promoted to the rank of captain, his commission being dated back to 18 December, 1850, about two months after his great discovery. (See M'Clure, *Diet. Nat. Biog.*, Vol. XXV, p. 5.)

See Kellett bluff; Piers island; Pym island; Bedford islands; Plover reefs; Beacon hill; Cordova bay; Pandora peak; Simpson rock; Egeria shoal; Beaver harbour; and Franklin range.

Herbert head, Port Kuper, Q. C. Ids. After Nathaniel Bland Herbert, Second Master, H.M.S. *Thetis*, Captain Kuper, C.B. On this station, 1851-1853. Herbert assisted Mr. Moore, the master of the *Thetis*, to make a survey of Port Kuper and adjoining waters in 1852. Promoted to master during the Russian war, 1855, for services at Kertch and Yenikale. Named by Captain Kuper, C.B., 1852.

See Mitchell harbour.

Herbert reef, Arthur passage. After Captain Herbert George Lewis, for many years in the marine service of the Hudson's Bay Company.

See Lewis rock.

Heriot bay, Quadra island, strait of Georgia. After a member of the House of Lauderdale, Frederick Lewis Maitland Heriot, of Ramorlie, descendant of the 6th Earl of Lauderdale, born 1818, and died 1881. Kinsman of Rear Admiral Sir Thomas Maitland, Kt., C.B., commander in chief on this station, 1860-1862. Named by Captain Richards, circa 1862.

See Maitland mountain.

Hernando island, Cortes island, strait of Georgia. After Hernando Cortes, conqueror of Mexico. The large island close north-westward was named Cortes by Galiano and Valdes, 1792.

See Cortes island; Marina island; and Galiano island.

Hesquiat, village, harbour and point, west coast, Vancouver Island. An adaptation of Heish-kwi-aht, derived from the Indian word Heish-heish-a, meaning—to tear asunder with the teeth. At Hesquiat village a salt water grass called "Segmo" drifts on shore in large quantities, especially at the time of the herring spawning.

which the Indians are in the habit of tearing asunder with their teeth to disengage from the grass or weed the spawn, which is esteemed by them a great delicacy. Hence the name of Heshkwiahts given them by the neighbouring tribes. The Hesquiats claim to have the first tradition of a ship being seen anywhere in this neighbourhood; this claim is conceded by all the west coast tribes. A song was composed by the Indians relating to this wonderful visitor, which song to this day is the property of the "regal" family of Hesquiat (*Per* the Rev. A. J. Brabant.) The vessel referred to by the tradition was without doubt the Spanish corvette *Santiago*, Lieutenant Juan Perez in command, which anchored near what is now known as Estevan point, 8 August, 1774.

It was about a mile beyond Boulder point, outside of Hesquiat harbour, on the open coast, in February, 1869, that the barque *John Bright*, laden with lumber and bound from Port Gamble to Valparaiso, was wrecked during a heavy southwest gale and all on board perished. From a pocket book afterwards found among the Indians, the vessel was stated to belong to John Trevick, of Valparaiso. The captain had his wife, a Chilean lady, one child and a servant girl with him. (Personal reminiscence of member of crew to Rev. A. J. Brabant. This man had left the *John Bright* previous to her sailing from Port Gamble; afterwards had charge of a store at Hesquiat. See *Colonist*, 13, 15 and 16 March, 1869.) News of the wreck was brought to Victoria in March, and from the information received through Captain Christensen of the schooner *Surprise*, and others, it was surmised that the Indians had foully murdered all survivors who reached the shore, as the mangled bodies of ten men and one woman, some of the men headless, were found on the shore near the wreck. H.M.S. *Sparrowhawk*, Commander Mist, after some delay, was sent to Hesquiat, and after examining the bodies and re-burying them, brought seven prisoners to Victoria. (*Colonist*, 12 May, 1869.) The trial of the Indians for murder took place in May and June, being adjourned several times owing to the absence of Dr. Comrie, and ended in two of the Indians, John Anietsachist and Katkinna, being sentenced, on the 23 June, to death, by Chief Justice Needham. The convicted men were taken to Hesquiat on the *Sparrowhawk*, and hanged, 29 July, on a gallows erected near the head of the harbour. All the Indians in the neighbourhood were collected to witness the execution, as a salutary warning to them. (*Colonist*, 24 June, 31 July, 1869.) It may be mentioned here that the Indians of Hesquiat have always stoutly denied to their spiritual teacher, Rev. A. J. Brabant (who has lived among them since 1874, and is still residing there), that these unfortunate shipwrecked

people were murdered. They say the bodies were washed on shore and mangled by the surf dashing them among the rocks and boulders, and that all the Indians did was to remove the bodies above high water mark so that the fish, the Indian's great source of food, could not feed on the bodies. The Indians also say the executed men were the victims of an interpreter's mistakes, false accusations of hostile tribes, and too credulous white people. The boom board of the *John Bright* was washed on shore, and had the following motto inscribed on it: "Neminem time, Neminem laede" (Fear none, injure none). Harbour and point adopted from the Indian name of the village, by Captain Richards, H.M.S. *Hecate*, 1861.

See Estevan point; Juan Perez sound; Comrie point; Brabant island; and Surprise reef.

Hewitt rock, Hikish narrows, Finlayson channel. Named after the discoverer of the rock, Captain James Hewitt, of the British trading schooner *Goldstream*, who anchored on or near the rock while on his way from Victoria to the Queen Charlotte islands, 1866. On his return he reported the danger to the naval officials, Captain Pender (master, R.N.), in charge of survey, who had the rock examined and charted. (Personal reminiscence to writer by Captain W. E. George, of Victoria.) Hewitt commanded the S.S. *Emily Harris*, 1864-1865. He was a native of Barking, Essex, came to this coast in the brig *Highland Queen*, 1857, and was one of the many seamen who, in charge of small schooners and sloops, carried on, nearly exclusively, the coasting trade of British Columbia, 1860-1870.

See Goldstream harbour; Alpha passage; Arrow passage; Alarm cove; Harriet harbour; and Rebecca spit.

Hewlett bay, Moore channel, Moresby island. After William Hewlett, R.N., master's assistant, H.M.S. *Thetis*, who assisted Mr. Moore, the master of the frigate, in the survey of the waters in this vicinity. When acting second master of the *Thetis* in 1853 he was transferred on the coast of Mexico to H.M. brigantine *Cockatrice*. Master, 1858. In 1863 was master of the paddle frigate *Valorous*, 16 guns, on the Cape of Good Hope station. Staff commander, 1869. Commanded the paddle vessel *Pigmy*, 2 guns, tender to the *Duke of Wellington*, Portsmouth, 1875. Died, 1885. Named by Captain Kuper, C.B., H.M.S. *Thetis*, 1852.

See Freshfield point.

Hibben island, Moresby island, Q. C. Ids. Formerly known as Kuper island, having been given that name in 1852 by the British Hydrographic office after Captain Augustus L. Kuper, C.B., H.M.S. *Thetis*, the master of which frigate had made an examination in that year of the shores of this island and the adjacent waters.

Named Hibben island, in 1905, by the Geographic Board of Canada, to avoid the duplication of names in the waters of British Columbia, there being another Kuper island named after the above naval officer, in Stuart channel off the east coast of Vancouver island. Thomas Napier Hibben, after whom the island is now named, was born in 1828 at Charleston, South Carolina, and died 10 January, 1890, at Victoria, B.C. He had been a familiar figure in the city of Victoria since 1858, having arrived in that year from San Francisco. Shortly after his arrival he formed a partnership with James Carswell; then purchased Kierski's book and stationery business, which they continued to conduct till 1866, when Hibben bought his partner's interest and thereafter managed the business himself. The business is still second to none of the kind in the city of Victoria, and has been the agency for upwards of thirty-eight years of Potter, London, the Admiralty chart agent. Hibben was a thorough business man, and gained the highest respect of his fellow citizens. Member of the Pioneer Society and of the Victoria Board of Trade.

See Mitchell harbour; Moore channel; and Kuper island.

Hickey cove, Naysash inlet, Smith inlet. After William Hickey, a mechanical engineer, and the owner of the salmon cannery situated in this cove. A native of Peterborough, Ontario, he came to this coast, November, 1890. Mechanical superintendent of the B.C. Ironworks, Vancouver, for seven years. Named by Captain John T. Walbran, C.G.S. *Quadra*, on making an examination of Naysash inlet, June, 1903.

Hicks point, Smith island, Skeena river. After Robert Hicks, a native of Norfolk, England. He joined the British navy in 1845 and left in 1848. He then came to America, and in 1854 was one of the crew of the U.S.S. *Decatur*, which on her passage to this coast was detained eighty-four days in the strait of Magellan, being finally towed through by the U.S. steamship *Massachusetts*. Leaving the United States service on arrival on this coast, he commenced coasting, taking charge of his own vessels in the west coast and Queen Charlotte islands trade. In 1867 was an Alaska pilot, and had a successful career for years. Later was in charge of the old Fraser river lightship, and at present is living in Victoria, 1906. Named in 1877 by Commander John G. J. Hanmer, H.M.S. *Daring*, Hicks being engaged as pilot on board when an examination was being made of the Skeena river.

See Hanmer point; and Daring point.

Hill head, Sooke inlet. **Hill island**, Sutil channel. After James Stephen Hill, R.N., a surveying officer, who, when the former was

named in 1846 by Captain Kellett, was master and assistant surveyor of the *Herald*, 1845-1852. Master, 1845. Staff commander, 1863. The latter named by Captain Pender (master, R.N.), in the *Beaver*, circa 1864. Captain Hill, as second master in charge of the *Britomart*, assisted in the survey of the Ara Fura islands, and of New Zealand, 1838-1841. During the Russian war, in 1854, was employed upon the survey of the channels prior to the bombardment of Bomarsund and also of Ledsund, in the Baltic. Died, 1867.

See Sooke inlet; Herald rock; and Kellett bluff.

Hill island, Prevost passage, Haro strait. After John Hill, R.N., paymaster, H.M.S. *Satellite*, Captain James C. Prevost. On this station, 1857-1860. Paymaster, 1854. Entitled to wear the foreign order, "Mejidie of the 5th class." Retired, 1871. Died, 1888. Named by Captain Richards, H.M.S. *Plumper*, 1859. This island is the property of Ian Mair, native of the Hebrides, Scotland. 1905.

Hippa island, Q. C. Ids. (Haida name, Que-quit.) Named by Captain George Dixon, of the *Queen Charlotte*, as he passed southward along the coast, 7 July, 1787, from the fact that the Indian habitations seen on the island reminded him of the hippa (o-pah) or fortified dwelling of the New Zealanders. (Dixon, Letter XXXV, p. 205.)

See Dixon entrance; and Queen Charlotte islands.

Holland island, North entrance Skeena river, Chatham sound. After Swinton Colthurst Holland, R.N., 3rd lieutenant, H.M.S. *Malacca*, Captain Oldfield. On this station, 1866-1868. Lieutenant, 1865. Commander, 1878. Served on the royal yacht *Victoria and Albert*, 1881-1884. Captain, 1884. Commanded H.M.S. *Pembroke*, and in charge of the steam reserve at Chatham, 1893-1895. Commodore in charge of Hong-Kong receiving ship H.M.S. *Tamar*, 1896-1898. Rear admiral, 1899. Admiral superintendent, Chatham dockyard, flagship *Algiers*, 1899-1902. Vice admiral, 1903. Living 1906. Named by Captain Pender (nav. lieut., R.N.), *Beaver*, 1867.

See Malacca passage; and Oldfield mountain

Hole-in-the-wall. See Estevan point.

Home bay, Princess Royal island, Whale channel. Named by the officers of the Hudson's Bay Company, circa 1837, after Captain David Home, late of the East India Company's service, and the first commander of the historic *Beaver*, on this coast, 1836. Captain Home was appointed by the directors of the Hudson's Bay Company in London, 1835, and brought the *Beaver* out, under sail, from

London to the Columbia river. He remained in charge of her, when fitted with her steam power, for about twelve months, when he was succeeded by Captain McNeill, who was in command early in 1837. In "Dunn's Oregon" mention is made of Captain Home being in command of the *Beaver* in 1836, and a long account of a cruise that Dunn made in her with him (Charles Dodd being chief officer) is given in the text, pp. 265-277. Captain Home was drowned, 12 February, 1838, while crossing the Columbia river in a small boat from Bakers bay, cape Disappointment, to Astoria. In relation to the drowning of Captain Home, Mr. Thomas Lowe informed the writer, under date 23 October, 1906:—"I well remember that on one occasion when the despatches for the Hudson's Bay House, London, were being sent off from Fort Vancouver, that Dr. McLoughlin, noticing that Captain Scarborough (of the *Cadboro*) who was in charge of the boat carrying them, was hoisting sail, immediately ordered him to lower it, and to stick to the oars until the despatches were safely delivered on board the homeward-bound ship then lying at the mouth of the Columbia. He gave as a reason for this, that masters of sea-going vessels were, as a rule, in his opinion, much too venturesome in small craft, and instanced the case of Captain Home, who drowned both himself and boat's crew by incautiously carrying too much sail."

See Beaver harbour; Bella Bella; Port McNeill; Dodd narrows; McLoughlin bay; and Lowe inlet.

Homfray channel, Desolation sound. After Robert Homfray, civil engineer, residing in Victoria, 1860-1902. Born 1824, native of Hales Owen, Worcestershire, and a pupil of Isambard Kingdom Brunel, the eminent civil engineer and naval architect, who designed the steamships *Great Western*, 1838, *Great Britain*, 1845, and *Great Eastern*, 1858, the latter by far the largest vessel ever built until quite recent years. She was commenced 1 May, 1854, and launched into the Thames, 21 January, 1858. Homfray arrived from California in 1860, and was engaged in surveying duties. (*Colonist*, 20 March, 1860.) About 1872 he was engaged for a short time surveying in connection with the intended transcontinental railroad, the now well-known Canadian Pacific Railway. He was of an eccentric disposition, and for some years before his death had his tombstone erected in Ross bay cemetery, with all particulars on it with the exception of the date of his decease, which was added after the 19 September, 1902, the day he died. Named by Captain Pender (master, R.N.), H.M. surveying vessel *Beaver*, circa 1863.

See Gastineau mountain.

Hope bay. See *Esperanza* inlet.

Hope island, Goletas channel. After Vice Admiral Sir James Hope, K.C.B., commander in chief, North America and West Indies station, 1864-1867, flagship *Duncan*, 81 guns, Captain Robert Gibson. Sir James was the son of Rear Admiral Sir George Johnstone Hope, who, as a captain, commanded the *Defence* at Trafalgar. Born 1808, and entered the navy in 1820 at the Royal Naval college, Portsmouth, and in 1822 was appointed to the *Forte*, frigate, Lieutenant, 1827. Commander, 1830. Captain, 1838. In 1844 he commissioned the *Firebrand*, steam frigate, for service on the South American station, and the following year had a prominent share in the engagements on the Parana. In the engagement with the batteries at Obligado he specially distinguished himself by pulling up in his gig to a heavy chain moored across the river, and there waiting, under a continuous fire, while the chain was cut by a young engineer, Mr. George Tuck, who many years later was instructor in steam at the Royal Naval college, Greenwich. In March, 1859, was appointed commander in chief in China, having been promoted to Rear admiral, November, 1857. The war of the three previous years had been terminated by the treaty of Tientsin, which the Chinese failed to carry out by refusing admittance to the ambassadors to Peking, and blocked, by a strong boom, the passage of the Peiho. The ambassadors formally requested Hope to clear the way, which he attempted to do, but failed with heavy loss; the gunboat *Plover*, bearing his flag, was sunk by the fire from the batteries, and when his flag was transferred to the *Cormorant* she was also sunk, so too was the *Lee*, and all the other gunboats, amounting to eleven, large and small, were seriously damaged. It had often been pointed out that to attack the Chinese twice in the same way on the same ground was likely to lead to serious results. The passage which Hope tried to force had been forced by Admiral Seymour only the year before. Despite the tactical error, however, the determined gallantry of Admiral Hope and his men roused great enthusiasm at home. It was resolved that the treaty must be ratified at Peking, a strong military expedition was sent out by the allied powers, Hope attacked the forts again, they were captured, and on 23 September he went up the river to Tientsin, where he remained until the treaty was signed at Peking, 24 October, 1860. November, 1860, created K.C.B. From 1860 to 1862, when he was relieved by Rear Admiral A. L. Kuper, fighting took place on several occasions, owing to the Taeping rebellion. In one action, Hope, leading in person, was wounded by a musket shot, and in another the French admiral was killed by a cannon ball. In 1863 Hope was commander in chief on the North American station. Vice admiral, 1864. G.C.B., 1865. Commander

in chief at Portsmouth, 1869-1872, and was thus, October, 1870, called upon to preside at the courtmartial which inquired into the loss of H.M.S. *Captain*. Admiral, 1870. Admiral of the fleet, 1879. Died, 9 June, 1881. Named by Captain Richards, R.N., hydrographer, circa 1864.

See Eliza mountain; Verney passage; Ashby point; Kuper island; and Burgoyne bay.

Hood point, Bowen island, Howe sound. At a house named Little Windsor, near Whitechurch, Dorsetshire, in the reign of Charles II, lived Alexander Hood, from whom the six seamen bearing that name are descended. Lieutenant Arthur Hood, R.N., lost in the *Pomona*, Captain Alexander Hood, killed on the *Mars* in battle, 1798, and Admiral Sir Samuel Hood were his great grandchildren through his eldest son Alexander; while from the youngest, Rev. Samuel Hood, vicar of Thornecombe and master of Beaminster Grammar school, were descended the much more celebrated Admiral Viscount Hood (after whom Vancouver in 1792 named Hood-canal), and Admiral Viscount Bridport. The latter, the subject of this note, and after whom Hood point is named, was, as Admiral of the Blue, Sir Alexander Hood, K.B., second in command on the "Glorious First of June," 1794, when his flagship the *Royal George*, 110 guns, encountered a very hot fire, lost her fore and main top-masts, and had twenty men killed and seventy-two wounded. For this victory he was created Baron Bridport, in the peerage of Ireland, August, 1794. Born 1727, and entered the navy, 1741, a few months before his elder brother Samuel. Lieutenant, 1755. On the 23 March, 1756, he was promoted to the command of the *Martin* sloop, fitting out, and on 10 June the same year, six weeks senior to his brother, he was posted to the *Prince George*. The early career of these two brothers in the navy has been often confused, even the Admiralty falling into the error by sending Captain Alexander Hood a commission to be captain of the *Thunderer*, 1763, which he declined, as he had just returned home, saying the position must be meant for his elder brother, a surmise which turned out correct. Commanded the *Katherine*, Royal yacht, 1763-1777, having since 1766 been also treasurer of Greenwich Hospital. After commanding the *Robust*, 74 guns, for a short time, during which he was in Keppel's action off Ushant, and a witness afterwards in the celebrated courtmartial on Admiral Keppel, he was reappointed to the yacht, and continued in her till promoted to Rear admiral of the White, 26 September, 1780, the same day his brother was made Rear admiral of the Blue. Vice admiral of the White, 1787. K.B., 1788. During the Nootka difficulty, 1790, he hoisted his flag in the *London*, 98

guns, with William Domett as his flag captain. In February, 1793, appointed second in command to the grand fleet under Lord Howe, his flagship the *Royal George*, Captain Domett again with him as flag captain, and on the 12 April was promoted to Admiral of the Blue, but still remained with Lord Howe and thus shared in the victory of the "Glorious First of June." He, under Howe, was in command of the Channel fleet when the mutiny at Spithead broke out, 15 April, 1797, which, through the judicious conduct of Bridport and the exertions and influence of Howe, ended the 16 May when the fleet put to sea. For the next three years the Channel fleet kept the sea under Lord Bridport's command, blockading Brest, with a persistency till then unknown. For days and weeks together the entry in the log of the *Royal George* appears each noon, "Ushant, East, 3 or 4 leagues." Relieved in April, 1800, by Lord St. Vincent, and on the 16 June raised to the rank of Viscount in the peerage of the United Kingdom. Held no further command, and died 2 May, 1814. He had no children and the English honours became extinct, while the Irish barony of Bridport devolved upon his grand nephew, who married the daughter and heiress of William, 1st Earl Nelson, and niece of Lord Nelson, and, as such, Duchess of Bronte. (Dict. Nat. Biog., XXVII, pp. 253-256. Burke's Peerage, 1905, p. 208.) Named by Captain Richards, H.M.S. *Plumper*, circa 1859. Hood point, in Alaska, was named by Vancouver, in September, 1793, after the subject of this note.

See Domett point; Nelson island; Cotton point; and Howe sound.

Horace point, Forward harbour. After Lieutenant Commander the Hon. Horace Douglas Lascelles, commanding on this coast, November, 1861, to 1865, H.M. gunboat *Forward*.

See Forward inlet; and Lascelles mountain.

Horda rock, Ganges harbour. After the Norwegian steamer *Horda*, 1,884 tons register, Captain E. H. Svendsen, which struck this rock, hitherto unknown, 15 May, 1901, on her passage from Ladysmith to sea, coal laden. Named by the Geographic Board of Canada, 1901.

Hornby island, strait of Georgia. After Rear Admiral Phipps Hornby, C.B., commander in chief on this station, flagship *Asia*, 84 guns, Captain R. F. Stopford, 1847-1851. Born at Winwick, Lancashire, 1785, fifth son of Rev. Geoffrey Hornby, vicar of Winwick, and his wife Lucy, sister of Edward Stanley, 12th Earl of Derby. He entered the navy in May, 1797, on board the frigate *Latona*. Captain John Bligh, just before the mutiny at the Nore, of which he was a witness. He was one of the junior officers on board the *Vic-*

tory, the flagship of Lord Nelson during the long blockade of Toulon, 1803-1805, and was promoted out of her by Nelson, 1 August, 1804, to be lieutenant of the *Excellent*, Captain Sotheron. This promotion was confirmed by the Admiralty, 16 November, 1804. Commander, 1806. Captain, 1810.

As captain of the frigate *Volage* he took part in Hoste's gallant action off Lissa, 13 March, 1811, for which, with the other captains, he received a gold medal. Rear admiral, 1846. One of the lords of the Admiralty, 1851-1852, and during the latter year, 7 April, created K.C.B. Vice admiral, 1854. Admiral, 1858. G.C.B., 1861. Died, 1867. Named by the officers of the Hudson's Bay Company, circa 1850.

See Geoffrey mountain; Latona passage; and Stopford mountain.

Hornby peak, Barkley sound. See Barkley sound.

Hornby pont, Kughit island, Houston Stewart channel, Q.C. Ids. After William St. John Sumner Hornby, R.N., midshipman, H.M. paddle sloop *Virago*, Commander James C. Prevost. Hornby served on the Pacific station as a naval cadet, flagship *Portland*, 1851-1852, and midshipman in *Virago*, 1853-1855. Entered the navy, 1850. Lieutenant, 1857. Served on Australian station in H.M.S. *Challenger*, Captain Rochfort Maguire, 1866-1867. Commander, 1867. Commander, retired, 1873. Retired captain, 1882. Living 1906. Named by Commander Prevost, 1853.

See *Virago* sound; Inskip passage; Maguire mountain; and Houston Stewart channel.

Horne lake, Vancouver island. Named in 1860 by Captain Richards, R.N., after Adam Grant Horne, of the Hudson's Bay Company's service, who took Captain Richards and officers of the *Plumper* to the lake in 1859. Born in 1831, a native of Edinburgh, Scotland, he arrived on this coast in the *Tory*, 1851, and subsequently had charge of the Hudson's Bay Company's store at Nanaimo, where he remained till the close of 1862 when the company sold out to the Vancouver Coal Mining and Land Company, Limited. In 1863 he commenced business at Nanaimo on his own account, and the building on Front street, now used as the civic Police Court was erected by him as a store. In 1865 rejoined the Hudson's Bay service, and was appointed to their store at Port Simpson. Afterwards stationed at Comox in charge of the store till 1878, when the company closed their business at that place. Horne then returned to Nanaimo, and again commenced business for himself. Died at Nanaimo, 1903. He was a man of a fearless, daring disposition, whom the Indians seemed to admire as well as dread for his intre-

pidity. When in the service of the Hudson's Bay Company he made several journeys across Vancouver island to the west coast, and is said to have been the first white man, as far as known, to have crossed from Nanaimo to Barkley sound. The following entries appear in the Hudson's Bay Company's journal kept at Nanaimo by Captain Stuart:—

"Saturday, 10 May, 1856, 2.30 p.m.—Toma Ouamtomy left here on an expedition across the island, accompanied by three Indians and one Indian woman. Mr. Horne also left with him with instructions not to proceed further than the high mountain situated a little beyond the large lake in the interior, but if the interior tribe be peaceable he may proceed to Alberni canal."

"Sunday, 18 May, 1856.—Mr. Horne and Toma Ouamtomy returned from their expedition to the other side of Vancouver island, having crossed to the seaboard, which appears, as far as we have hitherto examined, to be an inlet near Port Cox, in Claiet, or, perhaps an inlet to the south of it. They traded a quantity of beaver and martin furs."

"Wednesday, 10 September, 1856.—Mr. Horne, accompanied by Papley, Rich, McArthur, Mills, and Tahooa, and several Indians, set out on an expedition to the seaboard side of the island."

"Saturday, 20 September, 1856.—Mr. Horne returned after a successful expedition across the island, bringing with him numerous skins, and accompanied by seaboard Indians of the tribe See-shaad."

"Tuesday, 23 September, 1856.—As the Saatlum Indians conveyed the seaboard Indians up the coast, Captain Stuart accompanied them, in order to take the latitude of the point whence Mr. Horne started from this side of the island."

See Nanaimo; Stuart channel; Alpha passage; and Mark mountain.

Horseshoe bay. See Chemainus bay.

Horsfall island, Seaforth channel. After the Rev. Thomas Horsfall, vicar of Cundall, Yorkshire, 1862-1869. Born, 1795. Died, 1869. Second master of Ripon Grammar school, 1839-1862, which was founded in 1546. Named by his grandson, the writer, in 1902, and adopted by the Geographic Board of Canada.

See Joassa channel; Horseshoe bay; and Ripon point.

Horswell bluff, Departure bay. After a seaman named Horswell, H.M.S. *Virago*, Commander James C. Prevost, who was one of the boat's crew assisting in the sounding of Nanaimo harbour and Departure bay in 1853. Named by Mr. George H. Inskip, master, H.M.S. *Virago*, who was in charge of the surveying duty. (Communicated by Captain G. H. Inskip, R.N., retired.)

See Inskip passage; Nanaimo; Departure bay; Jesse island; Batchelor point; Virago sound; and Prevost island.

Horton bay, Mayne island. After Robert John Horton, employed on this coast in the service of the Hudson's Bay Company for many years. Born in London, England, 1834. Joined the British merchant service in 1851, and served in the transport *Kent* during the Russian war, being present in the great gale at Balaklava, 14 November, 1854; and also served in the transport *Waterwitch* in the Chinese war, 1857. Entered the Hudson's Bay Company, as a seaman, on board the *Princess Royal*, Captain Trivett, 1860, and arrived on this coast the following year. Transferred, on arrival at Victoria, to the coast service, and acted as quartermaster and mate on the *Otter*, under the command of Captains Swanson, Mouat and Lewis, till 1865, when he was placed in charge of the marine duties on the wharf, Victoria; shortly afterwards put in charge of the trading warehouse, and subsequently of the whole of the fur department at Victoria. Retired, 1905. Horton when serving on the *Otter* was often useful in small matters to the surveying officers, hence his name being given to this bay by Captain Richards, H.M.S. *Hecate*, 1862.

See Trivett point; Franklyn range; and Rudlin bay.

Hoskyn point, Beecher bay. **Hoskyn inlet**, Read island. After Richard Hoskyn, master, R.N. A surveying officer. On the books of H.M.S. *Fisgard*, guardship, Woolwich, for surveying duties, 1853-1856. Master, 1840. Staff commander, 1863. Appointed chief draughtsman, Hydrographic department, Admiralty, 1864. Superintendent of charts, 1865. Captain, retired, 1867. Died, 1873. Hoskyn point named by Captain Kellett, 1846. Hoskyn inlet by Captain Pender (master, R.N.), *Beaver*, circa 1864.

See Bedford islands.

Hotham sound, Jervis inlet. After Admiral William Hotham, first Baron Hotham, third son of Sir Beaumont Hotham, Bart. Born 8 April, 1736. Entered the navy in 1748, and passed his examination for lieutenant, 7 August, 1754. Promoted to lieutenant the following year and appointed to the *St. George*, carrying the flag of Sir Edward Hawke (afterwards Lord Hawke). When in temporary command of the *Syren*, 20 guns, he fell in with a large French privateer of 26 guns, which he carried by boarding, and for this service he was posted to the *Gibraltar* frigate, 17 August, 1757. Rear admiral, 1787, and during the Nootka difficulty, 1790, hoisted his flag in the *Princess Royal*. Vice admiral, 1790. In 1793, with his flag in the *Britannia*, was second in command under Lord Hood in the Mediterranean, with whom he co-operated during the campaigns of 1793-1794. Hotham succeeded to the chief command, on the departure of Lord Hood for England, and had two actions with the

French, neither of which (in Nelson's opinion) was satisfactory. In the first action two line-of-battle ships were taken, *Ca-ira* and *Censeur*, but nothing more was attempted notwithstanding the strong remonstrances of Nelson who had distinguished himself in the *Agamemnon*. He asserted afterwards that had the victory been pressed home, "we should have had such a day as the annals of England never produced." (Nelson's letter to his wife.) In the second action, when one ship was captured, Nelson in still stronger language spoke of the affair as, "this miserable action." (Letter to his brother, 1794.)

"Hotham had succeeded to the chief command by the accident of Hood's resignation. A good officer and a man of undaunted courage, he had done admirably in a subordinate rank, but he was wanting in the energy, force of character and decision requisite in a commander in chief." (Diet. Nat. Biog., Vol. XXVII, p. 413.) In November, 1795, he was relieved by Sir John Jervis, afterwards Earl St. Vincent, and returned to England. In 1797 he was raised to the peerage of Ireland as Baron Hotham; and on the death of his nephew he succeeded to the baronetcy, 18 July, 1811. Died, 2 May, 1813. Named by Captain Richards, H.M.S. *Plumper*, circa 1860.

See Jervis inlet; Nelson island; Domett point; Nootka sound; Vancouver island; and Troubridge mountain.

Houston passage, Admiral island. After Captain Wallace Houston, H.M.S. *Trincomalee*. On this station, 1853-1856. Entered the navy, 1824. Lieutenant, 1832. Commander, 1842. Captain, 1847. Rear admiral, 1865. Vice admiral, retired, 1871. Admiral, 1877. Died, 1891. Named by Captain Richards, H.M.S. *Plumper*, 1859.

See Macdonald point; Trincomali channel; and Edensaw cape.

Houston Stewart channel, Q. C. Ids. This channel has been known by several names. In 1787, Captain Dixon, in the *Queen Charlotte*, named it Ibbertson's sound. It was the Barrell sound of the Boston traders, and was named, 11 June, 1789, after Joseph Barrell, one of the owners of the ship *Columbia* and sloop *Washington*, by Captain Kendrick and Captain Robert Gray of those vessels. The channel is mentioned by this name by John Hoskins, captain's clerk of the *Columbia*, who kept a private journal of her second voyage to this coast, and which journal is now in the possession of the Historical Society of Boston, Mass. The *Columbia* and *Washington* sailed from Boston on their first voyage, when the sound was named, in 1787, and the former returned to Boston from China, in 1790, the *Washington* remaining on the coast under the command of

Kendrick, who had exchanged with Gray. The *Columbia* sailed again from Boston, 28 September, 1790, and arrived at Clayoquot, or Hancock's harbour of the Boston traders, 5 June, 1791. Hoskins mentions in his journal under this date: "Two canoes came off to us from Clloquot, in one of which was Chief Cleaskinah, who calls himself Captain Hanna after an English shipmaster" (i.e., Hanna of the *Sea Otter*). By other early traders the channel was known as Koya's straits, after one of the chiefs of the Kunghit tribe who had his principal village called Kaitju (Kiju), meaning "Songs of victory," on the south side of the entrance to what is now known as Carpenter bay, where there were some totem poles and remains of houses in 1903. Koya was the chief that Kendrick in the *Washington*, in June, 1791, punished by securing him in a gun carriage after removing the gun, cutting all his hair off and painting his face, degrading him as much as possible on account of a theft of linen from the vessel by some of his people. Koya returned in a few days with many friends, men and women, who, after an attempted treacherous attack on the crew were at last beaten overboard and many killed, among them a woman whom Kendrick describes as a proper Amazon. The *Washington*, then fitted as a brig, had just arrived from China, and was at anchor among the islands on the south side of Barrell sound. (Hoskins' journal, written from information given him personally by Captain Kendrick, 1791. Abstracts from this journal were made by C. F. Newcombe, M.D., at Boston in 1906, and communicated to the writer.)

On the channel being surveyed in 1853 by Mr. G. H. Inskip master, H.M.S. *Virago*, and assistant officers, Commander Prevost gave it the present name after the previous commander of the *Virago*, William Houston Stewart. He entered the navy in 1835. lieutenant, 1842. Commander, 1848. Captain, 1854. C.B., 1855. Rear admiral, 1870. Vice admiral, 1876. K.C.B., 1877. Admiral, 1881. G.C.B., 1887. Died, 1901. The islands, rocks and points in Houston Stewart channel are nearly all named after the officers of the *Virago* and their friends; the islets after the children of Commander Prevost.

See Queen Charlotte islands; Dixon entrance; Kendrick arm; Massacre bay; Kunghit island; Anthony island; Denny rocks; Rose harbour; Hanna rocks; Clayoquot sound; Virago sound; Prevost island; Port Ingraham; and Inskip passage.

Howe sound, strait of Georgia. Named, in 1792, by Captain Vancouver, after Admiral the Right Hon. Richard Scrope, Earl Howe, the hero, in 1794, of what has since been known in the annals of the British navy as the "Glorious First of June," when Lord Howe, in command of twenty-five sail of the line and seven frigates,

attacked a larger and heavier French fleet under the command of Admiral Villaret. The British captured seven line-of-battle ships, one of them sinking shortly afterwards, the remaining six arriving at Portsmouth, 13 June. The British squadron fought under the red ensign, and Howe carried, on his flagship *Queen Charlotte*, the union-jack at the main. (Annual Register, 1794, XXXVI; Chronicle, pp. 15-17.)

Earl Howe was born 8 March, 1725-1726, and formally entered the navy 16 July, 1739, on board the *Pearl*, but probably remained at Eton another year, when he joined the *Severn*, one of Anson's fleet to the Pacific, but owing to the dreadful weather the fleet experienced off cape Horn the *Severn* and *Pearl* returned to England. Lieutenant, 1744. Commander, 1745, and had charge of the *Baltimore* sloop, in which, with the *Greyhound* frigate, two large French frigates were attacked, and in the action Howe was severely wounded. It is related in an article on Naval Biography in the United Service Journal, March, 1838, p. 294:—

"Previous to this encounter, Howe had been raised to the rank of captain, by commission dated 10 April, 1746. This was pretty good fortune for a young man in the twenty-first year of his age, and the seventh of his servitude; but his biographer, Sir J. Barrow, thinks his rapid advancement was not the result of any undue influence, either from party or family connexions. We suspect that some of the old midshipmen, lieutenants and commanders of that day thought otherwise."

In 1758, Captain Howe, then in command of the *Magnanime*, 74 guns, succeeded to the Irish peerage of his father, and property of his family, on the death of his elder brother, who was killed in a skirmish against the French at Ticonderoga. Rear admiral, 1770. Vice admiral, 1775. On the 8 April, 1782, he was advanced to the rank of Admiral of the Blue, and on the 20th created a peer of Great Britain, and with his flag flying in the *Victory*, that gallant three-decker, Howe cruised for some time in soundings between Ushant and Scilly, in presence of the combined enemy's fleet. He then proceeded with thirty-four men-of-war, and a large division of transports, to the relief of Gibraltar, then undergoing one of the greatest sieges on record. Lord Howe in the most gallant manner, and in the face of an overwhelming combined fleet of the enemy, relieved the fortress, and Gibraltar was saved to England. First lord of the Admiralty, 1783-1788, when he retired from the Admiralty and was created an earl of Great Britain, the King bestowing on him also the title of Baron Langar, in Nottingham, to descend to his eldest daughter, and her heirs male.

In the "Spanish Armament" (Nootka difficulty) of 1790, Lord Howe commanded the Channel fleet, and, by order of George III, hoisted the union-jack at the main, as his flag, a most remarkable honour. He embarked on board the noblest ship in the navy, the *Queen Charlotte*, which became renowned by the gallant acts of her commander. On the Nootka affair blowing over by the end of the year, the Admiral retired to what he termed his "rural dissipation." Early in 1793, on the explosion of the terrible French Revolution, he accepted, at the express instance of his Sovereign, the arduous command of the grand Channel fleet, and again hoisted the union at the main, on board the *Queen Charlotte*. The following year was fought the great battle of the "Glorious First of June." Lord Howe arrived at Spithead with his fleet and prizes on 13 June, 1794, and was received with the greatest enthusiasm and joy. The royal family came down to Portsmouth, and went on board the *Queen Charlotte*, where his Majesty, on the quarter-deck, presented Howe with a diamond-hilted sword, valued at three thousand guineas; and suitable marks of royal approbation were bestowed on the admirals and captains. This was one of the last public services in Howe's career, but he continued to command the Channel fleet till May, 1795. In 1796 he succeeded to the high station of Admiral of the Fleet, and was appointed General of Marines. Knight of the Garter, 2 June, 1797. Died, 5 August, 1799.

By kind attentions to the condition of his sailors, as captain and admiral, Lord Howe became known as the "Sailors' Friend." His courage and his taciturnity are almost proverbial, and he was happily described by Walpole as "undaunted as a rock and as silent." He was known in the service as "Black Dick." "I think we shall have a fight to-day," a seaman is reported to have said on the morning of 1 June, "Black Dick has been smiling." Various stories are related of his coolness on trying occasions. Once he was aroused from his sleep by the lieutenant of the watch suddenly entering the cabin, and calling out, in apparent agitation, "My lord, the ship is on fire close to the magazine; but don't be frightened, my lord, it will soon be got under." "Frightened, sir! What do you mean by that? I never was frightened in my life;" and, looking the officer in the face, he said to him gravely, "Pray, sir, how does a man feel when he is frightened? I need not ask how he looks." He was once induced, in a hard gale, to anchor the *Magnanime* on the coast of France. The wind increased to tremendous strength; but, having made all snug with two anchors ahead, he retired to his cabin. Presently, however, the lieutenant of the watch ran down in great haste, and with a face of

woe, exclaimed, "I am sorry to inform you, my lord, that the anchors are coming home." "They are much in the right," replied Howe coolly; "I don't know who would stay out such a night as this." (Naval Chronicle.)

Captain Richards, R.N., who made the survey of Howe sound, 1859-1860, followed up Vancouver's name by giving to all the principal islands, points, passages and mountains in and around the sound, the names of the ships and officers engaged in Lord Howe's celebrated victory of 1 June, 1794. Thus this sound is a record of the battle. In the same manner, Jervis inlet, also named by Vancouver and surveyed by Richards, is a record of the battle of St. Vincent, 14 February, 1797; and also of Nelson's victory of the Nile, 1 August, 1798.

Howe sound was named by Lieutenant Eliza, in 1791, previous to Vancouver's visit, Boca de Carmelo.

See Queen Charlotte channel; Bowen island; Gambier island; Port Graves; Hutt island; Thornbrough channel; Latona passage; Domett point; Brunswick mountain; Harvey mountain; Irby point; Defence islands; Bowyer island; Collingwood channel; Barflour passage; Pasley island; Gardner inlet; Hood point; and Roger Curtis point.

Hull island, Havannah channel, Johnstone strait. After Thomas Arthur Hull, R.N., master, H.M.S. *Havannah*, Captain Thomas Harvey. On this station, 1855-1859. Hull joined the surveying vessel *Herald*, Captain Kellett, in 1845, as master's assistant, and remained in her until the close of the commission in 1851. Second master of the *Plover*, Commander R. Maguire, in the Bering strait arctic searching expedition, 1852-1854, especially charged with the magnetic observations, the results of which were communicated to the Royal Society by General Sabine. (See *Philosophical Transactions*, 1857.) Master, 1855. During the *Havannah's* commission he was specially zealous in surveying whenever possible, and at the end of commission was presented by the Admiralty with a sextant in recognition of his zeal in this respect. Employed afterwards in surveying on the coast of Syria, the Ionian islands, and in the Red sea and Mediterranean. Staff commander, 1867. Naval assistant, Hydrographic office, 1866-1873, and superintendent of charts, 1873-1878, when he retired with the rank of commander. He published a small work entitled, "Practical Nautical Surveying"; largely assisted Captain Bedford, R.N., in the compilation of his famous "Sailor's Pocket Book," and in 1891 revised, in a very judicious manner, Raper's "Epitome of Navigation." Died March, 1905. Named by Captain Richards, circa 1860.

See Havannah channel; Herald rock; Plover reefs; Kellett bluff; Maguire island; Pym island; and Sabine channel.

Hunt point, (Quil mass) Porcher island. Named by Vancouver in 1793 from a report made to him by Mr. Whidbey, master of the *Discovery*, who examined the whole of this neighbourhood accompanied by mid-shipman Barrie, July, 1793.

See Whidbey island; Cape Ibbetson; Skeena river, and Staniforth point.

Hunter point, Graham island, Q. C. Ids. Named by Vancouver, while passing southward, 25 September, 1793, after his very particular friend and physician, John Hunter. Studied medicine at Edinburg. Graduated, 1775. Member College of Physicians, London, 1777. From 1781 to 1783, Dr. Hunter was superintendent of military hospitals, Jamaica, and here he doubtless made the acquaintance of Vancouver, who was stationed in the West Indies as lieutenant in H.M.S. *Fame*, during those years. On returning to England, Dr. Hunter settled in London as a physician. He published several medical treatises, and in 1788 his principal work appeared, "Diseases of the Army in Jamaica." Elected F.R.S., 1787. Died in London, 1809.

Huntingford point, Menzies bay, Seymour narrows. After Commander George Huntingford, H.M.S. *Nymphé*. On this station, 1893-1896. Lieutenant, 1874. Commander, 1888. Superintendent, Greenwich Hospital Schools, 1897-1899. Retired, captain, 1899. Died, 1901. Named by Lieutenant Chambers, R.N., who made a re-survey of Menzies bay in 1895.

See Menzies bay; Nymphé cove; Defender shoal; and Josephine flat.

Hurtado point, Malaspina strait. This name appears on the early Spanish charts of these waters, and is doubtless derived from Diego Hurtado de Mendoza, a Spanish naval officer who was sent on an exploring voyage from Mexico northward along the Pacific coast by Francisco Cortes. His voyage is mentioned in the Introduction (page XI) to Galiano's journal by a side note, under the title "Viage de Diego Hurtado de Mendoza, 1532," and is often referred to in the text. Bancroft states that Hurtado while on his voyage of discovery was killed by the Indians on the coast of California.

See Galiano island.

Huston inlet, Skineuttle inlet, Q. C. Ids. Named by Francis Poole, C.E., when in charge of a mining expedition to those islands, 1862-1864.

See Harriet harbour.

Hutt island, Howe sound. After Captain John Hutt, H.M.S. *Queen*, 98 guns, flagship of Rear Admiral Gardner, whom he had 9462—17

already known as commodore on the Jamaica station, on which station and with Gardner was Vancouver. Born, 1746. Lieutenant, 1773. Commander, 1781. Post captain, 1783, and was appointed to the *Camilla* sloop, 20 guns, in which he went to the West Indies, returning in 1787. In 1793 was appointed to the *Queen*, and was with Rear Admiral Gardner, under Lord Howe, in the action of the "Glorious First of June," where he was severely wounded, losing his leg. He died on the 30 June, 1794, from the effects of his wound, after the return of the fleet to Spithead. A monument to his memory and to Captain John Harvey, also severely wounded in the same battle, was erected at the public expense in Westminster Abbey. Named by Captain Richards, H.M. surveying vessel *Plumper*, 1859.

See Brunswick mountain; Harvey mountain; Gardner inlet; and Howe sound.

Hutton inlet, Moresby island, Q. C. Ids. After James Hutton, M.D., a noted Scottish geologist and natural philosopher. Born at Edinburgh, 1726, and educated at the university in that city. He entered upon the study of medicine, taking courses at London, Paris and Leyden, returning to Scotland in 1750. Upon removing to Edinburgh in 1768, he came in contact with Ferguson, Black and other savants, who encouraged and directed his scientific investigations. The results of a long and careful research into geological processes were formulated in a paper entitled "Theory of the Earth," read before the Royal Society in 1785, afterwards amplified and published, with proofs and illustrations, 1795. This work, though attracting little notice at the time, established a place for its author amongst the foremost thinkers of geological science. The great value of Hutton's work was not fully appreciated until several years after his death, when Dr. Playfair brought out the "Illustrations of the Huttonian Theory." Hutton published several scientific works. Died, 1797. Named by George M. Dawson, Geological Survey of Canada, 1878.

See Lyell island, and Dawson harbour.

Huxley island, Juan Perez sound, Q. C. Ids. After Thomas Henry Huxley, the celebrated biologist. Born near London, 1825. Educated for the medical profession, and in 1846 obtained an appointment in the Royal Navy, being sent to Haslar hospital, on the books of Nelson's ship *Victory*. Sir John Richardson recognizing his qualities, he was sent as assistant surgeon on H.M. surveying vessel *Rattlesnake*, Captain Owen Stanley, to Australia, 1846-1850. Imbued with a passion for natural history, Huxley devoted himself during the commission to the study of marine animals, and the result

of his researches placed him on his return in the front rank of biologists. In 1852 he received the medal of the Royal Society. President of the Geological Society, 1869. Appointed secretary to the Royal Society, 1871, and in 1883 was elected president. Professor Huxley's most powerful work was "Man's Place in Nature," which overcame both scientific objections and religious alarm to the Darwinian theory. Member of many learned societies and author of numerous scientific works. Privy councillor, 1892. Died, 1895. Named by George M. Dawson, Geological Survey of Canada, when making an examination of the eastern coast of Moresby island, Q. C. Ids., 1878.

See Dawson harbour, and Richardson inlet.

Ibbetson, cape, William island, Edye passage. Named in 1793 by Vancouver after a friend of his at the Admiralty. This neighbourhood was examined in July, 1793, by Mr. Whidbey in the large cutter of the *Discovery*, accompanied by Mr. Robert Barrie, midshipman, in the small cutter. On returning from this expedition, Whidbey reported to Vancouver that on one of the islands between this cape and the Skeena river and near the latter (probably the Lawyer islands) he found his compass vary 13 degrees from the magnetic meridian. On this deviation Vancouver notes: "proving that the component parts of this island are strongly impregnated with a magnetic quality." (Vancouver, 8°, IV, pp. 100-101.)

Mr. Robert Barrie, mentioned in this note, often accompanied Whidbey in his boat excursions, and though no point or island is named after him by Vancouver on the coast of what is now British Columbia, Barrie point, named after him in 1793, being in Alaska, yet this worthy young man is deserving of more than passing mention in this book. He was the son of Mr. R. Barrie, of Sanquhar, N.B., and entered the navy before completing his fourteenth year. On returning home in the *Discovery* in 1795 he was promoted to lieutenant, and obtained the rank of commander in 1801. Post captain, 1802. While commanding the *Pomone*, 38 guns, in the Mediterranean under Lord Collingwood, he captured a vessel in which was Prince Lucien Bonaparte with his family and all his valuables, all claim to which the officers and crew of the *Pomone* surrendered as belonging to an individual. In 1811 the *Pomone* was unfortunately wrecked on a sunken rock near the Needles, but the courtmartial declared none of the officers were to blame except the master (nav. lieut.). During the American war Captain Barrie rendered great service to his country. In 1819 he was appointed resident commissioner on the Canadian lakes, and was commodore

of that station from 1827 until the establishment was broken up in 1834. Rear admiral, 1837. K.C.B., 1840. Died at Swarthdale, his seat in Lancashire, 7 June, 1841, aged 67. (Annual Register, 1841, LXXXIII, p. 208.) In the muster book of the *Discovery*, Robert Barrie, midshipman, is described as being born in America. (Public Records Office, London.)

See Staniforth point; Skeena river; Hunt point; Wihdby island; Gardner inlet; and Vancouver island.

The name of Barrie was given to a reach in Gardner inlet in 1907.

Icarus point, Nanoose harbour, Vancouver island. After H.M. sloop *Icarus*, 8 guns, 970 tons, 1,230 h.p. On this station, 1896-1902. Commander Ernest J. Fleet, 1896-1898. Commander George F. S. Knowling, 1898-1902. This vessel was engaged under Fleet, in 1896, searching for the rock on which the flagship *Imperieuse* struck in that year. Named by Commander John F. Parry, H.M.S. *Egeria*, 1904.

See Fleet point; Imperieuse rock; and Nanoose harbour.

Imperieuse rock, Nanoose harbour, Vancouver island. After H.M.S. *Imperieuse*, 1st class armoured cruiser, 14 guns, 8,400 tons, 10,000 h.p., Captain Charles Henry Adair, flagship of Rear Admiral Henry St. Leger Bury Palliser. On this station, 1896-1899. This unknown rock was found by the *Imperieuse* striking on it when leaving the harbour in September, 1896. Named by the Hydrographic office, London, 1896.

See Palliser rock.

Indian island. See Norway island.

Inskip island, Esquimalt harbour. After Robert Mills Inskip, R.N., naval instructor, H.M.S. *Fisgard*, Captain John A. Duntze. On this station, 1843-1847. Mr. Inskip with the view of instructing the junior officers of the *Fisgard* made several surveys of Esquimalt harbour when the frigate was lying there. Entered the navy in 1836. On returning to England in the *Fisgard*, took Holy orders, continuing in the service as chaplain and naval instructor. During the Russian war, 1854-1855, served on the paddle frigate *Magicienne*. In 1856 he was appointed to the *Victory* at Portsmouth, where, in conjunction with Captain Robert Harris, R.N., he took a prominent and enthusiastic part in working out the new system for educating naval cadets, which resulted in the establishment in 1857 of the cadet training ship *Illustrious*, a two-decker, which vessel was succeeded, 1 January, 1859, by the well known *Britannia*. When the *Illustrious*, Captain Harris, was established the Admiralty appointed the Rev.

R. M. Inskip chaplain and chief naval instructor, which position he held until retired in 1871. (See "The Story of the Britannia," by Commander E. P. Statham, R.N., 1904.) Civil companion of the Bath, 1869. Died, 17 December, 1900.

The Rev. R. M. Inskip, C.B., was the brother of Captain G. H. Inskip, R.N., retired, who was master of the *Virago*, Commander Prevost, 1852-1855. Named by Lieut. Commander Wood, H.M. surveying vessel *Pandora*, 1847.

See Esquimalt; Fisgard island; Inskip passage; Knapp island; Edye passage; Victory mountain; and Britannia raage.

Inskip passage, Port Simpson. **Inskip point**, Virago sound, Q. C. Ids. **Inskip channel**, Moresby island, Q. C. Ids. After George Hastings Inskip, R.N., master H.M.S. *Virago*. On this station, 1852-1855. In 1853 he made several surveys in the northern waters of British Columbia—Port Simpson, Virago sound, Inskip channel and Houston Stewart channel, Q. C. Ids. The plan of Port Simpson was replaced by Pender's survey of 1868; the other plans are still in use, 1906. Inskip commenced his sea life in the merchant service in 1839, serving four years in the *Fairlie*, commanded by Commander Edward Garrett, R.N., one of the fine old frigate built ships engaged in those days in the East Indian and Australian trades. In 1843 joined the Royal Navy as master's assistant (nav. mid.) on H.M.S. *Blazer*, Captain John Washington, employed in the survey of the North sea. In 1846 joined the *Rattlesnake*, Captain Owen Stanley, surveying Australian waters. During the commission, in 1850, Captain Stanley died, when Inskip lost a true and influential friend. The *Rattlesnake* returned to England via cape Horn, circumnavigating the globe. In 1851 was appointed as master to the *Virago* on her commissioning for the Pacific station, Commander W. Houston Stewart, who was relieved by Commander J. C. Prevost in 1852. On arrival at Valparaiso, via the strait of Magellan, the *Virago* was ordered back to the strait to capture two merchant vessels, *Eliza Cornish* and *Florida*, British and American, which had been piratically seized by Chilian revolutionists. On 29 January, 1852, the former was captured at the western end of the strait full of troops and 60 tons of silver ore; the *Florida* was surprised and seized at San Carlos, into which port the *Virago* was successfully navigated in a dense fog. The revolutionary leader, Cambiasco, lieutenant of artillery, was captured on board the *Florida*, and \$150,000. The vessels were handed over to the Chilian government. In 1854, during the Russian war, Mr. Inskip in the *Virago* was at the attack on Petropaulovski. Returned to England, 1855. During the remainder of his career was exclu-

sively employed in the surveying branch of the service. Staff commander, 1867. In 1871, Captain Inskip was appointed to the Hydrographic office, where he remained till retired from active service in 1874. F.R.G.S. Captain, retired, 1874. (Communicated to writer by Captain Inskip, residing at Plymouth, 1906.)

See Virago sound; Jorey point; Inskip island; Port Simpson; Edenshaw cape; Washington mountain; Prevost island; and Houston Stewart channel.

Inverness. See Hankin reefs.

Irby point, Anvil island. After Rear Admiral the Hon. Frederick Paul Irby, who as midshipman of the *Montagu* was present at the battle of the "Glorious First of June," 1794. Born 18 April, 1779, second son of Frederick, second Lord Boston. Entered the navy, 1791; promoted to lieutenant of the *Circe* frigate in 1797, in which he was present at the battle of Camperdown, 11 October, 1797. Commander, 1800. Post captain, 1802. Had command of the *Sea Fencibles*, Essex district, 1805, and towards the close of 1807 was appointed to the frigate *Amelia*, 38 guns. This frigate was one of the squadron on the home station under Rear Admiral the Hon. Robert Stopford, which in February, 1809, drove on shore and destroyed three large frigates near Sables d'Olonne. (Brenton's Naval History, Vol II, p. 277.) He remained employed on the coast of France until 1811, and was then sent in the *Amelia*, as senior officer, to the west coast of Africa, where he remained until 1813, having while on that coast a most gallant action with a large French frigate of 40 guns, *L'Arethuse*, commanded by Commodore Bouvet. The engagement, which took place on the 6 February, lasted three hours and twenty minutes, and when the *Arethuse* sheered away the *Amelia* was unable to follow; her three lieutenants lay dead upon her decks, with 47 of her men. Captain Irby was severely wounded, as were all his surviving officers and about 95 men. The adversary of the *Amelia* escaped because of her consort the *Rubis*, a vessel of like force, being in the vicinity. The carnage on the *Arethuse* was equally great, the number of the killed and wounded being 150. Both frigates behaved most nobly; and although he had no trophy to show, each captain did more to support the character of his nation than many an officer who has been decorated. The *Amelia* returned to England and the French frigates also returned home. C.B., 1831. Rear admiral, 1837. Died at Boyland Hall, Norfolk, 24 April, 1844. (Annual Register, 1844, p. 232.) Named by Captain Richards, H.M.S. *Plumper*, circa 1859.

See Montagu channel; How sound; and Stopford mountain.

Isabel islet, Metlakatla harbour. After Isabel, wife of the Rev. Francis B. Gribbell, chaplain to the Bishop of Columbia; principal of the Collegiate school, Victoria, &c., 1865-1875. Named by Captain Pender (nav. lieutenant, R.N.), *Beaver*, 1868.

See Gribbell island; and Gribbell islet.

Isabel point, Horsfall island, Joassa channel, Seaforth channel. After Isabel Matilda, eldest daughter of William Geddes, of Toronto, and wife of Richard Whitfield Large, M.D., in charge of the Methodist mission and hospital at Bella Bella (new townsite) at the time Joassa channel was examined and placed on the chart in 1902. Named by Captain Walbran, C.G.S. *Quadra*, and adopted by the Geographic Board of Canada, 1902.

See Bella Bella; Joassa channel; and Reba point.

Isabella point, Naden harbour, Q. C. Ids. After Isabella, wife of Archibald Bain, R.N., chief engineer, H.M.S. *Virago*, 1853. Named in 1853.

See Bain point; Inskip passage; and Virago sound.

Jack point, Nanaimo harbour. After "Jack" Dolholt, a resident on this point for upwards of forty years. Born 1819, a native of Norway, he began his sea life when a boy. In 1840 he left Norway for New York, and after spending eight years on the Atlantic coast, arrived at San Francisco in 1849. Joined in the rush to the Fraser gold fields, but was unsuccessful. For many years Dolholt traded on this coast in charge of schooners carrying coals and lumber, notably the *Langley* and the *Victoria Packet* of which he was part owner. In this latter vessel on one windy day, 9 December, 1861, he sailed from Victoria for Salt Spring island and Nanaimo with seven passengers on board. On leaving the harbour, Captain Dolholt, who had been taking his tea too strong, allowed the command to devolve on a young man known as Charlie, but when off Clover point insisted on taking charge himself. Charlie on going forward tripped over a coil of rope, fell overboard and instantly sank. Dolholt jumped from the wheel, lowered the boat and leaving his vessel and passengers to the mercy of the winds and waves went after his unfortunate mate. The passengers by dint of hard work and an unexpected turn of good fortune succeeded in running the schooner into Ross bay, where they anchored the vessel and went on shore. Dolholt returned, reported the loss of his mate, and again insisted on resuming the voyage; but two of the passengers re-embarked, the remaining five electing to trudge back to Victoria. When last seen the schooner was scudding before the gale with Dolholt at the helm, but nevertheless she reached

her destination. He settled at Nanaimo in 1860, and took up land at the point, which thus became locally known as "Jack's point," eventually securing a title to the property from the government, and some twelve years before his death sold the coal rights on his land for several thousand dollars to the Vancouver Coal Company. Died 17 March, 1905. The point was named Sharp point, by Captain Richards in his survey of Nanaimo harbour, 1860, but as the local name was always used, the name of Jack point was permanently adopted by Commander John F. Parry, H.M.S. *Egeria*, on resurveying Northumberland channel, 1904.

See Weynton passage; Nanaimo; and Northumberland channel.

Jackson point, Hemming bay, Nodales channel. **Jackson bay**, Topaze harbour. After Molesworth Greene Jackson, R.N., 1st lieutenant, H.M.S. *Topaze*, Captain the Hon. John W. S. Spencer. On this station, 1859-1863. Lieutenant, 1854. Commander, 1864. Died, 1869. Lieutenant Jackson when in the *Topaze* was a member of the courtmartial which was assembled to try thirteen deserters from the *Cameleon*, shortly after her arrival in these waters. On the 18 May, 1863, while the *Cameleon* was lying in Nanaimo harbour, the men (two petty officers and eleven seamen) ran away with one of the ship's cutters in broad daylight, and though fired at managed to get clear of the harbour. They were, however, all caught on the evening of the same day, on Gabriola island, in a very simple manner by a lieutenant and party sent after them. The pursuing party, disguised, lighted a fire on the island and then kept out of sight; the deserters, after dark, not knowing where they were and seeing the abandoned fire, gathered round it. While cooking their supper and making merry over their escape, they were made prisoners by the ambushed party. The deserters were tried at Esquimalt on board the *Topaze*, 17 June, and sentenced to severe punishment—the two petty officers to four years' penal servitude each. (*Colonist*, 21 May; 18 June, 1863.) Greene point, West Thurlow island, Cardero channel, also named after Lieutenant Jackson.

Named by Captain Pender (master, R.N.), H.M. hired surveying vessel *Beaver*, 1863.

See Cameleon harbour; Topaze harbour; Sutlej channel; Greene point; Lamalchi bay.

James bay, Victoria harbour. Named in 1846, by Captain Henry Kellett, H.M.S. *Herald*, on making a survey of Victoria harbour, after Chief Factor James Douglas, who afterwards had his residence on the south shore of the bay. In 1904, the greater portion of the bay was filled in, a granite retaining wall being built across

the bay. On the reclaimed portion, granted by the city to the Canadian Pacific Railway Company, a large hotel, known as "The Empress," was opened by the Canadian Pacific Railway in 1908.

See Victoria; and Douglas channel.

James island, Sidney channel, Vancouver island. Named by the early settlers, circa 1853, after His Excellency James Douglas, governor of Vancouver Island. Name adopted by Captain Richards, H.M.S. *Plumper*, 1858.

See Douglas channel.

James mountain (2,676 feet), Gilford island. After Richard James Meade, Viscount Gilford, captain of H.M.S. *Tribune*, on this station, 1862-1864.

See Gilford island; and Tribune bay.

James point, Lowe inlet, Grenville channel. After James Lowe, younger brother of Thomas Lowe, Hudson's Bay Company's service, after whom the inlet was named, circa 1844. Named by Captain Pender (nav. lieutenant, R.N.), H.M. hired surveying vessel *Beaver*, circa 1868.

See Lowe inlet.

Jane island, Finlayson channel. After Jane, eldest daughter of John Wark, chief factor, Hudson's Bay Company, and wife of Dr. William F. Tolmie, chief factor and medical officer in the same service. Married Dr. Tolmie, 1850, and died at Cloverdale, Victoria, 23 June, 1880. Named by Captain Pender (nav. lieutenant, R.N.), H.M. hired surveying vessel *Beaver*, circa 1867. The writer has it on the authority of the late Mrs. Roderick Finlayson that the names, Finlayson channel and Sarah island in the vicinity, were first adopted by Captain Charles Dodd, of the Hudson's Bay service, circa 1845.

See Finlayson channel; Sarah island; Wark channel; Tolmie channel; and Dodd narrows.

Jedediah island, Sabine channel. After Jedediah Stephens Tucker, eldest son of Earl St. Vincent's secretary, Benjamin Tucker. Mr. J. S. Tucker compiled from his father's notes and papers a most interesting biography of the Earl, with whom his father had served ashore and afloat for many years. Named by Captain Richards, H.M. surveying vessel *Plumper*, 1860.

See Jervis inlet; Jervis island; and Tucker bay.

Jedway, Harriet harbour, Q. C. Ids. An adaptation of the Haida word "Gigawai," meaning "large fish trap," the Indian name for Harriet harbour.

See Harriet harbour.

Jemmy Jones island, Baynes channel. After the redoubtable Captain James Jones, or "Jemmy" Jones as he was always styled, a well known character on this coast about forty years ago. Born 1830, a native of Wales, he came out to California in 1849, arriving at Puget sound in 1854. Accumulating a little money he purchased a schooner named *Emily Parker*, and traded with her between the sound and Vancouver island, until she was burned near Clover point in 1856. He then built the *Wild Pigeon*, 50 tons burden, and this vessel when leaving Victoria harbour one squally day, 31 December, 1858, with several passengers on board, two of them ladies, capsized with him, but no lives were lost; later he built the schooner *Carolina* for the coasting trade, and in this vessel ran on to the island now called after him. His next enterprise was the building of the *Jenny Jones* at Port Townsend in partnership with Franklin Sherman. At first a sailing schooner, she was subsequently, in 1864, fitted with steam power, and with her Jones traded between the sound, Portland and British Columbia ports. In the autumn he bought out his partner, and the following spring, 1865, indulged in an escapade which is so remarkable for the reckless daring with which it was carried out that it is worthy of more than passing mention. In February of that year he became in debt at Victoria, and was thrown into jail. His vessel in the meantime had gone across to the American side in charge of the mate, Charles Grainger. The captain, shortly after she had left, escaped out of prison, when, by the aid of friends and disguised in a woman's dress and bonnet, he managed to cross the strait of Juan de Fuca in a canoe, only to learn that the *Jenny Jones* was in the hands of the United States marshal at Olympia, some of his American creditors having followed the example of those in British Columbia. Captain Jones went to Olympia and when his vessel was sent to Seattle to be sold he went with her as a passenger. On the 13 April the vessel was made fast for the night alongside the wharf at Steilacoom, and the marshal, Mr. Huntington, not liking his quarters on board, went to the hotel. In the morning the marshal's assistant went to call his superior officer, and after he had left the vessel "Jemmy" decided on a bold plan. With the United States officers of justice against him on one side of the boundary line and those of British Columbia on the other, with fuel only sufficient for a forty-mile run, a solitary sack of flour, a few pounds of sugar and a pound or two of tea, he cast off the lines and steamed away. Before his fuel was quite finished he reached Port Ludlow, where he managed to procure enough wood with which to reach Nanaimo. Here he was refused coal, but succeeded in obtain-

ing a small supply of provisions; proceeded to a deserted coal dump on Newcastle island, and engaged some Indians to assist him in taking on board about twelve tons of coal dust which had been lying there for some years. With this supply he steamed for the mainland of British Columbia to secure wood to mix with the coal dust and proceed round the northern end of Vancouver island to Mexico. On the way, in the strait of Georgia, he fell in with a sloop named the *Deerfoot* which had sprung a leak, manned by three men, loaded with trade of all kinds, provisions, &c., bound on a trading voyage to the northwest coast of British Columbia and the Sitkine. "Jemmy" first took the sloop in tow, but two of the three men, one of whom was a navigator named Walters, joining the *Jenny Jones*, the sloop was stripped of everything and abandoned, being found late in April stranded on Entrance island bottom up and taken to Nanaimo. (*Victoria Colonist*, 4 March, 19 and 29 April and 8, 11 and 17 May, 1865.) Thus well manned and equipped the *Jenny Jones* made for the open sea, passed through Johnstone and Broughton straits, called at Fort Rupert and Kyuquot, and, with steam and sail helping her along, arrived at San Blas, Mexico, after a voyage of twenty-five days. Here Captain Jones paid the men their wages, and also allowed them \$625 for the sloop and her cargo. He subsequently obtained a profitable freight for Mazatlan, and on reaching that port his crew again pressed him for money. One of the men from the sloop claimed \$1,000, and made application to the United States consul to have the vessel seized until his demand was acceded to. His evidence that she had run away after seizure was unsupported, and the *Jenny Jones* was released. During this difficulty some one unshipped and secreted the rudder, and, becoming disheartened with continued annoyance, Jones sold the vessel to the Mexicans for \$10,000. He proceeded to San Francisco, where he was arrested, but promptly discharged, the court holding that according to the evidence the *Jenny Jones* had not left the marshal but the marshal had left her. The engineer, Charles Hughes, who accompanied Captain Jones on the voyage, was also arrested, and released as it was proved he had only obeyed the master's orders. After Jones returned to British Columbia he owned and sailed a small schooner named the *Industry*, and nearly lost his life by her swamping near Trial island, 1878. "Jemmy" could neither read nor write, but trusted to a good memory in business matters. Died 1882. Name adopted by Staff Commander Pender, 1870.

See Carolina channel.

Jermaine point, Dowager island, Milbank sound. After Edward John Jermaine, 2nd lieutenant, H.M.S. *Scout*, Captain John A. P.

Price. On this station, 1865-1868. Entered the navy, 1851. Lieutenant, 1859. Commander, 1870. Retired, captain, 1884. Named, 1866.

See Parker point; and Price island.

Jervis inlet. Named by Vancouver in 1792, after Rear Admiral Sir John Jervis, K.B., who later, in 1797, was created Earl St. Vincent (see St. Vincent bay) on account of his celebrated victory over the Spanish fleet on the 14 February of that year. The Spanish fleet consisted of 27 sail of the line, 8 of them 112 guns. The British fleet, 15 sail of the line, 4 frigates, a sloop and a cutter.

The story is told, and is probably true, that the Spanish fleet was gradually made out through the fog and reported to the Admiral thus:—"There are eight sail of the line, Sir John;" "Very well, sir;" "Twenty sail;" "Twenty-five sail of the line, Sir John;" "Very well, sir;" "Twenty-seven;" and the last report was made by the flag captain with a remark as to the disparity of the two fleets. "Enough, sir," said Jervis, "no more of that, the die is cast, and if there are fifty sail I will go through them." Captain Hallowell, whose ship the *Courageux* had been wrecked a few weeks before near Gibraltar, and who was serving on the *Victory*, Sir John's flagship, was standing beside the admiral at the time, and was so delighted at the answer that he patted him on the back, exclaiming, "That's right, that's right, Sir John; and by God, we'll give them a damned good licking." Jervis was not a man to take liberties with, but in the excitement of the moment much might be forgiven.

The battle commenced at once, and four ships were captured, consisting of *Salvador del Mundo*, 112 guns; *San Josef*, 112 guns; *San Nicolas*, 84 guns, and the *San Isidro*, 74 guns. Nelson, in the *Captain*, was a commodore in the fleet of Sir John Jervis, and the *San Josef* and *San Nicolas* surrendered to Nelson. (See Captain island.)

The Earl St. Vincent, which was Sir John's later title, and the name by which he is remembered by posterity, was a strict disciplinarian, and by many persons has been described as arbitrary and tyrannical. Such was not the case. When strict justice and sternness were necessary in upholding order in his fleet no person could be more unbending and inflexible than St. Vincent, but otherwise he was of an even and kindhearted disposition. Many anecdotes of St. Vincent's sternness, when necessary, and kind thoughtfulness at other times, might be given to exemplify his character. A striking one relates that when in command of the fleet off Cadiz, in 1797, a 74-gun ship named the *Marlborough*, having her crew in a state of

mutiny, joined his fleet. A mutineer shortly after the arrival of the vessel was found guilty and sentenced to death; the crew refused to execute the prisoner, and the captain of the *Marlborough*, named Ellison, waited on the commander in chief and informed him of the decision of his crew. Lord St. Vincent received the captain on the quarterdeck, and after hearing his statement, replied: "Captain Ellison, do you mean to tell me you cannot command your ship. You are an old man and have been in command of His Majesty's ships for many years; if you were a younger man I should place an officer in command who can. You will return on board, sir, and hang that man to-morrow morning at eight o'clock." Captain Ellison returned to his ship. He was ordered to close his ports, which was done. Lord St. Vincent then gave orders and made such arrangements that at seven o'clock in the morning the boats of the fleet, heavily armed, surrounded the *Marlborough*, prepared to sink the line-of-battle ship where she lay, with all on board, should the execution be not carried out. It was an anxious moment. The bells of the fleet struck eight, the gun on the flagship fired, and the man was hanged at the foreyardarm of the *Marlborough*. The only remark Lord St. Vincent made as the sentence was carried out was, "discipline is preserved." (For full account of this incident, see Tucker's "Life of Earl St. Vincent," I, IX, p. 305.)

On the other hand, when one of his seamen on the *Ville de Paris* had lost his savings, seventy pounds in bank notes, from jumping overboard with his clothes on, while bathing, Lord St. Vincent made him a present of the whole amount, and his gift of one thousand guineas to the seamen's orphanage, in remembrance of what he owed to the valour of British seamen, was never forgotten by the men of the British fleet during the weary months they were blockading Brest in 1800-1801, his lordship being in command on the *Ville de Paris*.

Galiano and Valdes, in 1792, named this inlet, Brazo de Mazaredo, after a naval officer who in 1810 was an admiral in the Spanish navy. The inlet, which extends by winding reaches in a northerly direction for more than forty miles, is one of the most considerable of those numerous and remarkable arms of the sea which indent this part of the coast.

See Howe sound; St. Vincent bay; Tucker bay; Jedediah island; Nelson island; Captain island; Troubridge mountain; Grey point; Calder mountain; Hallowell mountain; Hotham sound; Goliath bay; Foley mountain; Egmont point; Vancouver bay; and Nootka sound.

Jervis island, Lasqueti island, Sabine channel. After Rear Admiral John Jervis Tucker, son of Benjamin Tucker, R.N., secre-

tary for many years to Admiral Earl St. Vincent (John Jervis), and brother of Jedediah S. Tucker, who published, in 1844, an interesting biography of Earl St. Vincent. Born in 1802, and entered the navy in 1815. Lieutenant, 1822. Commander, 1827. Captain, 1838. Superintendent of Sheerness dockyard, 1854-1857. Rear admiral, 1857. Vice admiral, 1864. Admiral, 1869. Died, 1886. Named by Captain Richards, H.M.S. *Plumper*, in association with Trematon mountain, 1860.

See Tucker bay; Jedediah island; Trematon mountain; and Jervis inlet.

Jessie point, Kenneth passage, Q. C. Sd. After Jessie, daughter of Kenneth Mackenzie, Craigflower farm, Victoria, and wife of Alexander Watson. Named 1865.

See Mackenzie sound.

Jesse island, Blinkinsop baby, Johnstone strait. After Robert Jesse, cashier in the service of the Hudson's Bay Company and stationed at Victoria. Brother-in-law of George Blinkinsop, after whom the bay is named, both having married daughters of Captain William H. McNeill, one of the pioneer shipmasters of the Hudson's Bay service on this coast. Jesse was born in 1839, a native of Surrey, and came out to this coast in the Hudson's Bay Company's steamer *Labouchere*, in 1858. Later he joined the contractors' service in the construction of the Canadian Pacific Railway as accountant, where he remained until his death at Lytton, B.C., 1881. Named by Captain Richards, in association with Blinkinsop bay, 1860.

See Blinkinsop bay; Port McNeill; and Labouchere channel.

Jesse island, Departure bay, Vancouver island. After a seaman named Jesse, H.M.S. *Virago*, one of the boat's crew assisting in the sounding of Nanaimo harbour and Departure bay, 1853. Named by Mr. George H. Inskip, master, H.M.S. *Virago*, in charge of the naval surveying duty, 1853.

See Virago sound; Inskip passage; Nanaimo; and Departure bay.

Joachim island, Rivers inlet. After the Hon. George Joachim Goschen, First lord of the Admiralty, 1871-1874. Named by Rear Admiral George F. Richards, Hydrographer, circa 1871.

See Goschen island.

Joan point, Dodd narrows. After Joan Olive, daughter of Alexander White, of Kilmarnock, and widow of the late Hon. Robert Dunsmuir (married in 1847), a successful miner and proprietor of extensive coal fields and mines in the neighbourhood of Nanaimo and

Comox, and president of the Esquimalt and Nanaimo Railway Company. Mr. Dunsmuir, then president of the Executive Council of British Columbia, died in Victoria, 13 April, 1889. Mrs. Dunsmuir has resided in Nanaimo and Victoria since her arrival at Vancouver Island in 1851. She went first with her husband to Fort Vancouver, Columbia river, from Scotland, in the ship *Pekin*, tea clipper, in 1851, and after a stay there of a few months, journeyed on to Victoria in the Hudson's Bay Company's brigantine *Mary Dare*. Died 2 October, 1908, aged 81 years. Named by Commander John E. Parry, H.M.S. *Egeria*, who resurveyed the neighbourhood of Dodd narrows in 1904.

See Dunsmuir islands.

Joassa channel, Scaforth channel. The narrow waterway, dividing Dufferin and Horsfall islands, known to the Bella Bella Indians, who make use of it on their canoe expeditions to the Goose islands, by the name of Joassa, because an old Indian village of that name was once situated at the northern entrance to the channel, Dundivan inlet. Named by the writer on making an examination of the channel in 1902, and adopted by the Geographic Board of Canada.

See Dufferin island; Horsfall island; and Bella Bella.

Jocelyn range, Price island, Milbank sound. After William Henry Jocelyn, R.N., 4th lieutenant, H.M.S. *Scout*, Captain John A. P. Price. On this station, 1865-1868. Lieutenant, March, 1865. Commander, retired, 1877.

See Price island.

Johnstone strait. Named by Vancouver, in 1792, after James Johnstone, R.N., master of the armed tender *Chatham*, who made the first examination of this channel in the *Chatham's* cutter, accompanied by Mr. Swaine in the launch, 5 to 12 July, when a passage was discovered leading into the Pacific from Vancouver's vessels then at anchor in Desolation sound. (Vancouver, 8°, II, pp. 239-249.)

On Lieutenant Hanson of the *Chatham* being nominated by Vancouver when at Nootka to the command (agent) of the *Dardalus* storeship, Mr. Johnstone was appointed, 30 August, 1792, to the vacant lieutenantancy, in which position he remained till the close of the commission. Johnstone and Whidbey (the skilful and indefatigable master of the *Discovery*) carried out in their respective boat expeditions nearly the whole of the examination of these intricate and winding shores.

Johnstone's first vessel in the navy was the *Keppel* brig, Lieut. Commander Whitworth; later he was in the merchant service, and

made a voyage to this coast, 1786-1789, in the *Prince of Wales* of London, Captain Colnett, and very probably took the ship home from China when Colnett left there. In 1790 he joined the *Chatham* as master, doubtless selected by Vancouver on account of his knowledge of this coast, who promoted him to lieutenant as above mentioned. On returning home in the *Chatham* he remained a lieutenant till 22 June, 1802, on which date he was promoted to commander. Post captain, 22 June, 1806. Captain Johnstone afterwards served as a commissioner of the navy at Bombay. (Naval Chronicles.) Galiano and Valdes, who sailed through this strait with the *Sutil* and *Mexicana* about the same time as Vancouver, the latter completing the passage first, named it Canal de Descubierta (Discovery strait).

See Chatham point; Cape Szaine; Whidbey island; Colnett mountain; Princess Royal island; Rosa harbour; Galiano island; Cordero channel; Hanson island; and Vancouver island.

Jolliffe mount, Drury inlet, Q. C. Id. Height, 1,460 feet. After John Jolliffe, R.N., surgeon H. M. surveying vessel *Pandora*, Commander Byron Drury. Dr. Jolliffe, in 1846, when assistant surgeon of H.M.S. *Iris*, was the sole medical officer present in the operations against the Malay pirates at Borneo. Senior assistant surgeon H.M.S. *President* in the expedition against Angosa, Mozambique, 1847, when his services were officially mentioned. Staff surgeon, second class, retired, 1850. Died 1891. Named by Captain Pender (master, R.N.), H.M. hired surveying vessel *Beaver*, 1865.

See Drury inlet.

Jones island, Haro strait. After Lieutenant Howard Sutton Jones, Royal Marines, H.M.S. *Satellite*, Captain J. C. Prevost. On this station, 1857-1860. Captain, 1863. C.B., colonel, A.D.C., 1882. General, K.C.B., 1897. Named by Captain Richards, H.M. surveying vessel *Plumper*, 1859.

See Satellite pass.

Jordan river, Vancouver island, strait of Juan de Fuca. Named in June, 1790, by Sub-Lieutenant Manuel Quimper of the Spanish navy, in command of the sloop *Princess Royal*, while on an exploring voyage from Nootka along the strait of Juan de Fuca.

See Quimper peninsula.

Jorey point, Virago sound, Graham island, Q. C. Ids. After Mary Liscombe Jorey, a young Englishwoman, only daughter of Edward Jorey and his wife Mary Liscombe, whom he married in 1829. Jorey, after serving as a midshipman in the Royal navy, entered the civil service as a clerk under the Admiralty. In 1855, his daughter became the wife of George H. Inskip, master R.N. (Nav. Lieut.). Died

9 November, 1904. Named, in association with Mary point, by Mr. G. H. Inskip, on his making the first survey of Virago sound, in 1853, when master of H.M.S. *Virago*.

See Inskip passage; and Virago sound.

Josephine flat, Trout river, Menzies bay, Discovery passage. After Josephine, the captain's daughter and heroine in the well known opera "H.M.S. Pinafore, or the Lass that Loves a Sailor," by Gilbert and Sullivan. The officers of H.M.S. *Nymphé*, just before their resurvey of the bay, had seen the play acted by amateurs in Nanaimo, and the young lady taking the part of Josephine had captured their hearts, so they gave her a place on the plan of the bay. Named in 1895.

See Huntingford point; Nymphé cove; Defender shoal; and Menzies bay.

Josling peninsula, Port Kuper, Q. C. Ids. **Josling point**, Kuper island, Stuart channel. After John James Stephen Josling, R.N., who, when the former was named in 1852, was 2nd lieutenant of H.M.S. *Thetis*, Captain A. L. Kuper, C.B. On this station, 1851-1853. The latter named in 1859 in association with the name of Kuper. Josling entered the navy in November, 1840, and was promoted to lieutenant, July, 1847. As 1st lieutenant of the *Eurydice*, he took part in the expedition to the White sea, 1854. Commander, 1854. Served in the *James Watt*, 91 guns, stationed at Devonport, 1856-1857. *Princess Royal*, 91 guns, Mediterranean, 1858-1859. *Queen*, 86 guns, Mediterranean, 6 December, 1859-1861. Captain 1861. Appointed to the *Euryalus*, screw frigate, 35 guns, in January 1862, as flag captain to Rear Admiral A. L. Kuper, C.B., and proceeded to the China station. He was killed in the attack on Kagosima, Japan, 15 August, 1863, and the round shot that killed him also killed the commander of the *Euryalus*, Edward Eardley Wilnot, R.N., who was standing close to him on the bridge of the frigate—the shot then passed overboard. Captain Josling married, in 1857, in London, Louisa Ellen Langford, eldest daughter of Captain Edward E. Langford, late of Colwood, Vancouver island. Josling peninsula named by Captain Kuper. Josling point by Captain Richards, H.M.S. *Plumper*.

See Mitchell harbour; Thetis island; Kuper island; Moresby islands; Port Langford; Louie creek; and Colwood islet.

Joyce island, Brown and Edye passage, Hecate strait. After Harrison Benjamin Joyce, native of Swan island, Maine, U.S., captain in the New England Halibut Company, who established in 1894, their halibut fishing in Hecate strait. The company had an estab-

lishment on this island where the fish were brought, cleaned, packed in ice, and then taken to the city of Vancouver to be forwarded by the C.P.R. to the market in the eastern states of America. Captain Joyce has continued in the service of the fishing company and is now (1905) in charge of their fishing steamer *Kingfisher*. Named by the writer on making a survey of Butler cove, 1897.

See Butler cove; Freeman pass; Wallace rock; and New England rock.

Juan de Fuca, strait of. After the Greek pilot Juan de Fuca, who sailed up this strait in 1592. Named, or rather re-named, by Captain Charles William Barkley of the fur trading ship *Imperial Eagle*, who was off the entrance to this inlet in July, 1787, and recognized it as the long lost strait of Juan de Fuca. Missed by Captain Cook in 1778 owing to bad weather setting him off the coast in this particular locality.

The old seaman Juan de Fuca, whose real name was Apostolos Valerianos, a native of Cephalonia, who seems to have been in his own day neglected and misunderstood as he was afterwards doubted and ignored, and whose pretensions in regard to the exploration of these waters were long scoffed at by geographers, was undoubtedly the discoverer of the strait which bears his name.

"Purchas, his Pilgrimes,"—published in 1625, Vol. III., page 549—states, in substance, as follows: "In the year 1592, the Viceroy of Mexico sent a pilot, named Juan de Fuca, on a voyage of discovery to the northwest. De Fuca in this direction followed the coast until he came to the latitude of 47 degrees and there finding that a broad inlet trended to the eastward between the latitudes of 47° and 48°, he sailed up it for more than twenty days." De Fuca found many islands in this inland navigation, and also a broad sea, much broader than at the entrance (strait of Georgia). He also noted, "to mark the entrance of the great inlet that on the northwest coast is a headland or island, with an exceedingly high pinnacle or spired rock, like a pillar, thereupon." This is substantially correct, the island is Tatoche, and the spired rock, now known as De Fuca's pillar, 150 feet high, stands in solitary grandeur, a little off shore, about two miles southwards of Tatoche island.

Captain Vancouver sailed up this strait, along the south shore, with his ships *Discovery* and *Chatham*, on a lovely spring day, 30 April, 1792.

See Barkley sound; Cape Flattery; Port Effingham; Meares island; and Cape Cook.

Juan Perez sound, Q. C. Ids. After Sub-Lieutenant ("Alferez de Navio") Juan Perez, a Spanish naval officer, who in 1774 was placed in command by the Viceroy of Mexico, Don Francisco Maria

Bucareli, (46th Viceroy, 1771-1779) of the first exploring voyage along the northwest coast since Vizcaino's expedition of 1602. Galiano states in his journal that though Perez was only a sub-lieutenant, he enjoyed a higher rank while in command of the *Santiago*. Perez sailed from San Blas in the corvette *Santiago*, 25 January, 1774 and from Monterey 6 June, when after experiencing a succession of strong northwest gales, land was sighted to the eastward on the 18 July under the 54th parallel of latitude. To the northerly extreme of this land Perez gave the name of Cape Santa Margarita, after passing which he found the land trend to the east. Unfavourable weather continuing, the *Santiago* returned southwards on 22 July. The land thus discovered was the west side of what is now known as Queen Charlotte islands, the extreme point, Cape Santa Margarita, being now North point, and the large opening to the eastward, Dixon entrance. As they steered southward some lofty mountains covered with snow were seen, to which were given the name of San Cristoval, a name they still bear. Continuing southwards, Perez on the 8 August, anchored off the coast of what is now known as Vancouver island, in latitude $49^{\circ} 30'$, and the following day being the festival of San Lorenzo (St. Lawrence) the anchorage was named after that saint; a point to the southwestward, off which breakers extended a great distance, being named by Perez, Estevan point, after one of his lieutenants. The Indians came off in their canoes and doubtless obtained among other articles, either by barter or stealing, the two silver spoons which were noticed by Captain Cook on his visit to Nootka in 1778. (Cook's Third Voyage, 4th, II., p. 282.) A boat was lowered on the 9th to go for water, but a strong westerly wind springing up, they had to cut the cable and put to sea dragging the boat after them and narrowly escaping the dangerous point. This anchorage, about five miles northwestward of what is now shown on the charts as Hole-in-the-Wall, Estevan point, is evidently the nearest the Spaniards approached Nootka before the visit of Captain Cook in 1778, and the Spanish claim to discovering the sound rests on this short stay of Perez off Estevan point. (Cook's Third Voyage, II, p. 332.) There can be no doubt as to the place where Perez anchored, his chaplains in their journal fully describe the appearance of the land from the vessel which coincides with the scene from the vicinity of Estevan point, and the Indian tradition given under that point (*q.v.*) is also corroborative proof of the anchorage. Again, had the vessel been in Nootka sound, there would have been no need to have hurried away in the manner stated in the journal, whereas the place assigned to her, by the journal and tradition, is a most exposed and

dangerous anchorage, especially with a westerly wind, and when she anchored there, the writer, who is well acquainted with the locality, is of opinion that the weather must have been exceptionally fine with no sea rolling home. (See log of *Iphigenia*, Meares Voyages, 4°, Appendix XII.) After leaving Estevan point, Perez anchored at Monterey, 27 August, and arrived at San Blas, 3 November, 1774. He died at sea off the coast of California, 5 October, 1775.

The silver spoons previously mentioned were of a construction similar to what may sometimes be seen in Flemish pictures of still life, and were bought by Lieutenant Gore of the *Resolution*, in 1778, from a native who wore them tied together with a leathern thong, as an ornament round his neck. On returning to England the spoons were given by Lieutenant Gore to Sir Joseph Banks. (Kippis, "Life of Captain Cook," 1788, p. 355.)

Juan Perez sound was named by George M. Dawson, Geological Survey of Canada, who at the same time re-instated on the chart the San Cristoval mountains of Perez.

See Estevan point; Cape Cook; Nootka sound; San Christoval mountains; Senora island; Quadra island; Maurelle island; Queen Charlotte islands; Dixon entrance; Esquimalt; Port Eliza; Galiano island; Gore island; Resolution cove; Banks island; and Dawson harbour.

Kaien island. Tuck inlet, Chatham sound. This Indian name of the island was adopted when Tuck inlet was examined in 1892. Mr. B. Stapledon, for many years manager of the Inverness cannery (Woodcock landing), near Kaien island, supplied the writer, in 1906, with the following derivation of the name:

"In the channel at the south end of the island, at certain stages of the tide, there is quite a strong rapid, and after heavy rain when the current is running swiftly there are quantities of foam floating on the water extending a mile or so. The Indians call this foam 'Kai-en,' and the island obtained its name from this circumstance."

Kaien island was selected, in 1905, as the terminus of the Grand Trunk transcontinental railway, and a townsite was laid out which was named Prince Rupert; the post office was established on 21 November, 1906.

See Tuck inlet; and Prince Rupert.

Kaiete point. Lama passage, Fisher channel. The hereditary name from time immemorial of one of the great chiefs of the Bella Bella Indians. Named by the Geographic Board of Canada, 1901.

See Bella Bella; Dryad point; and Kilkite village.

Karmutzen lake or Nimpkish lake. Karmutzen mountain (5,500 feet), Vancouver island. An adaptation of the Indian name



Pointer Island, Fitzhugh Sound, showing Kaieete Point and turn into Lama Passage.

in the Kwa-kwala language, "Kia-ma-zí-na," meaning "Waterfall." In Lieutenant Philip J. Hankin's interesting report of his journey across Vancouver island, from Kyuquot to Cheslakee, in 1862, he describes the lake as "a magnificent sheet of water, sixteen or seventeen miles in length with an average width of one mile and a half. I tried it for soundings with fifty fathoms. Mr. Moffatt afterwards informed me he had done the same with eighty, but could find no bottom. I saw several fishing weirs lying on the banks of the lake, and the natives informed me that salmon were very numerous here, and during the salmon season very many Nimpkish Indians collect here for the purpose of fishing." (Report published in "Colonist," 23 December, 1862.)

In the latest Admiralty charts the lake is given the name of Nimpkish only.

See Cheslakee; Nimpkish river; and Hankin island.

Keats island, Howe sound. After Admiral Sir Richard Goodwin Keats, K.B., a distinguished officer of the British navy, and second to none in gallantry, genius or talent. (United Service memoir.) Entered the navy in 1770 with Captain James Montagu (*q.v.*) in H.M.S. *Bellona*. In 1778 was lieutenant of the *Ramillies*, Captain Robert Digby, at Ushant, and in 1779 removed with his captain to the *Prince George* in which ship Prince William Henry (afterwards King William IV.) was for upwards of two years a midshipman, and with whom Keats contracted a lifelong friendship. Commander 1782. Post Captain, 1789, promoted it is said, at the particular request of the Duke of Clarence. In 1801 Captain Keats in the 74 gun ship *Superb*, as one of the squadron of Rear Admiral Sir James Saumarez, Bart., made an attack, near Cape Trafalgar, on a combined French and Spanish fleet, the result of which is without parallel in naval history. The circumstances of this gallant attack are as follows:—

While the British fleet were refitting at Gibraltar, after the repulse at Algeciras, the French fleet of four sail of the line was joined at the latter Spanish port on the 9th of July by five Spanish line-of-battle ships, the combined fleet sailing for the westward at noon of the 12th. The British fleet, consisting of five line-of-battle ships and a frigate of 32 guns, though far from ready, with the exception of the *Superb* and the frigate, immediately prepared to follow and by 7 o'clock were off Cabrita point and under full sail after the enemy. "A fresh easterly wind was blowing and as night came on the enemy were lost sight of, when at 9 o'clock Saumarez hailing the *Superb* directed Keats, whose ship was in splendid order

not having been in the engagement at Algeciras, to try and overtake the enemy and delay them by attacking their sternmost ships. Keats with the greatest enthusiasm most readily obeyed, set every stitch of canvas that would draw and going between 11 and 12 knots was soon out of sight of his companions. Shortly after 11 o'clock the *Superb* ranged abreast of a strange sail, looming large in the darkness, known afterwards to be the *Real Carlos*, 112 guns; Keats, without any hesitation, poured his port broadside into what he knew must be an enemy, following it with a second and a third, and then passed on to another sail ahead which he attacked and captured. Many of the shot from the broadsides fired at the *Real Carlos* struck another towering sail about a quarter of a mile on the other side of her, known afterwards to be the *Hermenegildo*, 112 guns, the crew of which ship in the surprise of the attack were all in confusion, and assuming in the darkness that the *Real Carlos* was a British ship and that the shot came from her, immediately opened fire on her. On board the *Real Carlos* the surprise and confusion were equally as great, and thinking they were between two enemies fired wildly on both sides; the *Hermenegildo* furiously continued her attack on the *Real Carlos* and the latter hotly replying, the result was that the two Spanish three-deckers destroyed each other, both taking fire and blowing up. In the meantime the remainder of the British fleet came up, and passing the two burning ships, completed the victory by driving the remaining vessels, left after the attack of the *Superb*, in headlong flight into Cadiz. It is recorded that the two Spanish vessels destroyed were crowded with officers and men, the former scions of the most noble houses in Spain. Nearly 2,400 lives were lost through the disaster, it being one of the most tragical events in naval history." (Biography of Keats, and Brenton's Naval History.)

Keats in the *Superb* was with Nelson off Toulon in 1803, and the latter had such a high appreciation of Keats and his ship, as to state in a letter to Hugh Elliot, 11 July, 1803, "I esteem his person alone as equal to one French 74, and the *Superb* and her captain to two 74-gun ships." Keats was not at Trafalgar, only joining the fleet on 15 November to find that the battle had been fought. Rear Admiral, 1807. In his old ship *Superb*, with a small squadron, Rear Admiral Keats was the means, in 1808, in the Great Belt of enabling 10,000 Spanish troops to escape the prison to which they were consigned by the French. In acknowledgment of this service and his many other gallant actions, Keats was created K.B., and had granted to his arms, ermine, three mountain cats argent, this honourable augmenta-

tion: On a canton argent, the Spanish flag over an anchor, surrounded by a wreath of laurel,—with the motto, “Mi patria es mi forte.” Vice admiral, 1811. Governor of Newfoundland, 1813. Governor of Greenwich hospital, 1821. Admiral, 1825. Died 5 April, 1834, and was buried at Greenwich. Admiral Sir William Hotham, one of the pall bearers, notes, “the pall borne by six full admirals; a very solemn and imposing ceremony.” Named by Captain Richards, H.M. surveying vessel *Plumper*, circa 1859.

See Superb mountain; and Saumarez bluff.

Kellett bluff, Henry island, Haro strait; United States territory, state of Washington. After Captain Henry Kellett, C.B., H.M. surveying vessel *Herald*, engaged in surveying these waters in the summer of 1846. The *Herald* was accompanied by the small surveying vessel *Pandora*, Lieutenant Commander James Wood. During Captain Kellett's stay in these waters, the harbours of Victoria and Esquimalt and Sooke inlet were surveyed. He entered the navy in 1822. Between 1827 and 1831 was in the *Eden*, (Captain W. F. Owen) for part of the commission as lieutenant, employed in the scheme for the colonization of Fernando Po. From 1831 to 1835 was surveying in Africa in the *Elna* under Captains E. Belcher, W. G. Skyring and Wm. Arlett. Lieutenant Commander Kellett arrived in China in 1840 from South America, where he had been surveying, in his small cutter *Starling*, and during the Chinese war was mentioned several times in despatches and specially promoted to commander in 1842 for his services as surveyor and pilot. He remained in the *Starling* on the China coast and for the valuable surveys he carried out was promoted to captain and made C.B. in 1842. In 1845 was appointed to survey in the Pacific with the *Herald* and the *Pandora*, but early in the commission was unexpectedly ordered in the *Herald* to the Arctic regions to aid in the expedition in search of Sir John Franklin. Three summer cruises were made through Bering strait, 1848, 1849, and 1850. Returned to England in 1851. Commanded the *Resolute* for Arctic service in 1852 and had to abandon her in 1854, according to orders, but against his own judgment. Left to herself the *Resolute* eventually drifted out of the ice and on 16 September, 1855, was picked up by the American whaler *George Henry* and taken to New Bedford. The United States government put her in first class order and then presented her 12 December, 1856, “to the Queen and people of Great Britain.” She remained on the navy list until 1879. Rear admiral, 1862. 1864-1867, admiral superintendent, Malta dockyard. Flagship, *Hibernia*. Vice admiral, 1868. 1869-1871, Vice Admiral Sir Henry Kellett,

K.C.B., Commander in chief, China station. Died 1875. Published an account of the voyage of H.M.S. *Resolute*, in search of Sir John Franklin.

Named by Lieutenant Commander Wood, H.M.S. *Pandora*, 1847.

See Herald rock; Beacon hill; Cordova bay; Pandora peak; Victoria; Owen point; Port San Juan; Belcher mountain; and Osborn bay.

Kendrick arm, Nootka sound. After Captain John Kendrick, an American seaman, who sailed from Boston in charge of a trading expedition to this coast 30 September, 1787, consisting of the ship *Columbia* and sloop *Washington*, and arrived at Nootka the following September. Kendrick commanded the *Columbia*, a ship of 220 tons, and Gray the *Washington*, a sloop of 90 tons. With these two vessels, Kendrick and Gray traded on this coast until 1791, making Nootka their headquarters, being unmolested by the Spaniards during the latter's quarrels with the British traders. It is stated that these vessels in the course of trade, in one instance, received for some cheap chisels and other small articles of about \$100 in value, sea otter furs to the value of \$8,000. (Haswell's Voyage. Bancroft, N. W. coast, Vol. I., page 187—Note.) In 1789 the two commanders exchanged ships, Gray taking the *Columbia* to China and thence to Boston, and Kendrick remaining on the coast with the *Washington*. He spent 1790 organizing a new trade in sandalwood from the Sandwich islands to China, which was successful, and in 1791 was again trading on this coast in the *Washington*, changed from a sloop to a brig. Besides dealing in furs, Captain Kendrick attempted to make some good bargains in real estate, as in the summer of 1791 he purchased from Maquinna, Wacananish and other chiefs several large tracts of land near Nootka sound, for which he obtained deeds duly signed by those personages and witnessed by the officers and men of the *Washington*. The deed for one tract of land is still to be seen, filed in the Department of State, Washington, and reads as follows:

"In consideration of six muskets, a boat sail, a quantity of gunpowder and an American flag (they being articles of which we, at present, stand in need of, and are of great value), we do bargain, grant and sell unto John Kendrick of Boston, a certain harbour in said Ahasset, in which the brig *Washington* lay at anchor on the 5th day of August, 1791, latitude 49° 50', with all lands, mines, minerals, rivers, bays, harbours, sounds, creeks and all islands, with all the produce of land and sea, being a territory the distance of eighteen miles square, to have and to hold, &c., &c.

"Signed by Maquinna, Wicananish, Narry-Youk and Tarrazone."

Attempts were made by the owners of the *Washington* to sell these lands in London in 1793, but no purchasers were found. The circular issued by the owners of the *Washington* on this occasion is a curious document. It is written in four languages, and is couched in the vaguest terms. The "inhabitants of Europe" are informed that, "in 1787, Captain J. Kendrick, while prosecuting an advantageous voyage with the natives for furs, purchased of them, for the owners, a tract of delightful country, comprehending four degrees of latitude, or two hundred and forty miles square"; and that "such as may be inclined to associate, for settling a commonwealth on their own code of laws, on a spot of the globe nowhere surpassed in delightful and healthy climate, and fertile soil, claimed by no civilized nation, and purchased, under a sacred treaty of peace and commerce, and for a valuable consideration, of the friendly natives, may have the best opportunity of trying the result of such an enterprise." From the circular we learn nothing of the situation of this tract of delightful country, except that it lies in America and that the deeds for the lands are declared to have been registered in the office of the American consul at Macao. (See Greenhow's *Oregon*, pages 228-229.)

That the lands were thus sold by the savage chiefs, though their dominions did not amount altogether to one twenty-fourth part of two hundred and forty miles square, there is no reason to doubt; and Maquinna or Wicananish would as readily have conveyed the whole of America to any one for the consideration of a copper kettle; but the validity of the acquisition will scarcely be recognized by the civilized nation holding the sovereignty of the country about Nootka sound.

Captain Kendrick was killed in 1793, at Karakakooa bay, in the Sandwich islands, by a ball accidentally fired from a British vessel, while saluting him. Named by Captain Richards, H.M.S. *Hecate*, circa 1862.

See Port Ingraham; Ahousat; Clayoquot sound; Wakemnenish island; Maquinna point; Queen Charlotte islands; Houston Stewart channel; and Vancouver island.

Kennedy island, Skeena river. After His Excellency Captain Arthur Edward Kennedy, C.B., formerly of the 68th Regiment, retired 1848; Governor of Vancouver Island. Born 1810, son of Hugh Kennedy of Cultra, county Down, Ireland. Appointed Governor of Vancouver Island in 1863, succeeding, in 1864, Sir James Douglas, K.C.B., who as James Douglas had been Governor of Vancouver Island (and from 1858, of British Columbia) since 1851. Governor Kennedy arrived at Victoria, Good Friday, 25 March, 1864.

He was a man of very considerable ability, a fluent speaker, and with decided convictions. An expression of his often used both in public and private was: "It is better to be decidedly wrong than undecidedly right."

When the mainland and the island were joined as one colony, under the title of British Columbia, in 1866, Seymour, the mainland governor took charge of the whole colony, succeeding Kennedy, and transferring ultimately the seat of government from New Westminster to Victoria. Governor Kennedy purchased during his term of office, 1864-1866, in April 1865, for \$19,000, the castellated house with ample grounds, known as Carey Castle (after the original owner J. H. Carey, Attorney General of Vancouver Island) for the governor's residence. The house, known officially as Government House, was destroyed by fire 18 May, 1899, but has been since rebuilt. He was the third and last governor of Vancouver Island. Shortly after his return to England he was appointed governor of the West African settlements. Knighted 1868. Appointed governor of Hong Kong in 1872, where he served five years and was most popular and much respected. Governor of Queensland in 1877, where he served the usual five years and was returning from Australia to England when he died, off Aden, 13 June, 1883. A fine statue of Sir Arthur E. Kennedy, Knt., is erected in the government gardens at Hong Kong.

Kennedy island named by Captain Pender (master R.N.), H.M. hired surveying vessel *Beaver*, circa 1866.

See Arthur passage: Douglas channel; Seymour inlet; Georgy point; Port Elizabeth; Gifford island; and New Westminster.

Kenneth passage, Mackenzie sound. After Kenneth Mackenzie, eldest son of Kenneth Mackenzie of Craigflower farm near Victoria. He accompanied his parents from Scotland in 1853, and began life as a clerk to Henderson and Burnaby in Victoria in 1862. In 1866 Admiral Denman, commander in chief on this station, appointed Mackenzie as clerk in the naval yard, Esquimalt, where he remained thirty-nine years until the closing of that establishment in 1905. Named by Captain Pender in 1865. Died 12 May, 1906.

See Mackenzie sound.

Keppel, cape, Saltspring island. Named in 1859 after Rear Admiral the Hon. Sir Henry Keppel, K.C.B., fifth son of the fourth Earl of Albermanle. Born 14 June, 1809, and entered the navy in 1822. Lieutenant, 1829. Commander, 1833. Captain, 1837. During the first portion of the Russian war, 1854-55, Keppel commanded the *St. Jean d'Acre*, 101 guns, one of the finest line-of-battle ships

in the British navy, and served in the Baltic and Black seas, and bombardment of the forts at Sebastopol. He gave up the ship to take command of the Naval Brigade before Sebastopol, and had charge of the brigade at the assault and capture of that city, 8 and 9 September, 1855, returning to England in January, 1856. Rear admiral and K.C.B. in 1857. Command of the Cape station, 1860-1861. Vice admiral, 1864. Command of the China station, 1867-1869. Admiral, 1869. On leaving the China station for home in 1869, Admiral Keppel was honoured at Hong-Kong by Captain H.R.H. the Duke of Edinburgh and his officers of the *Galatea* manning the barge of that frigate to take him on board the P. & O. steamer *Salsette*, on which the Admiral and Lady Keppel had taken their passage. Admiral of the fleet, 1877. In 1899 Sir Henry published an interesting book in three volumes, entitled "A Sailor's Life under Four Sovereigns." In this (II, p. 38) he gives an account of an amusing adventure, viz., that when he was captain of the frigate *Dido*, 1845, and arrived at Spithead after an absence from home of more than four years, the port admiral ordered the ship immediately round to Sheerness, not giving the captain opportunity to see his wife who was living only a few miles distant. As the admiral remarks, "here was a pretty go;" however, it did not take him long to make up his mind what to do. He exchanged uniforms with the master of the frigate who had come on shore with him and the master returned on board the *Dido* as her captain, the ship immediately sailing for her destination. Captain Keppel went home, and afterwards travelled by post chaise to Sheerness, where he anxiously awaited the *Dido's* arrival, which occurred in about three days much to her captain's relief. Keppel then duly reported his ship to the commander in chief, and received orders to pay her off. Nothing ever leaked out on the subject. In another place (II, p. 335), he mentions how his fine frigate *Raleigh* (then flying his commodore's broad pennant) when about equidistant between Macao and Hong-Kong, struck on a sunken rock and ultimately became a total wreck, 14 April, 1857. After the disaster every exertion was made to reach Macao, and while the frigate was gradually sinking Keppel saluted the flag of the French Admiral who was in the roadstead with his frigate *Virginie*. When Rear Admiral Guerin heard of the disaster he came at once to see Commodore Keppel, exclaiming, "C'est magnifique! C'est magnifique!" A British frigate saluting the French flag while sinking! If the *Raleigh* had been of their own nationality the captain and his crew could not have received more kind assistance than they did at the hands of the French admiral

and all his ship's company. Admiral Keppel relates (III, p. 2), that he was commanded by Her Majesty Queen Victoria, through Sir Charles Phipps, to take special care of one of his officers, Prince Victor of Hohenlohe, who was his flag lieutenant, and he did so by taking the prince with him when about to make an attack with his boats on the Chinese fleet in Canton river, June, 1857. In the gallant attack the boats passed through a hail of fire and many of the crews were killed and wounded, Commodore Keppel's boat being at last sunk, but Keppel and the officer he was taking special care of passed through it all unscathed!

At the time of his death, on the 17 January, 1904, in his 95th year, he was the "Father of the British Navy." His only son, Commodore Colin R. Keppel, C.B., D.S.O., formerly on this station as flag captain under Rear Admiral A. K. Bickford, in the *Warspite* and the *Grafton*, 1901-1903, is now (1906) in command of His Majesty's yachts. Named by Captain Richards, H.M. surveying vessel *Plumper*.

See Saltspring island.

Kerr, mount. See Drury inlet.

Kestrel rock, Tuck inlet, Chatham sound. Named by the Geographic Board of Canada, in 1906, after the C.G.S. *Kestrel*, engaged with the smaller steamers *Falcon* and *Georgia* in the fisheries protection service on the coast of British Columbia, the rock having been discovered and reported by the master of the *Kestrel*. Built by Alfred Wallace, shipbuilder, False creek, Vancouver, and launched in 1903; 188 tons register, length 126 feet, 2 guns.

See Tuck inlet; Falcon rock; Georgia rock; and Prince Rupert.

Kinahan islands, Chatham sound. After Richard George Kinahan, R.N., 1st lieutenant of H.M.S. *Malacca*, Captain Oldfield, on this station, 1866-1868. Born, 1837. Entered the navy, 1850. Lieutenant, 1859. Commander, 1868. Captain, 1877. Rear admiral, retired, 1892. Vice admiral, 1898. Living 1906. Named by Captain Pender (nav. lieut., R.N.), H.M. hired surveying vessel *Beaver*, 1867.

See Malacca passage; and Oldfield mountain.

Kincolith, Nass bay, Observatory inlet. The Indian name, in the Nishgar language (dialect of the Tsimpsian), for this valley in the mountainous shore range; given to the place by the Indians because a notorious Tsimpsian chief, named High-mahsh, after returning from his raids on neighbouring tribes, nailed up the scalps of his victims on the trees in the ravine, the word "Kin-

colith" meaning "Place of Scalps." The Church Missionary Society's mission village of Kincolith was established here for the Nass river district in 1867 by the Reverend Robert Tomlinson, in the same way that Metlakatla (Metla-kalthla) was chosen in 1862, for the Tsimpsons by William Duncan, C.M.S. The present Anglican clergyman, the Venerable Archdeacon Collison, has had charge since 1883. Kincolith church is a creditable specimen of Indian workmanship, and was built at the close of the last century, the former one having been destroyed by fire. Name adopted on the chart when the Admiralty survey of Nass bay was made by Captain Pender (navigating lieutenant, R.N.), H.M. hired surveying vessel *Beaver*, 1868.

See Collison bay; Doolan point; Tomlinson mountain; Nass river; Metlakatla; and Port Simpson.

Kin-da-kun, Graham island, Q. C. Ids. The Haida name for this promontory, the termination "kun" meaning "point" or "nose." Off this promontory the sea is generally rough, caused by strong currents and opposing winds, and the Indians always had a wholesome dread of passing round it in their canoes. Name adopted wholesome dread of passing round it in their canoes. Name placed on the chart by Charles F. Newcombe, M.D., of Victoria, 1897, and adopted by the Geographic Board of Canada.

See Queen Charlotte islands; Graham island; and Dawson harbour.

King island, Barkley sound. After Captain Edward Hammond King, late of H.M. 59th Regiment, who was accidentally shot on this island, in taking his fowling piece out of a canoe on a deer hunting excursion, 3rd March, 1861, and died three days after, near Alberni. Early in that year, 22 January, Captain King had been despatched by the government as a special constable, accompanied by his brother Joseph H. King, in the schooner *Saucy Lass*, Captain Claude De Veau, to take charge of the *Florenzia*, wrecked near Ucluelet 31 December, 1860, and was also commissioned to inquire into the circumstances attending the sale of that wreck to Captain Stuart, residing at Ucluelet. After taking formal possession of the wreck, and leaving a person in charge, the *Saucy Lass* sailed on her return, with Captain Stuart as passenger, but meeting with stormy weather, took shelter in what is now known as Dodger cove, Barkley sound. While lying here Captain King and his party engaged in hunting and fishing and it was on one of these excursions that he met with the accident. He was buried at Alberni on a mossy mound near the saw mill (since burnt) at the head of the inlet. Captain King was born at Stoke Deveril, Devonshire, in 1832, the eldest surviving son of Major John W. King, Royal Fusiliers, and entered

the army in 1851, as ensign in the Newfoundland companies, being transferred in October to an ensigncy in the 94th Regiment. Lieutenant, 7th Regiment, February, 1855. Paymaster 59th Regiment, August, 1855. Served in India and China and was present at the bombardment of Canton. His health becoming impaired he was invalided home, and retired from the service, 1858. He came out to this coast, with his wife and family, in the *Southern Eagle*, 1859, and established in September of the same year, with a partner Chambers, the New Westminster *Times*, a venture which was not successful. ("Colonist" 24 December, 1859; 27, 28, and 29 March, 1861.) Named in 1861, by Captain Richards, H.M.S. *Hecate*.

See Florencia island; Dodger cove; Stuart channel; Alpha passage; Forward inlet; Alberni canal; and Barkley sound.

King island, Fitzhugh sound. **King pass**, Nootka sound. The former named by Vancouver in 1793, after the family of his late highly esteemed and much lamented friend, Captain James King, R.N., with whom Vancouver had served as midshipman in the *Discovery*. He was the second son of Reverend James King, curate of Clitheroe, Lancashire, afterwards Dean of Raphoe, Ireland. Born at Clitheroe, 1750. Entered the navy in 1762 under the patronage of his kinsman, Captain William Norton, R.N., brother of the first Lord Grantley of Grantley Hall, Ripon, and at that time in command of the *Africa* guardship. Afterwards served under Captain Palliser on the Newfoundland station, where he made the acquaintance of Captain James Cook, who was then, as a master in the navy, surveying that coast. Lieutenant, 1771. In 1774 spent some time on the continent and on his return settled at Oxford to be with his brother Walker, who was afterwards Bishop of Rochester. Here he made the acquaintance of Dr. Thomas Hornby who in 1776 recommended him as a competent astronomer to accompany Cook's third voyage. King sailed from England in 1776 as 2nd lieutenant of the *Resolution* and returned in 1780 in command of the accompanying vessel *Discovery*, his promotion being owing to the death of Cook and Clerke. At the time of Cook's death, 14 February, 1779, King was on shore taking observations. He had with him only a few men, but was reinforced by some of a boat's crew who had been rowing off the mouth of the bay before the disturbance with the natives began. The party, now consisting of twenty-four, succeeded in repelling the attack of the natives till they were relieved, two hours afterwards, by the ship's boats. Captain, 1780. In 1781 in command of the *Resistance*, 40 guns, he went out to the West Indies in charge of a convoy of five hundred merchant ships which he succeeded in

conducting safely to their destination; but the intense anxiety of the duty is said to have turned his hair grey. His constitution was never strong, and he came back to England in an advanced decline. It was under this disadvantage that he assisted in preparing Cook's journal of the third voyage for the press, and wrote the third volume, 4th edition. F.R.S., 1782. He died at Nice, 28 October, 1784, where he had gone for the benefit of his health and was buried there. In Clitheroe church is a tablet to his memory and another in Woodsloo church to his father and himself. (Diet. Nat. Biog. XXI., p. 136.)

King pass was named by Captain Richards, H.M.S. *Hecate*, in association with other names of Cook's officers, on surveying Nootka sound in 1862.

See Dean channel; Raphoe point; Cape Cook; Resolution cove; Gore island; Anderson point; Zucarte channel; Ripon point; and Nootka sound.

King islets, Hoskyn inlet. After Staff Commander John William King, R.N., naval assistant, hydrographic office, Admiralty, 1863. Master, 1842. King was acting master of H.M.S. *Modeste* and *Wellesly* in the Chinese war, 1840-1842, when his services were frequently officially mentioned. Master of H.M.S. *Vernon* in the River Plate, 1846. Staff commander, 1863. Engaged in the hydrographic office many years, 1856-1866, &c. Staff commander retired, reserved pay, 1870. Died, 1882. Named by Captain Pender (master R.N.) H.M. surveying vessel *Beaver*, circa 1864.

See Evans bay.

Kingcome inlet, Queen Charlotte sound. Kingcome mountains, Kingcome inlet. After Rear Admiral John Kingcome, commander in chief on this station, 1863-1864 flag-ship *Sutlej*, Captain Matthew Connolly. Lieutenant, 1815. Commander, 1828. Captain 1838. Rear admiral, 1857. Vice admiral, 1864, and Sir John Kingcome, K.C.B., 1865. Died, 1871.

Kingcome, a sturdy, bluff seaman, was senior lieutenant of H.M.S. *Tees*, 26 guns, Captain Coe, during the Burmese war, 1824; captain of the troop-ship *Belleisle* in the operations on the Yangtse-Kiang, 1842; and captain of the troop-ship *Simoom*, 1853. Hence the names of *Sutlej*, *Belleisle* and *Simoom*, (*q.v.*) in the vicinity of Kingcome inlet. The Kingcome mountains, 5,600 feet high, nearly always snow clad, rise precipitously over the head of this inlet, being two miles in an easterly direction, and on the flats between this lofty range and the head of the inlet are several farms cultivated by European settlers where excellent fresh provisions can be

obtained. The Indians report that many years ago Kingcome inlet was frozen over from the head to beyond Wakeman sound. Named by Captain Pender (master, R.N.) H.M. hired surveying vessel *Beaver*, 1865.

See Kingcome point; Sutlej channel; Belleisle sound; Simoom sound; and Denman island.

Kingcome point. McKay reach, Princess Royal island. After Captain William Kingcome of the mercantile marine, nephew of Rear Admiral John Kingcome, commander in chief on this station, 1863-1864. Captain Kingcome had charge of the Hudson's Bay Company's barque *Princess Royal*, 1862-1863, having previously been first mate on her, 1859-1861, under the command of Captain J. T. Trivett. The names of Trivett and Kingcome points, in close association with each other, were doubtless given to points on Princess Royal island, as the name of the island coincided with the name of their ship. Named by Captain Pender (master, R.N.) hired surveying vessel *Beaver*, circa 1867.

See Kingcome inlet; Trivett point; and Princess Royal island.

Kitimat arm. The Tsimpsian name for the Indians residing in this neighbourhood; derived from "kit" people, "madam" falling snow; meaning "the people of the snow." "Mox" means snow when on the ground. In the Tsimpsian language, the letters and sound of T and D; P and B; K and G; F and V; are interchangeable, thus, it will be readily seen how so many changes can take place in the formation of a word when spelling it phonetically. For instance the subject of this notice "Kit-a-madam" can thus be easily changed to its present form "Kit-i-mat," also the name "Kit-lob" to "Kit-lup." Their own name for the tribe is "Zemawd-za." Dr. Tolmie states in his diary, under date 1834, that the Bella Bella tribe call the Kitimats, "Chysillas"; this name is still used by the Bella Bellas, but is now spelled "Xaisilla." Name adopted by the officers of the Hudson's Bay Company, circa 1837, and placed on the Admiralty chart when the survey was made by Captain Pender in the *Beaver*, 1867.

See Kitkiata inlet; Kitlup; Raley point; Clio bay; and Staniforth point.

Kitkatla inlet. After the tribe of Indians residing at the village of Kitkatla, Dolphin island. (Kit,—people; kah-thla,—salt; meaning, "The village by the sea.") The hereditary name of the head chief of the tribe is Sebassa, by which the band was known to the traders at Fort Simpson; the early records of the fort often mention the arrival of Sebassa Indians, and also mention the chief by this

name. The Kitkatlas, like the Hesquiatas, have a tradition in connection with the first appearance of white men in their neighbourhood. The story, in substance as follows, was told in 1860, by an old chief, with great animation, to Mr. W. Duncan, the well known missionary, the latter relating it to the writer. "One foggy morning a party of Indians were out fishing for halibut, when they heard approaching from seaward some monster, making sounds as if it were rushing or leaping through the water, (the old man uttered the sounds, "shoo," "shoo"). The Indians hastily pulled up their fishing lines and made for the shore, where they left their canoes and hid themselves in the bush. From their hiding place they watched for the monster which proved to be a boat with men on board. On reaching the shore some long sticks were suddenly lifted upright, so quickly that the water dropped from them like tears into the sea, and this impressed the Indians with awe. (The crew had thrown their oars up.) The strange men left the boat and proceeded to make a fire. This was done by a flash from the hands of one of the men and was instantaneous. Next, something was brought from the boat and placed on the fire,—but the fire did not consume it! which, to the Indians, who had no metal vessels, was another most wonderful thing. The Indians then knew their visitors were genii and they died of fright (fainted). They revived and witnessed the pouring out of the contents of the vessel, which had been taken off the fire. These contents (rice) appeared to the Indians to be maggots, to which was added blood (treacle), and this horrid mixture the men from the sea began to eat. "The Indians died." After this, another wonder. A man pointed what appeared to be a piece of wood at a flying goose—a flash with dreadful noise, and the bird fell to the ground—dead! "The Indians died again." The strangers, having vainly tried to induce the Indians to approach them, returned to their boat. The fog cleared away and a monster canoe was seen at sea, trees were growing out of it and on these trees hung human heads (blocks), surely those of the victims that had been slain. The Indians then hurried to their village to tell of the wonderful visitors and what they had seen." It is purely a matter of conjecture as to the nationality or date of the appearance of this vessel, though the action of throwing the oars up together described by the Indian would indicate that the vessel was a man of war or at least had a trained crew. Mr. Duncan was unable to say whether the narrator had himself seen the strange visitors or not, but is of opinion he had seen them, judging from the animated and graphic manner in which he related each incident. This would fix the date about 1790, supposing the Indian was a child at the time.

The Kitkatlas are divided into two clans or families, the family of Sebassa and the family of Shakes. They are not rivals, but live and work harmoniously together. The name and dignity of each chief is hereditary and equal, but the chief who exhibits more ambition, more personality and more enterprise takes precedence, hence Shakes was the recognized leader in latter years and was unanimously acknowledged the head of the Sebassa dynasty as well as his own. Shakes died February, 1901. (Rev. R. W. Gurd.) The late chief, who had adopted and been baptized by the name of William Ewart Gladstone Shakes, having selected that name, from many others submitted to him, as that of a great chief, was an extremely well known personage on the northern coast of British Columbia. He was the chief who sent Her Majesty, Queen Victoria, a "cultus potlach" (present) of \$100, and in return, to his intense gratification, became the proud possessor of two valuable rugs and of a large, costly, framed steel engraving of Her Majesty. Some years before his death Shakes erected in front of the village his own monument with an inscription, "In memory of Mr. William Ewart Gladstone Sheuksh, Great Chief of the Kitkatlahs." This name of Shakes or Sheuksh is an old hereditary name belonging to the tribe; as Captain William Ingraham, in his chart of 1791, gives Beaver passage, southward of the village, under the name of Syacks harbour.

This inlet was shown on the chart by the surveyors of 1867-1868, to probably communicate with Edye passage. It was, on examination in 1899, by Captain John T. Walbran, C.G.S. *Quadra*, found to be an inlet only, with no opening to the northward, and therefore named Kitkatla inlet.

See Metlakatla; Duncan island; Port Ingraham; and Cape Edensaw.

Kitkiata inlet, Douglas channel. (Pronounced Kitkart.) The Tsimpsian name for this small inlet, from "Kit" people, and "kart" the name of a stream that falls into the inlet; meaning "The people of the Kart." There is another stream at the head of this inlet which is said to communicate by a portage with the head waters of the river Eestall and thence to the Skeena. The points at the entrance of Kitkiata inlet were named by the writer in 1898, Helen and Gertrude, after Helen Gertrude Davies, eldest daughter of Sir Louis H. Davies, K.C.M.G., Minister of Marine and Fisheries, Canada.

See Davies bay; and Kitimat arm.

Kitlup, Gardner inlet. The Tsimpsian name for the people (Indians) residing at the head of this inlet; derived from "Kit," people, "lob," rock or stone; meaning "The people of the rocks."

See Gardner inlet; and Kitimat arm.

Kitson island, Chatham sound. After Lieutenant George Andrew Noble Kitson, Royal Marines, H.M.S. *Malacca*, Captain Oldfield. On this station 1866-1867. Retired as lieutenant. Named by Pender, 1867.

See Malacca passage; and Oldfield mountain.

Kitty cone, Knight inlet.—See Adeane point.

Klaskish inlet, Vancouver island. This small inlet, named, in 1862, by Captain Richards of the *Hecate*, after the tribe of Klaskish Indians then residing there, had been named Port Brooks, in 1788, by Captain Duncan of the sloop *Princess Royal*, and this latter name is given to the inlet on Galiano's chart, 1795, and the British Admiralty chart, 1849. Captain Richards gave Duncan's name of "Brooks" to the bay at the entrance of the inlet and to the peninsula forming the southern shore of the bay. At the same time the name of *Woody point* given to the western termination of the peninsula by Captain Cook, in 1778, was changed to that celebrated navigator's own name—Cape Cook.

See Brooks bay; Princess Royal island; and Cape Cook.

Kliew's point. See Laskeek bay.

Knapp island, Colburne passage, Haro strait. After Kempster Malcolm Knapp, R.N., Naval Instructor, H.M.S. *America*, Captain the Hon. John Gordon. On this station, 1845-1846. In 1857, Mr. Knapp was appointed naval instructor on H.M.S. *Illustrious*, naval cadet training ship, stationed at Portsmouth, the predecessor of the well known *Britannia*, to which ship he was transferred with the teaching staff in January, 1859. In 1871 Knapp succeeded the Reverend R. M. Inskip, as chief naval instructor, but was compelled to resign through ill-health in 1875, in which year he died. It is noted in an interesting book named "The Story of H.M.S. *Britannia*," page 48, that:—"He possessed remarkable skill in drawing a large circle on the blackboard and would, unaided by a string or pivot of any kind, produce, after a few preliminary flourishes, a perfect circle with one rapid sweep of his hand, and then, after regarding it with a complacent twinkle in his eye for a few moments, dot in the centre with unflinching accuracy." These were known in his class as "Knapp's circles." Named by Captain Richards, H.M.S. *Plumper*, 1858.

See Gordon head; Inskip island; and Britannia range.

Knight inlet. After Captain John Knight, R.N., afterwards Admiral Sir John Knight, K.C.B. Born at Dundee, about 1748. Son of Rear-Admiral John Knight. Entered the navy in 1758

on board the *Tartar* frigate, commanded by his father. Promoted to lieutenant in 1770, and in 1775, went out to North America as 2nd lieutenant of the *Falcon* sloop, Captain John Linzee. In the early part of 1776, in attempting to destroy a schooner driven on shore in Cape Anne harbour, Knight was taken prisoner with one of the midshipmen, named Broughton. This midshipman was afterwards the commander of the *Chatham*. The prisoners were exchanged in 1776. In 1793 flag-captain to Lord Hood, H.M.S. *Victory*, on the Mediterranean station. Commanded H.M.S. *Montagu* during the mutiny of the Channel fleet. His ship was taken by the seamen to the Nore, where her surgeon was tarred and feathered, rowed round the fleet and afterwards put on shore with some other obnoxious officers. When the mutiny was quelled, the *Montagu*, under Knight's command, joined Admiral Duncan, and took a distinguished part at the battle of Camperdown. Rear admiral in 1801. Had charge of Gibraltar in 1805. Promoted to vice admiral the same year and admiral in 1813. K.C.B., in 1815. Died 1831. Knight inlet was examined by Lieutenant Commander Broughton in 1792, and named by him in remembrance of his fellow prisoner. On Valdes and Galiano's chart Knight inlet is named Braza de Vernaci, after the lieutenant of the *Mexicana*.

See Broughton strait; Galiano island; Valdes island; and Mexicana point.

Knight island. Southgate group, Queen Charlotte sound. After Lieutenant John Harry Knight, R.N., H.M. surveying vessel *Egeria*. Lieutenant, 31 December, 1902. Named by Commander J. F. Parry, 1903.

Knox bay, Thurlow islands. **Knox point**, Birnie island. **Knox cape**, Q. C. Ids. After Henry Needham Knox, R.N., mate (sub-lieutenant) of H.M.S. *Virago*, Commander James C. Prevost. Mr. Knox assisted Mr. George H. Inskip, the master of the *Virago*, in making a survey of Port Simpson, Virago sound and Houston Stewart channel in 1853, and surveyed Knox bay himself, 10-11 June, the same year, while the *Virago* was at anchor in the bay. Born 1831. Entered the navy 1845. Lieutenant 22 October, 1853. Commander, 1865. Commander retired, 1873. Retired captain, 1880. Named by Commander J. C. Prevost, 1853.

See Virago sound; Inskip passage; Port Simpson; and Gordon point.

Kokshittle arm, Kyuquot sound, Vancouver island. The Indians give the name as "Kaghsheetl," and state that the word does not belong to the language of this coast. The name was given by

the Indians to that part of the sound because they have on its shore a village known as Kagh-sheetl, hence Kagh-sheetl-at, a branch of the main tribe of Ky-u-quat. (Rev. A. J. Brabant.) An adaptation of the Indian name, adopted by Captain Richards, H.M.S. *Hecate*, on surveying the sound, 1861-1862.

See Kyuquot sound; and Brabant island.

Ku-kultz village. See Fort Rupert.

Kulleet bay, Stuart channel, Vancouver island. Named by the British Hydrographic office, in 1895, after the band of Indians residing here, a sub-division of the Chemainus tribe living in the district (Chemainus) which was named after the tribe in the early days of the colony of Vancouver Island, circa 1850. The Kulleet band in 1905 numbered sixty-five persons. This bay, previous to 1895, was known as Chemainus bay, a name given to it by Captain Richards in his survey in 1859, from the surrounding district of that name. As the settlement of Chemainus, where a large lumber industry is carried on, was in Horse-shoe bay, it was thought advisable in 1895, to avoid conflicting names, to give the name of Chemainus to Horse-shoe bay and discontinue the latter name altogether. It was in this bay, then known as Chemainus, that the Indian murderers of William Brady in Bedwell harbour, in 1863, were captured.

See Cowichan bay; and Chemainus bay.

Kunghit island, Q. C. Ids. Kunghit or Gunghit, the latter more nearly approximating the Indian pronunciation, is a name applied by the Haidas to those people born in the southern part of the Haida islands (Q. C. Ids.) and is the Haida name of this (Kunghit) island. It was named in 1853, by the Admiralty surveyors, Prevost island, but that name was discontinued and the old one restored, in 1904, by the Geographic board of Canada, to prevent confusion, the Admiralty name being better known as that of an island off the eastern coast of Vancouver island.

See Houston Stewart channel; Anthony island; Virago sound; Inskip passage; and Prevost island.

Kuper island, Stuart channel. **Port Kuper,** Q. C. Ids. **Cape Kuper,** ditto. After Captain Augustus Leopold Kuper, H.M.S. *Thetis*. On this station, 1851-1853. He was the son of the Rev. William Kuper, D.D., chaplain to Queen Adelaide, and was born in 1809. He entered the navy in 1823, and was promoted to lieutenant in 1830. In 1837 was appointed 1st lieutenant of the *Alligator* with his father-in-law, Captain Sir James John Gordon Bremer.

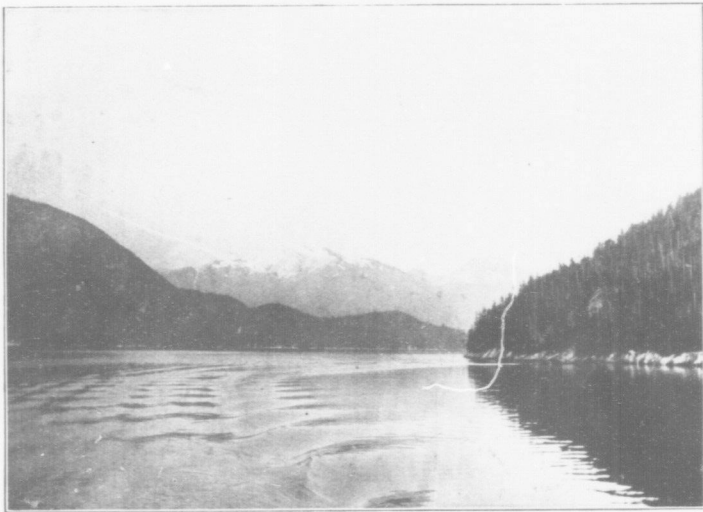
He assisted Captain Bremer in forming the settlement of Port Essington in North Australia and was promoted by him to the command of the *Pelorus*, which, during a violent hurricane at Port Essington, was driven on shore, high and dry, and it took eighty-six days of great labour to get her afloat. In June 1841, his father-in-law being then senior officer in India, appointed Kuper captain of the *Calliope*, and the appointment was confirmed by the Admiralty. For his gallant conduct in the first Chusan war, he was in 1842 created a C.B. Rear admiral in 1861, and in the autumn of that year succeeded Sir James Hope (see Hope island) as commander in chief in China. Admiral Kuper was soon called to Japan where a party of English travellers had been savagely attacked and one killed by the retainers of the Daimio of Satsuma. The fleet was taken into the bay of Yokohama in March 1863, and under the threat of destroying the place the Japanese paid an indemnity of £100,000 which they had at first refused to pay. The following year the Daimio of Nagato refused to allow any foreign vessels to pass through the strait of Simonoseki, so Admiral Kuper, flag-ship *Euryalus*, went to the strait with the combined fleet of French, Dutch, American and British ships, acting together under his orders, and despite the gallant defence of the Japanese, completely destroyed all their batteries, 6 and 7 September, 1864. This was the downfall of the old "country" party in Japan and led to a social and political revolution in the organization of the empire. Created K.C.B. in 1864 for his services in Japan. Vice admiral, 1866. G.C.B., 1869. Admiral, 1872. Died, 29 October, 1885. Port Kuper named, 1852. Kuper island, Stuart channel, named, by Captain Richards, H.M.S. *Plumper*, 1859.

See Mitchell harbour; Thetis island; and Josling peninsula.

Kyunmpt harbour, Scaforth channel. Named by Captain Pender in 1867 after the chief of the Indian tribe once residing there. Dr. Tolmie in his diary, written when residing at Bella Bella, under date 1834, mentions this harbour as Active's cove.

See Bella Bella; Tolmie channel; and McLoughlin bay.

Kyuquot sound, Vancouver island. Known to the early traders by the name of Cayuquet (see John R. Jewitt's Narrative, 1803-1805), from the Indian tribe residing there, and who derived their name from the river Ky-u-kwe, at the head of Deep inlet. With reference to the derivation of this name, the Rev. A. J. Brabant informs the writer:—"I may be criticized for giving the origin as derived from the name of a river, as it is a well known fact that the west coast Indians have no names for rivers, inlets, lakes, &c., but refer to



[Photo. by W.P.A.
Labouchere Channel, looking west, showing mountains east of Burke Channel, Sept. 1908.

them by the name of a certain locality in the vicinity where the natives have a camping place or village. The idea of these localities and that of the river or lake in the neighbourhood are so intimately connected that it is by no means uncommon to hear the natives speak of the latter by using the name of the locality where it is situated, as if they attributed the name to the river, inlet, or lake itself. Thus the Indians using the name Ky-u-kwe for hunting or fishing purposes, have at last become known to their neighbours by the name, bestowed by themselves, with which they associate a certain locality."

It was from the head of Tahsish arm in Kyuquot sound that Lieutenant P. J. Hankin, R.N., and Dr. C. B. Wood, R.N., H.M.S. *Hecate*, commenced their exploring trip across Vancouver island in 1862. Kyuquot is an adaptation of the name adopted by Captain Richards, H.M.S. *Hecate*, on surveying the sound, 1861-1862.

See Hankin island; Clanninick harbour; Wood mountain; Tahsis arm; and Brabant island.

Labouchere channel, Q. C. Sd. Labouchere channel, Burke channel. After the Hudson's Bay Company's paddle steamer *Labouchere*, 680 tons register, 181 h.p. (Length, 202 feet; beam, 28 feet; hold, 15 feet.) Built in Sunderland, England, 1858, of teak and Baltic oak. Speed on trial trip, 10 knots. Captain John F. Trivett, of the company's barque *Princess Royal*, brought her out from England, arriving at Victoria, 31 January, 1859. Samuel E. Hazeltine, chief engineer (died 6 September, 1859). The *Labouchere* was commanded on this coast by John Swanson, Herbert G. Lewis, and William A. Mouat. She was unfortunately lost, near point Reyes, on her passage from San Francisco to Victoria, Captain Mouat in charge, 1 April, 1866. The vessel ran on a reef near the shore during a fog, backed off and foundered in deep water, when two persons were drowned. She had been undergoing extensive alterations in San Francisco, which cost \$30,000. The *Labouchere* was named after the Right Hon. Henry Labouchere, secretary of state for the colonies, 1855-1858 (Baron Taunton, 1859; died, 1869), and was the first ocean steamer to arrive at the new town of Queensborough (now New Westminster), 16 July, 1859. During one of her many trading voyages to the northern coast of British Columbia and Alaska, the *Labouchere*, when in charge of Swanson, was seized by the Indians about 150 miles north of Stikine river, and was in their power for several hours, during which time the captain and officers were in great peril of their lives. The Indians (Chilkats) ultimately left the vessel, when the chief advised Swanson to leave

at once, which he did; the trouble began over the price of a sea otter skin. (*Colonist*, 23, 25 August, 1862.) Named by the officers of the Hudson's Bay Company, and adopted by the Admiralty surveyors, circa 1860 and 1865.

See Beaver harbour; Trivett point; Swanson bay; Lewis rock; Mouat point; and Wootton bay.

Lady islands, Port Elizabeth, Knight inlet. Named in 1867, in association with Port Elizabeth, after Lady Elizabeth, wife of Captain Lord Gilford, R.N.

See Port Elizabeth; and Gilford island.

Ladysmith, Oyster harbour, Vancouver island. This town, which came into existence in 1900, was named by James Dunsmuir (lieutenant governor of British Columbia, 1906), proprietor of the neighbouring coal mines, after Ladysmith in South Africa, when he heard, 1 March, 1900, of the relief of that town the previous day by the British army under the command of Colonel Lord Dundonald (major general, 7 March, 1900), after being closely besieged from the 2 November, 1899, by the Boers under General Piet Joubert. Lieut. General Sir George White, G.C.B., had gallantly held the town against tremendous odds with about 9,000 men, and the valuable assistance of an intelligent and effective officer of Her Majesty's navy, Captain Percy M. Scott, of the 1st class cruiser *Terrible*, who improvised a gun carriage for the 4.7 gun. These guns, taken from the *Terrible* and *Powerful*, were sent to Ladysmith in charge of Captain the Hon. Hedworth Lambton of the *Powerful*, where they arrived, 30 October, 1899, just before the town was closely invested, and with their sailor gunners were a great factor in helping Sir George to save the situation.

Ladysmith in Natal, the capital of a district of the same name, was founded in 1851 and named after Lady Smith, wife of Major General Sir Harry Smith (he stoutly refused to be called Sir Henry), governor and commander in chief at the Cape, and the hero of Aliwal. Sir Henry George Wakelyn Smith, Bart., G.C.B., had, on his arrival at the Cape in 1847, been an officer in the British army forty-two years, and had recently, 28 January, 1846, gained in India the decisive victory of Aliwal, where the Sikh army was totally defeated. On returning to England after the victory, at a banquet given to him, 1 July, 1847, at Whittlesea, his native place (born 28 June, 1787), he was presented with a magnificent piece of silver plate.

Lady Smith, née Juana Maria de los Dolores de Leon, lineal descendant of Ponce de Leon, the Knight of Romance, belonged to

one of the oldest of the old Spanish families. Born 1798. Married Sir Harry during the campaign of 1812, just before the battle of Salamanca, when she was fourteen and her husband twenty-four. Died at No. 79 Cadogan Place, London, 10 October, 1872.

The following extract from Sir Harry's Autobiography relates how he met his future wife:—"After the slaughter at Badajos (6 April, 1812), a scene of horror I would willingly bury in oblivion, the atrocities committed by our soldiers on the poor and defenceless inhabitants of the city were dreadful. Yet this scene of debauchery, however cruel to many, to me has been the solace and the whole happiness of my life for thirty-three years. A poor defenceless maiden of thirteen years was thrown upon my generous nature through her sister."

Extract from Johnny Kincaid's diary of the meeting of Sir Harry Smith and his future wife:—"I was conversing with a friend at the door of his tent, when we observed two ladies coming from the city, who made directly towards us. The elder of the two threw back her mantilla to address us in that confident heroic manner so characteristic of the high-bred Spanish maiden, and told us who they were, the last of an ancient and honourable house. Her house, she said, was a wreck, and to show the indignities to which they had been subjected she pointed to where the blood was still trickling down their necks caused by the wrenching of the ear-rings through the flesh. For herself, she said, she cared not, but for the agitated and almost unconscious maiden by her side—she saw no security for her but the seemingly indelicate one she had adopted—of coming to the camp and throwing themselves upon the protection of any British officer who would afford it, and so great, she said, was her faith in our national character, that she knew the appeal would not be made in vain nor the confidence abused. Nor was it made in vain; nor could it be abused, for she stood by the side of an angel: a being more transcendently lovely I had never before seen, one more amiable I have never yet known." (Communicated to writer by Mrs. F. N. Gisborne, goddaughter of Lady Smith.)

Ladysmith, Vancouver island, was incorporated in 1902, and is the shipping port for the Wellington collieries, where, alongside the capacious wharfs, the largest vessels can load afloat at all stages of the tide. Here is the latest and most improved machinery for the quick despatch of colliers, and also a smelter of the Tye Copper Company.

See Dunsmuir islands; Burleith arm; Oyster harbour; Joan point; and Warspite rock.

Lama passage, Fisher channel, Fitzhugh sound. After the Hudson's Bay Company's brig *Llama*, 144 tons, Captain William McNeill, which vessel in company with the brig *Dryad* brought the men, stores and material from the Columbia river and Nisqually for the establishing of Fort McLoughlin (Bella Bella) by the Hudson's Bay Company in May, 1833. The *Llama* originally belonged to the old firm of Bryant & Sturgis, Boston, U.S., and sailed from that port for this coast on a trading voyage under the command of McNeill in November, 1830. The *Llama* arrived on the coast, via the Sandwich islands, in May, 1831, and shortly after arrival the vessel and cargo were purchased, under singular circumstances, by the Hudson's Bay Company, McNeill remaining in the service of the new owners. In the records of the Hudson's Bay Company the name of the brig is spelt *Lama*, but in the affidavit of Captain McNeill, given in the San Juan Boundary Question, Appendix, North America, 1873, p. 39, he spells the name *Llama*.

See Port McNeill; Dryad point; Port Simpson; Bella Bella; McLoughlin bay; and Tolmie channel.

Lamalchi bay (formerly Village bay), Kuper island. After the Lamalchi band of Indians, a branch of the Cowichan tribe, who had their village in the bay, which was bombarded and destroyed by the gun-boat *Forward*, Lieut. Commander Lascelles, 20 April, 1863, when the gun-boat was searching for the murderers of Frederick Marks and his young married daughter, Caroline Harvey. The crime, which was committed in November, 1862, by the Lamalchi savages, was of a particularly atrocious nature. It appears that Marks, who had lately been residing on Waldron island, had taken up land on Mayne island with the view of living there, and with a friend of his, named Chris. Myers, a resident of Mayne island, assisting him, was taking his family and effects over to Mayne in two boats. When in Plumper sound the boats got separated owing to a strong southeast wind, and Marks with his daughter in his boat landed on Saturna island near Croker point. Here, while lighting a fire, Marks was shot by a small party of Indians and his daughter chased along the shore and brutally murdered. The body of Marks was never found. The remains of the daughter, without clothing, and afterwards recognized by a comb left in the hair, were found by John Briggs some months after the murder, hidden in a crevice of the rocks about fifteen feet above high water mark, covered with large stones. The bones, &c., were taken to Victoria and buried in the old cemetery on Quadra street. Myers with his sloop, in which were Mrs. Marks and the other

children, arrived safely at Miners bay. (Communicated to the writer by W. T. Collinson and John Briggs, who were residing on Mayne island and in the neighbourhood at the time of the murder.)

When the news of this deed reached Victoria a thrill of horror went through the community, and immediate action was taken. (*Colonist*, 10 and 16 April, 1863.) The gun-boats *Forward* and *Grappler*, the paddle sloop *Devastation*, and the corvette *Cameleon*, lately arrived, were sent up, the coast thoroughly searched, and after a lot of trouble, in which Lascelles and his gun-boat took a prominent share, eleven men and six women implicated in the murder and in the attack on the *Forward* (see *Forward* inlet) were brought to Victoria (*Colonist*, 27 April, 27 May and 9 June, 1863), and after a careful trial four of the men were hanged on Saturday, 4 July, 1863. (*Colonist*, 19 and 26 June and 6 July, 1863.)

During the attack made by the *Forward* on the 20 April, a young seaman, named Charles Glyddon, standing on the deck, was shot dead, through the head, from the shore by the Indians, and several of the latter were killed by the fire from the gun-boat. On the 2 May another attack was made on the place, when a party of seamen and marines from the *Forward* and *Grappler*, under Captain Bazalgette and Superintendent Smith of the police, were landed, and completely destroyed the village by fire. (*Colonist*, 27 April, 2 and 6 May, 1863.)

It is said that the Indian who stabbed to death the poor young girl, Caroline Harvey, was a Cowichan named Um-wha-nuk. He was one of the four hanged; the Indian who shot poor Marks was named Tal-luck; he was himself shot by the Indians and his body brought on board the *Devastation* at Chemainus (Kulleet bay). The Lamalchi Indian, named A-chee-wun, hanged, with two others, for the attack on the *Forward* resulting in the death of the seaman, had long been a terror to settlers and Indians alike, and he boasted before his death that he had killed eleven white men. A-chee-wun was at the murder of Marks and his daughter, but the killing of them was not brought directly home to him. He was captured, with two other Indians, on 2 June, at Montague harbour, known to the settlers as Stockade harbour (Indians having attacked the Hudson's Bay vessel *Otter* near here), where the natives had a secret cave of refuge. (*Colonist*, 21 and 28 May, 1863.) Mrs. Marks and her five fatherless children were brought from Miners bay to Victoria, where a house and lot on Vancouver street were purchased for the widow and her family by the inhabitants of the city for \$650, and a small capital sum was given her, which was increased by a donation from Nanaimo.

The Lamalchi band, in 1905, numbered 15 persons, and have joined with the larger Penelakut band, 149 persons, residing on the opposite side of the island near Penelakut spit, hence the name of that spit. Lamalchi bay, given on previous survey of 1859 as Village bay, was named, in 1905, by Captain John F. Parry, H.M. surveying vessel *Egeria*, on resurveying the neighbourhood, as a more distinctive name than Village bay.

See Cowichan bay; Ganges harbour; Forward inlet; Lascelles mountain; Bazalgette range; Penelakut spit; Kuper island; Grappler rock; Devastation island; Camelion harbour; and Otter passage.

Lambert channel, Denman and Hornby islands. After Lionel Lambert, R.N., flag lieutenant to Rear Admiral Robert L. Baynes, commander in chief, flagship *Ganges*. On this station, 1857-1860. Lieutenant Lambert had previously held the same position with Admiral Baynes on board the paddle frigate *Retribution*, 1855-1856, stationed in the Black sea during the Russian war. Named by Captain Richards, H.M.S. *Plumper*, circa 1860.

See Baynes channel; Ganges harbour; and Saltspring island.

Lambert point, Skeena river. Named by Vancouver in 1793 after Captain Robert Lambert, R.N., who was afterwards commissioner of the navy. Died 1810.

See Skeena river; and Whidbey island.

Langara, isla de. See North island.

Lang cove, Constance cove, Esquimalt. After Edward Wollaston Lang, R.N., 4th lieutenant of H.M.S. *Fisgard*, on this station, 1843-1847. Entered the navy, 1831. Lieutenant, 1842. Commander, 1856. Retired, 1870. Captain, 1871. Died, 1897. Named by Lieut. Commander James Wood, H.M. surveying vessel *Pandora*, 1846.

See Esquimalt; Duntze head; and Fisgard island.

Larcom island, Hastings arm, Observatory inlet. After Lieut. Commander Thomas Henry Larcom, H.M. gun-boat *Forward*, who succeeded Lieut. Commander Denny in June, 1868, and remained in charge of the gun-boat until she was sold in September, 1869. Born 1842, second son of Sir Thomas Aiskew Larcom, Bart., K.C.B. (1st baronet). Entered the navy in 1856. Lieutenant, 1863. Commander, 1873. Died, 1877.

His great-uncle was Thomas Larcom, R.N., 1st lieutenant of Earl Howe's flagship *Queen Charlotte* on the "Glorious First of June," 1794, and received his commission as commander on the quarter-deck of the *Queen Charlotte* on the morning of the victory. (Burke, 1905, p. 945.)

Named by Staff Commander Pender, H. M. hired surveying vessel *Beaver*, 1869.

See Forward inlet; Denny rock; Lascelles mountain; and Howe sound.

Laredo channel. Named in 1792 by Lieut. Commander Jacinto Caamaño, who passed through it with his exploring vessel *Aranzazu* on his cruise southwards along the coast.

See Gil island; and Camaño island.

Lascelles mountain (3,400 feet), Forward harbour. After Lieut. Commander the Hon. Horace Douglas Lascelles, R.N., commanding on this station H.M. gun-boat *Forward*, 1862-1865. He arrived on the station as 1st lieutenant of H.M.S. *Topaze* in 1860, and was appointed to the gun-boat on the death of Lieut. Commander Robson, November, 1861, which appointment he held till the summer of 1865, when he returned to England, leaving Victoria on the 15 June, 1865. (*Colonist*, 16 June, 1865.)

Born 1835, seventh son of the third Earl of Harewood, and entered the navy in 1848. Lieutenant, 1855. Commander, 1866.

Lieutenant Lascelles while in command of the *Forward* was actively engaged on several punitive expeditions against the Indians, and, with his gun-boat, was largely instrumental in bringing several Indian murderers to justice. In connection with the expedition against the Lamalchis, one of the proprietors, named Allen, of the *Victoria Evening Express*, made some reflection in his paper on the share the *Forward* had taken in the expedition, and was inveigled on board the gun-boat by some of the sailors, 20 May, 1863, and taken for an involuntary sail, when not liking the conduct of his hosts, Allen jumped overboard, while leaving Victoria harbour, was nearly drowned, picked up again, and landed near Clover point. The result was a suit for false imprisonment by the indignant searcher after news, against Lascelles, who settled the matter by paying all damages. (*Colonist*, 22 May, 1863.)

After remaining in England for some little time and retiring from the navy, Commander Lascelles returned to Victoria, where he had invested in real estate, and was one of the proprietors of the Harewood mine (hence the name). He died at Esquimalt, 15 June, 1869, and was buried in the naval cemetery on the 16th, the same day that Governor Seymour was buried there. Lascelles mountain named, 1865.

See Forward inlet; Harewood mountain; Thynne peninsula; Lamalchi bay; Cowichan bay; Ganges harbour; and *Topaze* harbour.

Laskeek bay, Moresby island, Q. C. Ids. An adaptation of the old Tsimshian name "Lakskiyek," i.e. "On the Eagle" (one of

the four Tsimshian clans) for the village known to the Haidas as Tanoo, (*q.v.*), situated on the east end of Tanoo island in this bay, and from which circumstance the bay was named by George M. Dawson, in 1878. (*Per* C. F. Newcombe, M.D., Victoria.) Poole in his account of these islands in 1862-1864 mentions the village, under the name of Laskeek, as the residence of the Haida chief whose name was Klue, his previous name before adopting the hereditary one of Klue being Gidkun. (Poole, Q. C. Ids., pp. 105-106.) Klue is an old name in this neighbourhood, as the south point of the present Laskeek bay is given on Captain Ingraham's chart of Washington islands, 1791-1792, as Kliew's point.

The remarks regarding the Indian population of the village in Cumshewa inlet are applicable to the village in this bay. Dawson, in 1878, mentions Laskeek as one of the most populous villages still remaining in the Queen Charlotte islands.

See Cumshewa inlet; Skidegate inlet; Harriet harbour; Port Ingraham; Tanoo island; Dawson harbour; and Queen Charlotte islands.

Lasqueti island, strait of Georgia. Named, in 1791, by the Spanish naval officer, José Maria Narvaez, in command of the exploring schooner *Saturnina*, in Eliza's expedition from Nootka. Galiano notes in his journal in reference to this expedition (*Viage*, p. 2):—"Eliza entered the channel (Juan de Fuca), 27 May, 1791, and remained in it till the 7 August, when he found himself obliged to retire because part of his crew had the scurvy, and he had not the necessary diet for them. During this time he caused plans to be made of some of the harbours, and had part of the coast examined by Don Joseph Narvaez, being unable to do so himself on account of ill-health."

See Port Eliza; Narvaez bay; Galiano island; and Trematon mountain.

Latona passage, Howe sound. After H.M. frigate *Latona*, 38 guns, Captain Thornbrough. One of the signal frigates attached to the centre division in Earl Howe's fleet on the "Glorious First of June," 1794. Named by Captain Richards, H.M. surveying vessel *Plumper*, 1860.

See Thornbrough channel; and Howe sound.

Lazo, cape (Punta de Lazo de la Vega). Named, in 1791, by José Maria Narvaez, commanding the exploring schooner *Saturnina* in Lieutenant Eliza's expedition. This point, from the eastward, though high land, has a long flat appearance and seems to stand out considerably into the strait of Georgia. This appearance is probably the reason of the Spanish name, especially as shoal water

extends off the point for some distance. "Lazo," in Spanish, means a snare, "Vega," an open plain. Thus in English, "Point Snare of the plain," or "Snare point."

See Narvaez bay; Lasqueti island; and Port Eliza.

Leech river, Sooke river, Vancouver island. After Peter John Leech, lieutenant and astronomer of the Vancouver Island Exploring Expedition, Dr. Robert Brown, commander and government agent, 1864. Gold was discovered in Leech river by the expedition, and during the latter part of 1864, and in 1865, it is said upwards of \$100,000 worth of gold was taken out of the stream. The excitement in connection with the precious metal was intense around Victoria, and a number of embryo towns with stores and hotels sprang up in the district. (Pamphlet by Dr. Brown, "Vancouver Island Exploration," 1864, p. 13, footnote.)

Mr. Leech, a native of Dublin, came to this coast with the Royal Engineers, under Colonel Moody, in 1858, and remained with the command at New Westminster until it was disbanded in 1862. He then engaged in civil engineering, and after the exploring expedition was one of the party who surveyed the route for the overland telegraph line which was to have extended across British Columbia, Alaska, Siberia and Russia to the European capitals. This work was abandoned on the successful completion of the second Atlantic cable. Leech was later city engineer of Victoria and took part in many important works throughout the province. Died 6 June, 1899.

See Brown river; Franklin river; Franklyn range; Port Moody; New Westminster; and Telegraph passage.

Lelu island, Tuck inlet. An old Indian name meaning in the Chinook jargon, "Wolf," from the number of wolves with which this island and neighbourhood were, up to a late date, infested. Name adopted by the Geographic Board of Canada, 1905.

See Tuck inlet; Kaien island; Oldfield mountain; and Prince Rupert.

Lennard island, Clayoquot sound. After Charles Edward Barrett-Lennard, late lieutenant, 5th Dragoon Guards, fourth son of Mr. Thomas Barrett-Lennard, and grandson of Sir Thomas Barrett-Lennard, 1st Baronet, of Belhus, Essex. Born 1835. Died 1874. Mr. Lennard, in 1860, made an interesting voyage, in his cutter yacht *Templar*, round Vancouver island, in company with a friend, Captain N. Fitz Stubbs, who had come out from England a short time before, in the ship *Athelstan*, with Lennard. An account of this cruise was published in 1862 (*Travels in British Columbia*,

&c.), and in relating his visit to Nootka, Mr. Lennard mentions that he found the Indians preserved a tradition of the visit of white men in a King George ship many years ago, and that a chief on being injured on getting on board the ship had his wound dressed by the surgeon. This occurred on board Meares' vessel *Felice* in Friendly cove in the summer of 1788. (Meares, 4°, p. 257.) Lennard confuses the incident with Cook's voyage. Named by Captain Richards, H.M. surveying vessel *Hecate*, 1861.

See Templar channel; Stubbs island; Florencia island; Nootka sound; Friendly cove; and Strait of Georgia.

Leonard point, Cormorant island. **Leonard rock**, Cormorant channel. After Frederick Lewis Leonard, R.N., surgeon, H.M.S. *Alert*, Commander W. A. R. Pearse. On this station, 1858-1861. Surgeon, 1861. Named by Captain Richards, H.M. surveying vessel *Plumper*, circa 1861.

See Alert bay; and Cormorant island.

Lewis rock, Baynes passage. **Lewis point**, Beaver cove, Broughton strait. **Lewis channel**, Desolation sound. **Lewis rocks**, Queen Charlotte sound. **Lewis island**, Arthur passage, Kennedy island. After Captain Herbert George Lewis, an officer in the service of the Hudson's Bay Company, on this coast, for many years.

Born 2 January, 1828, at Aspeden, Hertfordshire, and commenced his career at sea in the East India trade. He joined the Hudson's Bay Company, as 3rd officer of the barque *Cowlitz* Captain Weynton, in 1846, and arrived at Victoria in the spring of 1847. Leaving his vessel in Victoria, he was for awhile stationed at Fort Simpson, and then returned to England. Second officer of the Hudson's Bay chartered barque *Tory*, on her voyage to Victoria, and thence home via China, 1850-1852, and then appointed first officer of the Hudson's Bay Company's steamer *Otter*, leaving England for this coast, January, 1853. On arrival the *Otter* was placed in the coast service to assist the *Beaver*, and Lewis, in the course of time, had command of several of the company's steamers engaged in the coasting trade, e.g. the *Beaver*, *Otter*, *Labouchere* and *Enterprise*. (For testimonial from passengers on the *Otter*, and a long interesting letter on the Bute inlet trip, see *Colonist*, 23 August, 11 September, 1862.) Frequently, from 1854 to 1870, acted as pilot and interpreter on H.M. ships when navigating the inland passages on this coast, then comparatively unknown. Married in London in 1870 the daughter of Captain E. E. Langford, late of Colwood, Victoria. Agent of Marine and Fisheries, Victoria, April, 1887-September, 1892, and since the latter year until his death, 30 March, 1905, shipping master, Victoria.

Named by the surveying officers on this coast, Captain Richards and Staff Commander Pender, 1858-1862 and 1863-1870.

See Otter anchorage; Active pass; Beaver harbour; Weynton passage; Labouchere channel; Mary basin; and Port Langford.

Lillie, mount, Knight inlet. See Adeane point.

Lima point, Digby island, Chatham sound. After Frederick Lima, R.N., paymaster, H.M.S. *Malacca*, Captain Oldfield. On this station, 1866-1867. Assistant paymaster, 1851. Paymaster, 1859. Chief paymaster, retired, 1883. Died 1897. Named by Captain Pender (nav. lieutenant, R.N.), *Beaver*, 1867.

See Malacca passage; and Oldfield mountain.

Logan inlet, Q. C. Ids. After Sir William Edmund Logan, Knt., an eminent geologist. Born in 1798, Montreal, Canada, and educated at Edinburgh, Scotland. While studying the structure of the coal fields of South Wales he discovered the "Stigmara clay," by which he refuted the drift theory of the origin of coal. Dr. Logan was director of the Geological Survey of Canada, 1842-1869, during which he brought to notice the supposed fossils of the Laurentian rocks. Knighted, 1856. His chief work, "Geology of Canada," was published in 1863. Died, 1875. Named by George M. Dawson, Geological Survey of Canada, 1878.

See Laskeek bay; Richardson point; and Dawson harbour.

Loughborough inlet. Named by Vancouver, in 1792, after Alexander Wedderburn, first lord Loughborough and later first Earl of Rosslyn. Lord High Chancellor of England. Born, 1733. In 1753 joined the legal profession in Scotland, and in 1757 was called to the bar in London. His practice at first was not great, but he became an intimate friend of the Earl of Bute, and when that nobleman came into power, Wedderburn's fortune was made. He was engaged as counsel in the famous Douglas case that was the making of Thurlow on the opposite side. Wedderburn greatly distinguished himself in the case, though the final decision of the House of Lords was against his client, Lord Douglas of Douglas. He entered parliament in 1768 for Richmond in Yorkshire, and became a great debater. Junius applied to him the epithet of "the wary Wedderburn." In 1780 he was raised to the peerage as Baron Loughborough, Leicestershire, and appointed chief justice. His great ambition was gratified when he received, 27 January, 1793, the great seal as lord chancellor. He retained it until 1801, when he was created Earl of Rosslyn. Died suddenly on the 2 January, 1805. The

channel was named Brazo de Salamanca in 1792 by Galiano and Valdes after Lieutenant Secundino Salamanca of the *Sutil*.

See Salamanca point; and Chancellor channel.

Louie creek, Nuchatlitz inlet, Nootka sound. Named by Captain Richards, in 1859, after Louisa Ellen Langford, eldest daughter of Captain Edward E. Langford residing at that date at Colwood, near Victoria. Married, in England, Captain John J. S. Josling, R.N., formerly lieutenant on H.M.S. *Thetis*, on this station. Mrs. Josling died in India, 4 August, 1888.

See Port Langford; Josling peninsula; and Thetis island.

Louise island, Q. C. Ids. After Her Royal Highness Princess Louise Caroline Alberta, fourth daughter of Queen Victoria. Born 18 March, 1848. On 21 March, 1871, Princess Louise married John Douglas Sutherland Campbell, Marquis of Lorne, eldest son of the late Duke of Argyll, and from 1878 to 1883 her husband was Governor General of Canada. He succeeded to the Dukedom of Argyll in 1900. Princess Louise visited this coast with the Governor General during her residence in Canada, the vice-regal party staying at Government House, Victoria, 1882. Named by George M. Dawson, Geological Survey of Canada, to commemorate the visit of the princess to Canada, 1878.

See Victoria; Albert head; and Dawson harbour.

Lowe inlet (Kumowadah), Grenville channel. After Thomas Lowe, sixth son of Dr. John Lowe, Coupar Angus, Perthshire, Scotland. Born 30 November, 1824, and his early life was spent in the service of the Hudson's Bay Company. In September, 1841, he left London in the company's barque *Vancouver*, 336 tons, Captain Alexander Duncan, for Fort Vancouver, on the Columbia river, calling at the Sandwich islands. At Honolulu he was transferred to the Hudson's Bay barque *Cowlitz*, Captain William Brodie, with Charles Dodd as chief officer, and Sir George Simpson on board, bound for Sitka, where they arrived, 16 April, 1842. From thence he proceeded to Fort Durham (Taku), in charge of Dr. John Kennedy, where he was stationed for about thirteen months, until the closing of this post and also that of Fort McLoughlin (Bella Bella) had been decided on. The late Sir James Douglas, then chief factor, had been instructed to establish a new post on the southern end of Vancouver island, and had selected the harbour of Camosun, or Camusack, as the most suitable. He accordingly proceeded north and embarked the officers and men from the two abandoned posts, with their families and effects, on board the steamer

Beaver and schooner *Cadboro*, and after a tedious passage down the coast and a good deal of trouble and some danger in getting through the extraordinary rapid current of Johnstone strait (Seymour rapids), the expedition finally came to anchor in what is now Victoria harbour, (q.v.) on the 3 June, 1843.

The construction of the fort was at once begun, and when the buildings were well under way at Fort Albert, as it was first named, Ross was left in charge, and Lowe accompanied Douglas in the *Beaver* to Nisqually and then overland to Fort Vancouver on the Columbia river. Here Lowe remained until 1850, making, meanwhile, two trips overland (each trip taking about eight months of hard travel) across the continent to York factory, Hudson bay, in charge of the express party which annually took out the accounts and despatches, as also the retiring servants, bringing back a new lot of men to fill the vacancies. Then came the discovery of gold in California, and as good openings presented themselves, Lowe, in 1850, left the service of the Hudson's Bay Company, and with two friends, both former chief factors, established the firm of Allan, McKinlay & Co., at Oregon City. In 1852, he started at San Francisco the firm of Allan, Lowe & Co., of which his brother James became a partner in 1855. In 1860, James Lowe arrived in Victoria and commenced business as a commission merchant, January, 1861. At the close of 1862, Thomas Lowe joined his brother, and on January 1, 1863, the firm of Lowe Bros. was established. In 1865 they purchased the business of James J. Southgate, naval contractor. The partnership was dissolved in 1871, Thomas retiring and leaving Victoria, January, 1872, for Scotland, where he has since resided.

James Lowe was born 12 April, 1830, and was for six years in the Bank of Dundee, Scotland, coming to San Francisco in 1853 to join his brother Thomas. He died in San Francisco, 2 February, 1879.

(Reminiscence given to the writer by Thomas Lowe, and, as he was only nineteen when Victoria was founded, is now probably the sole survivor of the historic event.)

Lowe inlet named by Captain Dodd, of the Hudson's Bay Company's steamer *Beaver*, circa 1844. (*Labouchere's* log book, 1859-1860.)

See Victoria; Fort Durham; Douglas channel; McLoughlin bay; Bella Bella; Tolmie channel; Port Simpson; Hepburn point; James point; Finlayson channel; Clover point; Dodd narrows; Southgate river; Labouchere channel; Beaver harbour; Duncan bay; and Brothie ledge.

Lucan islands, Balaklava island. After George Charles Bingham, third Earl of Lucan, major general in the British army. At

the commencement of the Russian war Lord Lucan went out to the Crimea in command of a cavalry division. A heavy brigade under James Yorke Scarlett (Scarlett point), and a light brigade under Lord Cardigan (Cardigan rocks). Lucan was Cardigan's brother-in-law, but there was little love between them, and no two men could have been less fitted to work together. There was some friction, and Lucan complained that his brigadier's notions of independence were encouraged by Lord Raglan, commander in chief (Raglan point). After the gallant but fatal charge of Lord Cardigan's men on the Russian guns, the order for which, transmitted from Lord Raglan to Lord Lucan by Captain Nolan (Nolan point), has since been known to have originated in a general misunderstanding, Lord Raglan reproached Lucan, when they met, with having lost the light brigade. Raglan stated in his despatch home that from some misconception of orders to advance, the major general considered he was bound to attack at all hazards. Lucan remonstrated against this censure in a letter to Lord Raglan which he declined to withdraw, and in forwarding this letter to the secretary of state, Lord Raglan found fault with the execution of his orders which Lucan supposed himself to have received. The government decided, "apart from any consideration of the merits of the question," that Lord Lucan should return home, as it was essential the commander in chief should be on good terms with the commander of his cavalry. Lord Lucan in camp was generally regarded as an ill-used man. Without previous experience as a leader of cavalry in war, no longer young and with some faults of temper, he had shown himself "a diligent, indefatigable commander—always in health, always at his post, always toiling to the best of his ability, and maintaining a high undaunted and even bright spirit under trials the most depressing." (Kinglake, chap. lxx.) General, 1865. Field marshal, 1887. Died, 10 November, 1888. Named by Captain Pender (master, R.N.), commanding H.M. hired surveying vessel *Beaver*, 1864.

Lucy islands, Chatham sound. After Lucy Moffatt, wife of Hamilton Moffatt of the Hudson's Bay Company's service, and daughter of Captain William H. McNeill of the same service. Residing in Victoria, 1906. Named by Captain Richards, H.M.S. *Hecate*, circa 1862.

See Moffatt islands; and Port McNeill.

Luke island, Port John, Fisher channel. After one of the evangelists. Named 1866.

See Matthew island.

Lulu island, Sandheads, Fraser river. Named, in 1862, by Colonel Moody, R.E., in command of a detachment of the Royal Engineers then stationed at New Westminster, after Lulu Sweet, a young actress belonging to the first theatrical troupe that ever acted in that city. Her conduct, acting and graceful manners gave great satisfaction, and were appreciated to such an extent by her friends and patrons that the island was named after her. (Communicated by Lieut. Colonel R. Wolfenden, I.S.O., King's Printer, Victoria. See *Colonist*, 8, 9 September, 1862.)

See Port Moody; and New Westminster.

Luxmoore island, Moore channel, Q. C. Ids. After Benjamin Luxmoore, R.N., clerk, H.M.S. *Thetis*, on this station, 1851-1853. Paymaster, 1856. Named by Captain Kuper, R.N., C.B., 1852.

See Kuper island; Mitchell harbour; and Thetis island.

Lyall point, Barkley sound. **Lyall harbour**, Saturna island. After David Lyall, R.N., M.D., surgeon, H.M. surveying vessel *Plumper*, Captain Richards. On this station, 1857-1859. Surgeon, 1846. Staff surgeon, 1861. Deputy inspector-general Hospitals and Fleets, retired, 1873. Named by Captain Richards, circa 1859.

See David mountain.

Lyell island, Q. C. Ids. After Sir Charles Lyell, Knt., a celebrated geologist. Born at Kinnordy, Scotland, 14 November, 1797. Secretary of the Geological Society, 1823-1826, travelled on the continent of Europe with Murchison in 1828 and became professor in King's college, London, 1830. Knighted, 1848. His many works include "Principles of Geology," published 1830-1833; "Travels in North America," published 1845, showing Hennepin's view of Niagara in 1678; and "The Antiquity of Man," published 1863. Died in London, 22 February, 1875. Named by George M. Dawson, Geological Survey of Canada, 1878.

See Dawson harbour; and Murchison island.

Macaulay point, Victoria. Formerly known as Sailor point, that being the name given on Kellett's chart of Victoria harbour dated 1847. Named Macaulay by the officers of the Hudson's Bay Company, circa 1851, and adopted by Captain Richards on resurveying the harbour, 1859, after Donald Macaulay, in the service of the Puget Sound Agricultural Company, who had charge of one of their farms, named Viewfield, of which the point now bearing his name was a portion, 1850-1860. Macaulay, a native of Scotland, came across the mountains to this coast, circa 1834, and after serving afloat with Captain McNeill in the Hudson's Bay Company's

brig *Llama* he was stationed at Fort Simpson, residing there 1837 and following years. On leaving Viewfield he rejoined the Hudson's Bay Company, and was again employed at Fort Simpson, 1863. Returning to Victoria, he had charge of the company's powder magazine at Esquimalt, and was accidentally drowned in Esquimalt harbour, 1868.

See Colwood islet; Mackenzie sound; Port Langford; Port McNeill; and Lama passage.

Macdonald point, Knight inlet. Named, in 1865, by William Blackney, R.N., assistant surveying officer, H.M. hired steamer *Beaver*, after William John Macdonald, native of Inverness-shire, late of the Hudson's Bay service, and, since the union of British Columbia with Canada in 1871, a member of the Senate of Canada. Arrived on this coast in the barque *Tory* in 1851. Retired from the Hudson's Bay service in 1858. Was a member of the Legislative Assembly of Vancouver Island as early as 1860, for Sooke. In 1867, after the union of Vancouver Island colony and British Columbia, was a member of the Legislative Council at New Westminster, and in the following year was one of the members instrumental in transferring the capital of the province from the mainland to the island.

In 1856, as captain in the local militia, Macdonald, with a portion of his corps, accompanied, in September of that year, Governor Douglas in H.M.S. *Trincomalee*, Captain Houstoun, to Cowichan bay to arrest an Indian who had wilfully shot a white man but not mortally. On arrival of the man-of-war at Cowichan a party of marines and blue-jackets were landed under Captain Houstoun and, with Captain Macdonald and his men, marched to an open space near the village where they encamped. Wishing to avoid bloodshed if possible, Douglas had a parley with the chief, but the Indians with faces blackened, armed and painted for war, shouting and gesticulating, would not give up the culprit. The following day Captain Houstoun deployed his marines in a long line, and the Indians advancing within the extreme of this line with the culprit at their head, the line closed in, separating him from his companions, when Captain Houstoun personally seized him. A drum head courtmartial was convened, the Cowichan found guilty of attempted murder, and hanged forthwith on a near-by oak tree before his tribe, the latter showing by many indications that their approval was withheld and that they yielded only to force. (Personal reminiscence to writer by Senator Macdonald.) In relation to the above incident, the following note appears in the journal kept by Captain Stuart at the Hudson's Bay post, Nanaimo, under date 6 September, 1856:—"A

canoe arrived from Cowichan conveying a despatch from the governor, with the information that the assassin had been executed without a single casualty happening during the whole campaign." The account, given in Bancroft's History of British Columbia, that the culprit attempted to shoot Governor Douglas, is not founded on fact, and the incident related in Begg's history of this circumstance is simply a repetition of Bancroft.

In association with Macdonald point the following names were given at the same time in the vicinity: Catherine mountain (4,420 feet), on the opposite side of the inlet, after Mrs. Macdonald; Flora peak (1,950 feet), eldest daughter; Edith mountain (2,600 feet), second daughter, now the wife of Captain Ernest J. Fleet, R.N.; and Lilius rock, Glendale cove, youngest daughter of the subject of this note. Also Duncan point, and Murray point, Glendale cove.

See New Westminster; Glendale cove; Adeane point; Catherine mountain; Reid island; Fleet point; Blackney passage; and Cowichan bay.

Mackenzie sound, Q. C. Sd. After Kenneth Mackenzie, native of Rosshire, Scotland, who had charge (1853-1866) of one of the large farms established on Vancouver island by the Puget Sound Agricultural Company. Mackenzie arrived from England with his family in the *Norman Morrison*, Captain D. D. Wishart, January, 1853, and brought with him for the purposes of colonization twenty-five families consisting of tradespeople of all classes. Machinery and tools were brought with the workmen so that they could ply their different trades as soon after their arrival as possible to the advantage of their new home. The place selected for the farm was on the banks of Victoria arm so that a free waterway to Victoria, then commonly spoken of as "the Fort," would be available. The establishment was named Craigflower in 1853 by Mackenzie after the farm of Governor Colville in England, then governor of the Hudson's Bay Company. Under the able management of Mackenzie the farm of Craigflower soon became of importance, and the supplies available, from this and other sources, for the rising colony and naval vessels most valuable. In those early days the men engaged on the farm besides tilling the fields were drilled to repel attacks if necessary from the Indians who gathered near the settlement in large numbers. In 1866 removed to Lakehill, Victoria. Died, 1874. Named by Captain Pender (master, R.N.), H.M. hired surveying vessel *Beaver*, 1865.

See Colwood islet; Macauley point; Skianer bluff; Port Langford; Kenneth passage; and Burly bay.

Magin mountain (1,800 feet), Loughborough inlet. After Captain Thomas Magin, Royal Marines, H.M.S. *Sutlej*, flagship of

Rear Admiral the Hon. Joseph Denman. On this station, 1864-1866. Captain, 1854. Lieut. Colonel, 1869. Died, 1873. Named by Captain Pender (master, R.N.), *Beaver*, circa 1835.

See Suttlej channel; and Denman island.

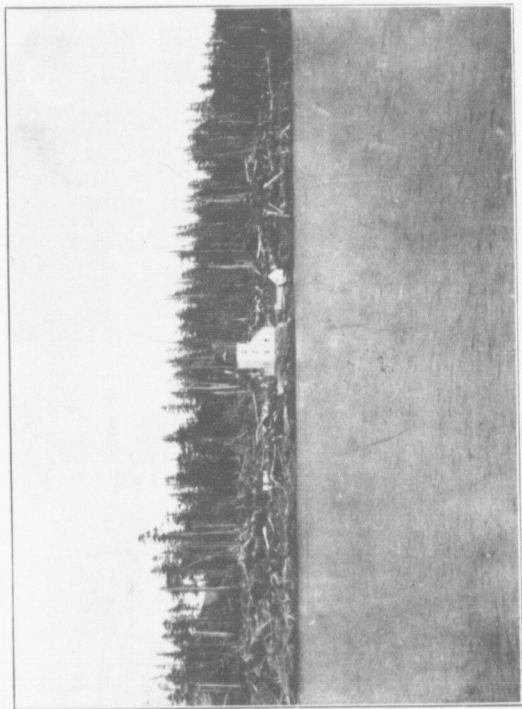
Maguire mountain (940 feet), Sooke, Vancouver island. After Rochfort Maguire, R.N., 1st lieutenant, H.M. surveying vessel *Herald*, Captain Kellett. On this station, 1845-1851. Surveying on this coast, 1846. Entered the navy, 1830. Lieutenant, 1840. Commander, 1851. Captain, 1855. Mate (sub-lieutenant) of H.M.S. *Wasp* on the coast of Syria, and was severely wounded on the head at the capture of Sidon, and served at the bombardment of Acre, 1840. Commanded the *Plover* in the Bering strait, on the Arctic searching expedition for Sir John Franklin, 1852-1854, during which he spent two winters at Point Barrow. (The narrative of Commander Maguire is printed in Sherard Osborn's "Discovery of a Northwest Passage by Captain M'Clure.") Captain Maguire afterwards commanded the *Sanspareil*, *Imperieuse* and *Galatea*, and was commodore in the *Challenger* on the Australian station. He was invalided and died at Haslar in 1867. C.B., F.R.G.S.

See Herald rock; Kellett bluff; Sooke inlet; Plover reefs; Hull island; Hornby point; and Osborn bay.

Maitland island, Douglas channel, Kitimat. After H. Maitland Kersey, formerly of the White Star line, and residing at New York. Later engaged in the Klondyke and Yukon as managing director of the Canadian Development Company, 1898, with his headquarters at Victoria. Assisted in making an examination of Kitimat harbour with Mr. Louis Coste, chief engineer, Public Works Department, Ottawa, in the C.G.S. *Quadra*, Captain Walbran, 1898. At the outbreak of the Boer war, in 1899, proceeded from Canada to South Africa and joined the Imperial yeomanry. Taken ill with enteric fever and invalided to England. Named by Mr. Louis Coste, and adopted by the Geographic Board of Canada, 1900.

See Coste island; and Kitimat arm.

Maitland mountain, between Barkley and Clayoquot sounds. Height, 4,337 feet. After Rear Admiral Sir Thomas Maitland, Kt., C.B., commander in chief on this station, flagship *Bacchante*, 51 guns, 1860-1862. Born 1803. Arrived at Esquimalt with his flagship, 2 April, 1861. (*Colonist*, 3 April, 1861.) Entered the navy in 1816 in the *Wellesley*, flagship of Rear Admiral Sir Frederick Lewis Maitland, K.C.B., who was captain of H.M.S. *Bellerophon* when Napoleon surrendered on board of her, 15 July, 1815. Lieutenant, 1823. Commander, 1827. In 1832-1833 commanded H.M.S.



Lawyer Island Lightstation, Malacca Passage.

Sparrowhawk, West India station, and brought home a treasure freight of half a million dollars and forty-two bales of cochineal. Captain, 1837. Had charge of H.M.S. *Wellesley* in 1838, and commanded her seamen and marines in quelling an insurrection on the coast of Malabar; in 1839 engaged in the operations on the coast of Scinde and in the Persian gulf; and in those on the coast of China, commanding a brigade of seamen at the taking of Canton. Flag captain at the taking of Chusan, 1840, and Amoy and Shanghai, 1841. C.B., 1841. Knighted, 1843. Rear Admiral, 1857. Commander in chief, Pacific station, 1860-1862. Succeeded his cousin in the earldom of Lauderdale as eleventh earl, 22 March, 1863. Vice admiral, 1863. K.C.B., 1865. Admiral, 1868. G.C.B., 1873. Admiral of the fleet, 1877. Died, 1 September, 1878. The very ancient and distinguished family of Lauderdale has been seated at Thirlestane Castle, county Berwick, for nearly six centuries. Its earliest ancestor was Richard de Maitland, who gave divers lands to the abbey of Dryburgh, temp. Alexander III. (Burke, 1905, p. 948.) Named by Captain Richards, H.M.S. *Plumper*, circa 1860.

See Bawden bay; and Heriot bay.

Maktosis village, Flores island. See Ahousat.

Malacca passage, Porcher island. After H.M. screw sloop *Malacca*, 13 guns, 1,034 tons, 200 h.p., Captain Ralphus B. Oldfield. On this station, 1866-1868, arriving at Esquimalt 6 October, 1866. The mountain on Kaien island, the mountain on Smith island and the islands and points near the northern entrance of Malacca passage are named after the captain and officers of this vessel. Named by Captain Pender (nav. lieutenant, R.N.), in the *Beaver*, 1867.

See Oldfield mountain; Kinahan islands; Digby island; McGrath mountain; Lima point; Parry point; Cruice rock; and Holland island.

Malaspina inlet. Named by the Spanish naval officers, Galiano and Valdes, 5 July, 1792, and marked on their chart, Brazo de Malaspina, after Captain Alexandro Malaspina ("Capitan de Navio"), a celebrated seaman in the naval service of Spain. Born 5 November, 1754, of a distinguished family of Italian extraction, he is the most romantic figure among the navigators of the north Pacific, and in 1789 was given the command of a scientific and exploring expedition designed to go round the world, consisting of two ships, *Descubierta* (Discovery), commanded by himself, and *Atrévista* (Audacious), Captain José Bustamente y Guerra. The expedition sailed from Cadiz, 30 July, 1789, and from Acapulco, 1

May, 1791, proceeding northwards to investigate the alleged discoveries in 1588 of Captain Lorenzo Ferrer de Maldonado. Land was sighted, 23 June, near mount Edgecombe, where they continued exploring for some time, anchoring on their way southwards at Nootka, 12 August, where several weeks were spent in scientific observations. There is no evidence that Malaspina examined or even entered the strait of Juan de Fuca, and it is not probable that he did, because Lieutenant Eliza, with the *San Carlos* and *Saturnina*, was then engaged upon that work. Malaspina sailed from Nootka, 25 September, 1791, and, after calling at Monterey, continued his voyage across the Pacific ocean, visiting the Philippine islands, Australia, and New Zealand, returning to Europe via Cape Horn. The expedition arrived at Cadiz, 21 September, 1794, where he was well received, but shortly afterwards having fallen under the suspicion of the Spanish government he was, for political reasons, imprisoned in the castle of San Antonio at Corunna till 1803, when, through the influence of Count del Melzi, the Emperor Napoleon's all powerful sympathy was enlisted, and he procured the liberation of Malaspina who was, however, banished the country. He took up his residence at Milan, and here was offered high office by the Italian government, but refused it, and retired to Lunigiano where he died 9 April, 1809. Malaspina's complete journals with a full and valuable account of his voyage were at last, after nearly a century of unjust and, to Spain, harmful suppression, published in Madrid, 1885, edited by Lieutenant Pedro de Novo y Colson, of the Spanish navy. This fine publication has been strangely overlooked by Bancroft. (*See N.W. Coast*, Vol. II, p. 250.) While Malaspina's name was omitted by Galiano and Valdes in their journal as being in command of his expedition to the Pacific, because of the displeasure shown against him by the Spanish government, yet his name was not wholly suppressed, as Greenhow states it was (*see Oregon and California*, note, p. 222), for it appears in the name of this inlet, Brazo de Malaspina. (*Viage*, p. 75.)

See Galiano gallery; Galiano island; Port Eliza; Wootton bay; and Espinosa arm.

Malaspina strait. Named, in 1859, by Captain Richards, H.M. surveying vessel *Plumper*, after Captain Alexandro Malaspina, the Italian seaman in the service of Spain, after whom Malaspina inlet was named by Galiano and Valdes in 1792. Captain Vancouver states that the Spanish name of this strait was "Canal del Neustra Signora del Rosario," and that it was ten leagues in length from point Upward to point Marshall. In the Spanish charts of Eliza, 1791, and Galiano and Valdes, 1792, the whole of Vancouver's strait

of Georgia is given the name which Vancouver assigns to this portion of it.

See Malaspina inlet; and Strait of Georgia.

Malcolm island, Broughton strait. After Admiral Sir Pulteney Malcolm, G.C.B., born 20 February, 1758. Entered the navy 20 October, 1778, on the books of the *Sybil*, commanded by his uncle, Captain Pasley. With Pasley he served in the *Jupiter*, and in 1783 was promoted to lieutenant of her. In 1793 was 1st lieutenant of the *Penelope* in the West Indies, where her service was peculiarly active. She captured or cut out many privateers or merchant vessels, and Malcolm, as 1st lieutenant, commanded her boats in several sharp conflicts. Captain, 1794. In 1798 while commanding the *Fox* frigate, in the East Indies, he was appointed by Rear Admiral Rainier to be his flag captain in the *Suffolk*, and afterwards in the *Victorious*. Returned to England in 1803. While serving in the Mediterranean in command of the *Renown*, Captain Malcolm, in 1805, exchanged into the *Donegal* with Captain R. J. Strachan, just in time to take part in the celebrated pursuit of the French fleet to the West Indies. On the return of Nelson's fleet to the channel, the *Donegal* was sent to reinforce Collingwood off Cadiz, and was there when Nelson resumed command on the 28 September. On the 17 October the *Donegal* was sent to Gibraltar for water and a hurried refit. On the 20th Malcolm learnt that the combined fleet was coming out of Cadiz. His ship was then in the Mole nearly dismantled; but by the greatest exertions he got her out that night, and on the 22nd she sailed from Gibraltar with her foreyard towing alongside. It was blowing a gale from the westward, but she succeeded in getting through the strait, and on the morning of the 24th rejoined the fleet, too late for the battle of Trafalgar, but in time to render most valuable assistance to the disabled ships and more disabled prizes. She captured the *Rago*, which had made a sally from Cadiz on the 23rd, and on the night of the 24th the *Donegal's* boats succeeded in saving a considerable number of the crew of the French prize *Berwick*, which had gone on shore and speedily broke up. Writing to Sir Thomas Pasley, 16 December, Collingwood said: "Everybody was sorry Malcolm was not there (Trafalgar), because everybody knows his spirits, and his skill would have acquired him honour. He got out of the Gut when nobody else could, and was of infinite service to us after the action." (Nicolas, VII, p. 242.) "The sequel of the services of the *Donegal* may be found in the Gibraltar *Chronicle* of the 9 November, 1805; and if it be more honourable to save than to destroy, Captain Malcolm had his full share of the glory of

the battle of Trafalgar. The lives of many others of the unfortunate people in the prizes could not be saved by all the seamanship and generous exertions of our countrymen. A man fell overboard from the *Donegal* on this occasion; the usual cry was raised, when some one thoughtlessly called out, 'He is only a Spaniard.' 'Suppose he is only a Spaniard,' said a gallant British seaman, seizing a rope and jumping into the sea at the same time, 'no reason the poor devil should be drowned.' Happy am I to say, from the information of Sir Pulteney Malcolm, that both men were picked up." (Brenton, *Naval History*, II, p. 88.) The *Donegal* was paid off in 1811. Rear admiral, 1813. K.C.B., 1815. In 1816, commander in chief on the St. Helena station, flagship *Newcastle*, specially appointed to keep a close guard over the great Emperor Napoleon, then a prisoner on that lonely island.

On the 20 June, 1816, Sir Pulteney Malcolm and Captain Meynell, his flag captain, were introduced to Napoleon. The admiral made a most favourable impression on Napoleon, for, speaking of him after the interview, Napoleon said:—"Ah, there is a man with a countenance really pleasing, open, intelligent, frank and sincere. His countenance bespeaks his heart, and I am sure he is a good man. I never yet beheld a man of whom I so immediately formed a good opinion as of that fine, soldier-like old man." ("A Voice from St. Helena," O'Meara, I, p. 65.) In October, 1817, Sir Pulteney was relieved by Rear Admiral Plampin. Vice admiral, 1821. G.C.B., 1833. Admiral, 1837. Died, 20 July, 1838. His wife, Clementina, died 19 November, 1830. She was the eldest daughter of the Hon. W. F. Elphinstone and niece of Admiral Lord Viscount Keith. (*Annual Register*, 1830, LXXII, p. 278.) Named by Commander George T. Gordon, H.M.S. *Cormorant*, 1846.

See Meynell point; Rainier mountain; Pasley island; Pasley passage; Strachan mountain; Cockburn cape; Donegal head; Gordon river; and Cormorant island.

Malone point, Havannah channel. After Anthony Malone, lieutenant in the Royal Marines, H.M.S. *Havannah*, Captain Thomas Harvey. On this station, 1855-1859. Hence the association of Anthony mountain (1,100 feet) in the vicinity. Captain, 1865. Major, retired, 1877. Lieutenant colonel, 1879. Living 1906.

See Port Harvey; Havannah channel; and Hull island.

Mamie rock, Smith sound. After the British steam vessel *Mamie*, 61 tons register, 90 h.p., built at New Westminster, 1887, which struck on this rock, hitherto unknown, September, 1897, when proceeding, in charge of Captain Henry Smith, from Quascilla bay to Rivers inlet with a cargo of fresh salmon. Named by the writer

on examining the rock in 1903, and adopted by the Geographic Board of Canada.

See Smith sound; Quascilla bay; and Rivers inlet.

Manson bay, Cortes island. After Michael Manson, son of John Manson of the Shetland islands, Scotland. Arrived on this coast in 1874, and proceeded to Comox, where he assisted in building the first wharf in Port Augusta, erected by the Provincial government, and also the first bridge across the Courtenay river. In 1882, purchased from the Provincial government the point of land on the east side of the bay now known as Manson bay, and established a trading post, where he resided till 1896. He then entered the service of the Wellington Coal Company, and since that date has been employed as superintendent of their shipping business at Union bay. Named by Captain Walbran, C.G.S. *Quadra*, on making an examination of the bay in 1895, and adopted by the Hydrographic office, Admiralty, London.

See Cortes island.

Maquinna point, Nootka. Named by the Spaniards in 1791, and shown on Eliza's chart as Mocuina, after Maquinna, the well-known Indian chief of Nootka, who gained notoriety by being the contemporary of Vancouver, Quadra, Martinez, Eliza, Meares, and other British and Spanish seamen who were prominent characters towards the close of the 18th century in the history of the northwest coast of America. Maquinna was the chief from whom Captain John Meares, of the merchant vessel *Felice*, purchased in 1788 the land, little better than a garden plot, in Friendly cove, on which the British claim to a portion of this coast against the Spanish claim to the whole coast of N.W. America was first founded. Maquinna was the chief who, in 1803, captured the American ship *Boston*, at anchor in his domain of Nootka sound, and massacred the whole crew with the exception of two men. The unforeseen result of the purchase of the land by Captain Meares brought Nootka into prominence before the whole civilized world and Maquinna in close contact with British and Spanish naval diplomats; while his celebrated and successful attack on the *Boston* made his name detested and feared by the whole of the fur-trading seamen frequenting these shores.

It is just one hundred years ago at this writing, 19 July, 1905, that John Jewitt was taken on board the brig *Lydia* and delivered from a captivity of more than two years among the Indians of Nootka sound. Jewitt wrote a history of the tragedy of the *Boston*, from which the facts here presented are taken. (Narrative of John

R. Jewitt, 1st edition, 1816.) The *Boston*, an American ship, loaded at Boston, England, a general cargo for a trading voyage to these shores, and was commanded by Captain John Salter. She arrived at Marvina's bay, Nootka sound, 12 March, 1803, and immediately began trading with the Indians. Many presents were exchanged, and all went well until about the time the ship was ready to sail for the north. The captain had presented Maquinna with a valuable shotgun, with which he seemed well pleased, but the day before the vessel was to sail the chief came on board with a present of some ducks, and also the gun, one of the locks of which he had broken, and told the captain it was "peshak," meaning bad. Captain Salter was much annoyed, thinking Maquinna under-valued his present, and taking the gun from him tossed it indignantly into a berth, calling the chief a liar and using other opprobrious language to him. Maquinna knew enough English to understand only too well the meaning of the captain's insulting terms. He went on shore with his chiefs, evidently much offended. The next day, 22 March, the natives brought off salmon as usual, and about noon Maquinna and some of his chiefs came alongside in canoes and, after the usual examination at the gangway, to see that they had no arms, were allowed on board. Maquinna asked the captain when he was going to sail, he replied, "to-morrow," when the chief advised him to get a supply of salmon for the ship. The captain agreed to this, and the Indian chiefs had dinner on board. After dinner the chief mate and nine men, under the guidance of some of Maquinna's men, set off in two boats to fish, and the steward went away to wash clothes, leaving the *Boston* practically deserted. Jewitt, the armourer, went below to his work. In about an hour's time there was a great noise and confusion on deck. Jewitt ran up the ladder, but scarcely had started, when a savage clutched him by the hair from above, and he received a deep gash in his forehead from an axe, the wound penetrating the skull. He fell into the steerage stunned and bleeding, and was discovered later on by Maquinna, who, after Jewitt had recovered, ordered the savages to spare his life because of his usefulness in making weapons. The heads of the captain and crew, arranged in a row on deck, were shown to him and he was told to name them, that of Thompson, the sailmaker, however, was not among them; he was afterwards captured in the hold, and his life was spared through Jewitt pleading with Maquinna for Thompson (an elderly man) as his father, and saying that if they killed the father the useful son would die. Before the ship had been entirely unloaded, and while stranded in Friendly cove, to which place, with

Jewitt's assistance, she had been taken, the vessel was accidentally set on fire and destroyed. Jewitt and Thompson remained captives a little over two years, Jewitt learning the language and keeping a journal. To show how little human life was valued among these savages, and, at the same time, show the utter contempt Thompson had for them, an anecdote from this journal may be given.

Maquinna having noticed that Jewitt and Thompson washed their blankets, instead of throwing them away when too dirty to wear, which was the Indian custom, desired them to wash his also. One day, Thompson having washed the chief's blanket and spread it on the ground to dry, an Indian, visiting Nootka, to show his contempt for the white slave, deliberately walked over the blanket with his dirty feet. Thompson told him if he did it again he would cut his head off. The Indian thinking this an empty threat repeated the action, when Thompson, who always had his cutlass with him, he being an old veteran of Lord Howe's victory and other naval battles, with one blow of it cut off the Indian's head. Then rolling up the blanket and picking up the head, Thompson repaired to Maquinna, told him what he had done and showed him the blanket, when, as Jewitt observes: "The king was much pleased and highly commended his conduct." It is needless to add that after this visitors and others left old Thompson carefully alone.

Jewitt found several neighbouring chiefs were willing to assist himself and companion to escape by undertaking to deliver a letter to any vessel they might meet; he sent out several, and one of them was received by Captain Samuel Hill of the brig *Lydia* of Boston, who came to their relief, 19 July, 1805.

Maquinna, with three other chiefs, was one of the principals in the purchase of land made by Captain Kendrick at Ahasset in 1791. The hereditary name of Maquinna, spelt by the old traders, Maquilla, Moquina, Maquinna and Mocuina, is now held by a descendant, on the distaff line, of the subject of this note. The chief Maquinna who died in 1901 was also a well-known character at Nootka and in the neighbourhood, and the last to maintain a position of authority among his people.

See Nootka sound; Friendly cove; Kendrick arm; Marvins bay; Meares island; Wakenneish island; Tlupana arm; Estevan point; Muchalat arm; Brown river; Howe sound; Masset; Scott cape; Quadra island; and Vancouver island.

Marchant rock, Off Otter passage, Hecate strait. After George Marchant, an old seafaring resident on this coast. In command of several steamers in the coasting trade, including among them the historical old *Beaver*, being the last who had charge of her. Mar-

chant was engaged on the *Beaver* for three years, 1867 to 1870, when that vessel was employed surveying this coast.

Marchant rock was thus discovered: The *Beaver's* men, during the breakfast hour one fine morning in July, 1869, were resting on the rocks facing the waters of Hecate strait, when a breaker far seaward, persistently appearing in the same place, caught Marchant's attention. He reported it to Lieutenant Coghlan, and after due investigation, the breaker was found to mark a dangerous off-lying rock, which was located and named after the discoverer, Marchant rock. Named by Staff Commander Pender, 1869.

See Beaver harbour; and Coghlan anchorage.

Marina island, Sutil channel. Named, in association with Cortes island, after the fair and famous Marina whom Cortes in the spring of 1519, at San Juan de Ulloa, obtained with numerous other captives. Cortes made her his mistress, and out of devotion to him she acted as the interpreter, guide and counsellor of the Spaniards in their attack on Mexico, and frequently saved them from serious reverses. Named by Galiano and Valdes in July, 1792. Viage p. 79.

The name appeared as Mary island on Admiralty charts from 1849 to 1906, when the Geographic Board of Canada both for the sake of historical accuracy, and to avoid duplication, replaced the original form.

See Cortes island.

Mark mountain (3,080 feet). Horne lake, Vancouver island. After Mark Bate of the Hudson's Bay Company's service, who was stationed at Nanaimo when the mountain was named after him by Captain Richards, H.M.S. *Plumper*, 1860. Mark Bate is the brother-in-law of Horne, after whom the lake was named. Born at Birmingham 11 December, 1837, youngest son of Thomas Bate, member of the firm of Bramah, Cochrane & Co., Woodside, Worcestershire, and educated at the grammar school, Dudley. Arrived on this coast in the H. B. barque *Princess Royal*, Captain Trivett, 18 January, 1857, and immediately entered the service of the company at Nanaimo. On the purchase of the company's establishment at Nanaimo by the Vancouver Coal Company in 1862, he joined the service of that company and was appointed cashier and accountant. He has resided at Nanaimo since 1857 and has been its chief magistrate many times. Residing at Nanaimo, 1906.

See Horne lake; Nanaimo; and Trivett point.

Mark rock, Port John, Fisher channel. Named after St. Mark the evangelist by Captain Pender (Master, R.N.), and officers of the hired surveying vessel *Beaver*, circa 1866.

See Matthew island; Luke island; and Port John.

Marrack island, Skeena river, Grenville channel. After William Marrack, R.N., midshipman, H.M.S. *Pylades*, Captain Cecil W. Buckley, V.C., on this station, 1868-1869. Lieutenant, 1870. Commander, 1882. Captain, 1888, and commanded H.M.S. *Calypso*, 16 guns, screw cruiser, one of the training squadron, 1891-1895. Rear admiral, active list, 1902. Living, 1906. Named by Captain Pender (Nav. lieutenant R.N.), *Beaver*, 1868.

See Buckley point; Chalmers anchorage; Bloxam island; and Genn islands.

Marshall point, northwest point of Texada island. Named by Vancouver, 25 June, 1792, as he passed, with the little fleet of British and Spanish exploring vessels, *Discovery* and *Chatham*, *Sutil* and *Mexicana*, through what is now known as Malaspina strait.

Martin island. See Otter island.

Martinez, Punta de. See Cape Flattery.

Marvinas bay, Nootka sound. A corruption of the Indian name, and adopted by the Spanish and British naval officers. Shown on Captain Cook's chart of 1778. According to Rev. A. J. Brabant, Marvinas is a corruption of the Indian word Mawina: "ma," meaning "village," "house," or "houses"; "o-wina," "in the centre," "halfway," "on the way," thus: "a village on the way or along the channel"; it may be halfway but not necessarily so. Marvinas bay is on the way to Tahsis and also to Tlupana arm from Yuquot village, Friendly cove; hence the Indian name. This bay was often used by the early traders, who called it Mowenna, as being better protected from the ocean swell than Friendly cove and also larger. (Meares, 4°, Appendix XII.) Vancouver speaks highly of it under the name of Mowenna, stating, after examining it, 28 September, 1794, that it is "in great repute with the traders on this coast, and particularly so with the Americans. The land in its neighbourhood continues to be low to a greater distance than about Friendly cove, and seems to be composed of less rocky materials." (Vancouver, 8°, VI. p. 88.) It was in Marvinas bay that Commander W. R. Broughton refitted the sloop of war *Providence*, in 1796, heaving down his vessel with the aid of the American brig (previously rigged as a sloop) *Washington*; and it was also in this bay the American ship *Boston* was captured by the Indians in 1803, Maquinna compelling Jewitt, after the massacre of his crew, to sail her down to Friendly cove where she was subsequently burnt.

See Maquinna point; Nootka sound; Friendly cove; Tlupana arm; Broughton strait; and Brabant island.

Mary basn, Nuchatlitz inlet, Nootka island. After Mary, second daughter of Captain Edward E. Langford, residing at Colwood near Esquimalt. She married in 1870 in London, England, Captain Herbert G. Lewis of the Hudson's Bay Company's marine service, and resided for many years in Victoria, where she died in 1903. Named by Captain Richards, H.M.S. *Plumper*, 1859.

See Port Langford; Lewis rock; and Colwood islet.

Mary island, Seaforth channel, Milbank sound. After Mary Elizabeth Frederica Mackenzie, eldest daughter and heiress of the last Baron Seaforth, after whom Seaforth channel is named. Married first, 1804, Admiral Sir Samuel Hood, Bart., who, as Captain Hood of the *Zealous*, was one of Nelson's "Band of Brothers" at the Nile, and secondly the Right Hon. J. Stewart Mackenzie, M.P., sometime governor of Ceylon and High Commissioner of the Ionian islands. The lady again became a widow in 1845, but she welcomed to the old home of the Seaforths her father's regiment, 78th Ross-shire Buffs (Seaforth Highlanders) on their return from the Indian mutiny. Died at Brahan castle, 29 November, 1862.

See Seaforth channel; and Alexander point.

Mary point, Virago sound, Graham island, Q. C. Ids. Named in 1853, after Mary Liscombe Jorey.

See Jorey point; and Inskip passage.

Mary Tod island, Oak bay, Vancouver island. This small island is situated in front of the old homestead of the Tod family at Oak bay, and was named by Mr. John Tod, J.P., circa 1856, after his daughter Mary, who subsequently married John Bowker of Victoria, and, as his widow, still (1906) resides at Oak bay.

See Tod creek.

Maskelyne point, Observatory inlet. Named by Vancouver, in association with the name he gave the inlet, after Nevil Maskelyne, a mathematician and astronomer, third son of Edmund Maskelyne, of Purton, Wiltshire. Born in London, 6 October, 1732. He was ordained in 1755 and took the degree of D.D. in 1777. Held several livings, being Rector of North Rumton, Norfolk, in 1782. Elected fellow of the Royal Society in 1758. Sent out by that society in 1761 to St. Helena to observe the transit of Venus, and during the voyage he determined the method of finding the longitude at sea by lunar observations. The observation of the transit failed on account of cloudy weather. In 1763, Maskelyne was deputed by the Board of Longitude to ascertain the true longitude of Barbados, as well as to prove the accuracy of Harrison's time

keeper, and proceeded to that island as chaplain of H.M.S. *Louisa*. On his return, Maskelyne succeeded Nathaniel Bliss as Astronomer Royal, 26 February, 1765, and held that office for upwards of forty-five years, until his death, 9 February, 1811. Indefatigable in the duties of his office, Maskelyne, on becoming Astronomer Royal, soon brought about the publication of the Nautical Almanac, that great boon to seamen. The first number—for 1767—was issued in 1766, and he continued for forty-five years to superintend its publication.

See Wales point; and Observatory inlet.

Massacre bay, Portland canal, Alaska, U.S.A. Shown on chart as **Halibut bay**. Named by Captain Robert Gray of the American ship *Columbia*, who had his 2nd mate, Caswell, and two seamen murdered here by the Indians, 22 August, 1791. (Bancroft N.W. coast, Vol. I., p. 251.) Captain Gray was on a trading expedition from Nootka at the time of the disaster, and had visited the Queen Charlotte islands. The following year, having spent the winter in Clayoquot sound, Captain Gray, proceeding southwards, met Vancouver off Cape Flattery, 29 April, 1792, and shortly afterwards discovered the large river which he named after his ship the *Columbia*.

See Portland canal; Nootka sound; Clayoquot sound; Queen Charlotte islands; Cape Flattery; and Vancouver island.

Masset, Graham island, Q. C. Ids. The word Masset, by which has been known for many years the inlet, sound and village, is derived from the Haida name of the large island, Maast, situated in the inlet about three miles above the village. On the north end of this island are some old Indian fortifications. The Haida name of the present village of Masset is "Atewas," meaning "White slope town," derived doubtless from the banks of white broken shells in the vicinity. The hereditary names of the two Masset chiefs are, Sigai, of the Raven division; and, Wiah, of the Eagle division, each in his respective band having the same authority. For many years the village of Masset (Atewas) was the home of the well known chief, Edensaw, all his villages in the neighbourhood having been abandoned, but it was always understood that Edensaw took up his residence there by the tacit permission of the Masset chiefs. On the west side of the entrance to Masset inlet are the remains of an old village named Yan, meaning "To go in a straight line town," derived from a rock just below the town. (Swanton, "The Haida," p. 281.) Captain Douglas, on his second visit from Nootka to this neighbourhood in the *Iphigenia*, 19 June, 1789, named the bay leading into Masset inlet, McIntyre's bay, and

this name, given on the charts of Dixon and Meares, was used by the British fur traders. The American traders called Masset inlet, Hancock's river, and by this name it is shown on Ingraham's chart, 1791. The American brig *Hancock*, Captain Crowell, was on the coast about that date.

A sketch survey of Masset harbour was made, 1853, by Mr. H. N. Knox, R.N., mate (sub-lieutenant), H.M.S. *Virago*, Commander James C. Prevost, when the name of Masset was adopted on the Admiralty charts. A survey was made of Masset in 1907 by Captain Learmonth, H.M.S. *Egeria*, when the names of Susan, Sturgess, Rooney, Hancock, Crowell and Wiah were added to the chart, the origin of which will be recognized by readers of this book. Venture bank after the British steamer *Venture*, which grounded there in 1906; Harrison point after the Rev. Charles Harrison, a resident of Masset for many years; and Wimble rocks after C.E.R. artificer engineer Wimble of H.M.S. *Egeria*.

See Queen Charlotte islands; Dixon entrance; Meares island; *Virago* sound; Edensaw cape; Port Ingraham; Houston Stewart channel; Rose point; and Knox bay

Masterman islands, Hardy bay, Vancouver island. After Admiral Sir Thomas Hardy, Bart., who was flag captain to Lord Nelson in the *Victory* at the battle of Trafalgar, 21 October, 1805. Sir Thomas derived his name of Masterman from his mother, who was Miss Nanny Masterman, daughter and co-heiress of Thomas Masterman of Kingston Russell, and married Joseph Hardy of Portisham, at Long Bredy church, Dorsetshire, 31 March, 1755. The subject of this note was their second son and was born at Kingston Russell House, 5 April, 1769, the same year which gave to the world Napoleon Bonaparte and Arthur Wellesley. (See "Three Dorset Captains at Trafalgar," 1906.) Named by Captain Richards, H.M.S. *Hecate*, 1862, in association with Hardy bay, which was named circa 1850.

See Hardy bay; Nelson island; Victory mountain; and Wellington mountain.

Matilda creek, Clayoquot sound. After the British trading schooner *Matilda* (Boyle, Exstyn, and others in charge) engaged, 1862 and following years, on this coast. (*Colonist*, 5 December, 1864.) It was in this creek, August, 1864, that the sloop *Kingfisher*, 10 tons, Captain James Stevenson, was attacked by a party of Ahousat Indians, consisting of Chief Cap-chah and twelve men, and all on board, Stevenson, his mate Wilson, and a Fort Rupert Indian, were foully murdered. The bodies of the white men were mutilated and sunk with stones in the creek, and the vessel pillaged

and burnt. ("Colonist," 20 October, 1864.) News of the outrage arrived, by canoe, at Victoria, 10 September, and early in October H.M.S. *Sutlej*, with Rear Admiral Denman, commander in chief, and Mrs. Denman on board, arrived in the sound from Esquimalt accompanied by H.M.S. *Devastation*, to capture and punish the murderers. Several villages were shelled and on 7 October an attack was made at daylight on shore, the attacking party marching from Bawden bay to Cypress bay when a number of Indians, said to be fifteen, were killed near the latter bay. During the expedition nine villages and sixty-four canoes were destroyed. Several prisoners were brought to Victoria by the *Sutlej*, which arrived at Esquimalt 14 October, the *Devastation* having arrived on the 11th, bringing a long despatch from Rear Admiral Denman to Governor Kennedy, which was published in the *Colonist*, 12 October, 1864. (q.v.) It was reported later that three of the murderers were killed during the expedition. The prisoners brought to Victoria were acquitted. Chief Cap-chah and the remaining murderers were never captured. Matilda creek named by Captain Richards, H.M.S. *Hecate*, 1862.

See Hankin island; Bawden bay; Ahousat; Clayoquot sound; Denman island; *Sutlej* channel; and *Devastation* island.

Matthew island, Port John, Fisher channel. This island was named after one of the four evangelists by the surveyors, Captain Pender and staff of *Beaver*, circa 1866, in conjunction with Mark rock and Luke island, and the name of the port—John—(not named with the rock and islands), was subsequently added.

See Mark rock; Luke island; Port John; and Fisher channel.

Matthew range, *Sutlej* channel. After Captain Matthew Connolly, R.N., H.M.S. *Sutlej*, flag-ship of Rear Admiral John Kingcome, 1863-1864.

See Connolly mountain; Kingcome inlet; and *Sutlej* channel.

Matthews point, Galiaio island, Active pass. Named, in 1905, by Captain John F. Parry, H.M.S. *Egeria*, on resurveying the pass, after an English family of the name of Matthews residing for some years, just previous to that date, in the vicinity of Mary Anne point.

Maude island, Nanoose harbour. After Eustace Downman Maude, R.N., midshipman, H.M.S. *Scout*, Captain Price. On this station, 1865-1868. Second son of Sir George Maude, crown quarry, and entered the navy in 1861. He was promoted to lieutenant in 1871 for services in H.M.S. *Rinaldo* against Malay pirates where he was wounded. In 1876 appointed to the Royal yacht *Victoria and Albert* and served in her two years, when he was promoted to commander. In 1882 as commander of the *Temeraire*, armoured, 8

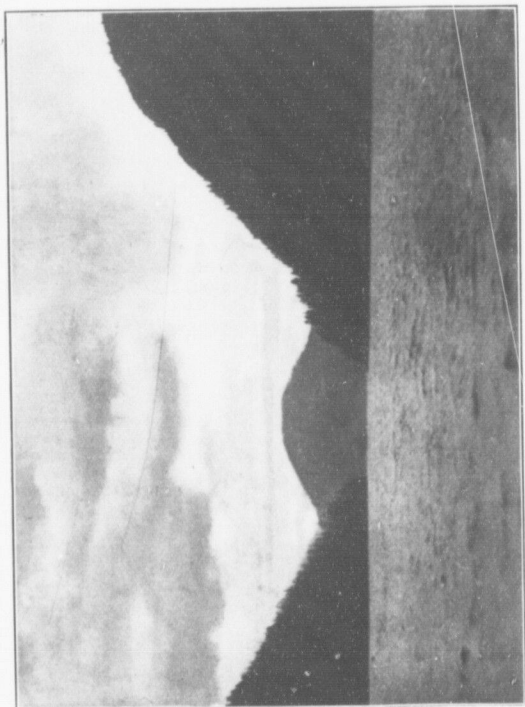
guns, Captain Henry F. Nicholson, he was present at the attack on Alexandria, 11-12 July, and landed with the naval brigade. (Egyptian medal—Khedive star—Osmanli, 3rd class.) Retired from the service in 1885. J.P., residing on Mayne island, 1906. Named, circa 1866.

See Ruth islet; and Price island.

Maurelle island, Calm channel. Formerly included, under the name Valdes island, in a group supposed by the early surveyors to be one island. Named by the Geographic Board of Canada, in 1903, after Francisco Antonio Maurelle, a Spanish naval officer, who in 1775 accompanied Lieutenant Commander Quadra in the *Sonora* as his lieutenant in his exploring voyage along this coast. Maurelle then held the rank of sub-lieutenant ("alferez de navio"). The results of the voyage were considered by the Spanish government as highly important; a short notice of them was published in the official gazette at Madrid, which was copied with many additions (nearly all of them erroneous) into the London newspapers. Another expedition was ordered, and with this view, the Viceroy, Bucareli, had two vessels built on the Pacific coast. Three years were taken up in these preparations when the expedition sailed from San Blas, 11 February, 1779, under the command of Ignacio Arteaga, who sailed in the *Princesa*, the other, called *Favorita*, being commanded by Quadra who again had Maurelle with him as second in command. The instructions were to examine the coast to 70° north latitude, but this was not attained, the vessels returning from Prince William sound to San Blas, where they arrived 21 November, 1779. Maurelle prepared from these voyages several charts of the coast with a book of directions, published in Mexico and London, copies of which Vancouver had with him on his expedition. (Greenhow, "History of Oregon and California," 1844, pp. 117-126. Annual Register, 1776. XIX, p. 146. Meares' Voyages, "Log of *Iphigenia*," Appendix XII. Maurelle's journal of the *Sonora*'s voyage as published in English in Daines Barrington's Miscellanies, 4°, London, 1781, wherein he is styled "the second pilot of the fleet.") In 1781-1782, Maurelle commanded the frigate *Princesa* on a voyage from Manilla to San Blas, the narrative of which cruise was transmitted to France by M. de la Peyrouse.

Meares speaks most disparagingly of Maurelle's charts which he apparently had with him on the *Felice*. (Meares, 4°, introduction, p. LX. Text, p. 152.)

See Quadra island; Sonora island; Esquimalt; Meares island; Vancouver island; and Valdes island.



Hole-in-the-Wall. Maurelle Island on right, Sonora Island on left, and Mount Toba in background.
[Photos by W. P. A.]

Mayne island, Active pass. **Mayne bay**, Barkley sound. **Mayne passage**, Thurlow islands. After Lieutenant Richard Charles Mayne, R.N. Entered the navy in 1847. Lieutenant, 1856. Lieutenant on the surveying vessels *Plumper*, 1857-1860, and *Hecate*, 1 January, 1861 to 21 October, 1861. In August of 1861 he received his promotion to commander and left the *Hecate* in San Francisco where she had been taken for repairs, for England, being succeeded as first lieutenant by Henry Hand, who had recently arrived on the Pacific station to relieve him. In 1862, Commander Mayne, F.R.G.S., published a valuable and interesting book entitled "Four years in British Columbia and Vancouver Island," 8°, London. Captain, 1864, and for services in the New Zealand war was created C.B., in 1867. Employed surveying the strait of Magellan in H.M.S. *Nassau*, 1866-1869. An interesting account of this voyage was published by the naturalist of the expedition, R. O. Cunningham. M.D., F.L.S. In command of H.M.S. *Invincible*, armour plated, 14 guns, Mediterranean station, 1875-1876. Retired as rear admiral, 1879. Died 1892. Named by Captain Richards, 1858-1861.

See *Plumper passage*; *Hecate strait*; *Hand island*; *Hankin island*; and *Richards*, Vice Admiral Sir George H.

Maycock rock, Cameleon harbour. After James D. Maycock, R.N., midshipman, flag ship *Sutlej*, Rear Admiral John Kingcome, on this station, 1863-1864. Temporarily served on H.M.S. *Cameleon* in 1863. Acting sub-lieutenant, flagship *Hibernia*, 104 guns, Rear Admiral Henry Kellett, C.B., superintendent of Malta dockyard, 1865. Named by Captain Pender (master, R.N.), *Beaver*, 1863.

See *Cameleon harbour*; *Sutlej channel*; *Piddell bay*; and *Kellett bluff*.

Mayes point, Read island. (Misprint on chart, Mayor.) After William Mayes, master, R.N., superintendent of compasses, Hydrographic department. Admiralty, where he was engaged many years under hydrographers Richards and Evans, June, 1865-December, 1885. Master, 1853. Staff commander, 1867. Staff captain, 1880. Died 1904. Named by Captain Pender (master, R.N.), *Beaver*, circa 1864.

See *Evans bay*; *Read island*; and *Richards*, Sir George H.

Mayor channel, Baynes channel, S.E. coast Vancouver island. After the office held by Thomas Harris, the first mayor of Victoria, 1862-1866. Named by Captain Richards, H.M.S. *Hecate*, 1862.

See *Emily islet*; *Harris island*; and *Victoria*.

McBride bay, Greaves island, Smith sound. This, the local name for the bay, was adopted by the writer on making a preliminary survey of Smith sound and inlet in 1903. Named after Fred-

erick McBride, an eastern Canadian, who was engaged logging here for the Takush Saw Mill Company in 1897. Died 1904.

See Greaves island.

McBride bay, Loughborough inlet. After Alexander McBride, M.D., assistant surgeon, H.M.S. *Bacchante*, flag-ship of Rear Admiral Sir Thomas Maitland, Kt., commander in chief. On this station, 1861-1862. Surgeon, 1865. Fleet surgeon, retired, 1876. Died 1898. Named by Captain Richards, H.M.S. *Hecate*, circa 1862.

See Maitland mountain.

McCarthy island, Esquimalt harbour. After Lieutenant Henry Hotham McCarthy, Royal Marines, H.M.S. *Fisgard*, Captain John A. Duntze. On this station, 1843-1847. Captain, 1851. Major, 1864. Died, 1903. Named by Lieutenant Commander James Wood, H.M. surveying vessel *Pandora*, 1847.

See Esquimalt; Fisgard island; and Inskip island.

McCulloch rock, Dixon entrance. After William McCulloch who discovered the rock in 1875, when on his passage from Masset to Port Simpson in command of the Hudson's Bay steamer *Otter*. Captain McCulloch, a native of Ireland, was born in 1827 and commenced his sea life at twelve years of age. He arrived on this coast from London as mate of the barque *Nanette*, which vessel was wrecked on Race rocks, about ten miles from Victoria and in sight of her destination, 23 December, 1860. ("Colonist," 25 December, 1860.) McCulloch remained on this coast and subsequently was master of several vessels in the coasting trade. Victoria pilot, 1868-1874. Commanded several steamers in the service of the Hudson's Bay Company, and the Canadian Pacific Navigation Company, 1874-1892, when he retired from the sea. Died at Victoria, 29 September, 1906.

See Alpha passage; and Otter anchorage.

McGrath mountain, Smith island, Skeena river. After William Edmund McGrath, R.N., master of H.M.S. *Malacca*, Captain Oldfield. On this station, 1866-1867. Master, 1863. Nav. lieutenant, retired, 1870. Named by Captain Pender (Nav. lieutenant R.N.) in the *Beaver*, 1867.

See Malacca passage; and Oldfield mountain.

McKay point, Newcastle island, Nanaimo. **McKay reach**, Princess Royal island. After Joseph William McKay, a valued servant of the Hudson's Bay Company in which he served the long period of 37 years. He was born at Rupert House on the west coast

of Hudson's bay, 31 January, 1829, and crossed over the Rocky mountains to Fort Vancouver, Columbia river, in 1844. McKay filled various positions in the company's service, and made many early important exploratory journeys in British Columbia, rising to the rank of chief trader, and during his service he also was one of the first six members of the legislative assembly of the colony of Vancouver Island, beginning at its first session, 1855-9. Retired from the Hudson's Bay Company in 1879. Joined the Indian Department of the Dominion government, 1 November, 1883, his long experience of the Indians of this province being of great value, and he remained in the service until his death, which occurred at Victoria 21 December, 1900. He married on 16 June, 1860, Miss Helen Holmes, after whom Helen point is named, *q.v.*

Mr. McKay was one of the prominent men of the Hudson's Bay Company in connection with the development of the coal mines on this coast, and was one of the principals at the now historic incident regarding the Indian chief and the coal in the blacksmith's forge. The story as told by him to the writer is to the following effect: In the month of December, 1849, McKay while attending to his duties in the Hudson's Bay Company's Fort at Victoria, was called aside by the foreman of the blacksmith's shop and informed that an Indian chief from Nanymo (now Nanaimo, and then officially known as Wintuhysen inlet), had come in to have his gun repaired. Whilst waiting and watching this operation he noticed the fire being replenished with coal, and picking up some of the lumps he examined them closely, finally remarking that there was "Hyoo" (plenty) of such stones where he lived. McKay at once entered into conversation with the Indian on the subject, who repeated what he had told the blacksmith, with more particulars. The Indian was then told that if he would go home and return with some of the stones he should have a bottle of rum and his gun repaired free. The offer was accepted and the Indian departed. Months passed and as nothing more was heard of the matter it was supposed the story of the Indian was not true. This was not the case, the man had been laid up with illness during the winter, and early in April he arrived at Victoria with his canoe loaded with coal. It was tested and found to be of excellent quality, and the promised bottle of rum was not forgotten. A prospecting party with McKay at the head proceeded by order of Chief Factor Douglas to Wintuhysen inlet, and found the place where the coal had come from; a mine was opened and the new establishment placed in charge of McKay.

As the position of a chief factor in the Hudson's Bay Company is often mentioned in connection with many names relating to these

shores, it may be interesting to state here, from Mr. McKay's notes, a full description of this gentleman and his office, in former days.

"This exalted functionary was lord paramount; his word was law; he was necessarily surrounded by a halo of dignity, and his person was sacred, so to speak. He was dressed every day in a suit of black or dark blue, white shirt, collars to his ears, frock coat, velvet stock, and straps to the bottom of his trousers. When he went out of doors he wore a black beaver hat worth forty shillings. When travelling in a canoe or boat he was lifted in or out of the craft by the crew; he still wore his beaver hat, but it was protected by an oiled silk cover, and over his black frock coat he wore a long cloak made of Royal Stuart tartan, lined with scarlet or dark blue coating. The cloak had a soft Genoa velvet collar which was fastened across by mosaic gold clasps and chains. In camp his tent was pitched apart from the shelter given his crew. Salutes were fired on his departure from the fort and on his return. All this ceremony was considered necessary; it had a good effect on the Indians; it added to his dignity in the eyes of his subordinates, but it sometimes spoiled the chief factor. Proud indeed was the Indian fortunate enough to be presented with the chief factor's cast off hat, however battered it might have become."

McKay point named by the officers of the Hudson's Bay Company on making a survey of Nanaimo harbour in 1853; and McKay reach also named by the officers of the company and adopted by the Admiralty surveyors, Captain Pender (master, R.N.) in charge. H.M. hired surveying vessel *Beaver*, 1866.

See Nanaimo; Helen point; Douglas channel; Gallows point; and Beaver harbour.

McKay reef, Broken channel, Clayoquot sound. After Captain Hugh McKay of the schooner *Surprise*, a constant trader, for several years, on the west coast of Vancouver island. He came to Victoria, in or about, 1852, and settled at Sooke where he was engaged with the late William Spring in a cooperage business, and was also engaged at Becher bay in the salmon fishing industry, putting up large numbers of fish in barrels. On the barque *Lord Weston* being wrecked at Ahousat, McKay, with Spring as his partner, purchased the long-boat, converted her into a schooner at Victoria and named her *Ino*, carrying the mail with her between Victoria and Olympia. In 1856 he purchased the schooner *Morning Star* and engaged in the west coast trade, and in 1859 purchased the *Surprise* and placed her also in the same trade. While in command of the *Morning Star*, McKay purchased from the Indians at Nootka, in 1859, a Russian

silver dollar, found a short time previously at that historic place. (*Colonist*, 15 June, 1859.) He afterwards owned a schooner, in conjunction with Spring, named the *Onward*, and engaged in the general coasting trade, going in her as far as the sea of Okhotsk, selling her ultimately at Honolulu. Later at San Francisco, purchased another schooner which he named *Onward*, and went into the sealing industry where he was most successful. Died at Victoria.

Named by Captain Richards, H.M.S. *Hecate*, in association with Surprise reef, 1862. (Communicated to writer by Captain Thomas Pamphlet.)

See Surprise reef; Becher bay; Sooke inlet; and Nootka.

McLoughlin bay and fort (generally known as Bella Bella), Lama passage. **McLoughlin point**, Victoria harbour. After Dr. John McLoughlin, one of the most noted officers on this coast in the service of the Hudson's Bay Company. He was born at Rivière du Loup, in the province of Quebec, in 1784. He and a brother were educated for the medical profession, in Europe, David joined the army and John returned to Canada, where he entered the service of the North West Company early in the nineteenth century. Having spent some years at various eastern posts he was promoted in 1821 to chief factor, on the amalgamation of the Northwest and Hudson's Bay companies, and in 1823 was appointel to take charge of the Columbia department. At an early day in McLoughlin's career a natural aptitude for business was manifest which gradually threw into the shade his professional attainments. While doctor for the Northwest company at Fort William, he was frequently given little commissions to different trading posts, which commissions were so well executed as to gain the confidence of his superiors, and when Mackenzie was lost in Lake Superior, McLoughlin ruled at Fort William, the duties of trader thus absorbing those of physician.

Arriving on the Pacific coast he took charge of Fort George (the former and present Astoria), but in 1824 moved to Fort Vancouver, which he founded, and made the headquarters of the Columbia department, an extensive territory west of the Rocky mountains. As governing chief factor in charge of this immense district his power was unusually great; and his instructions were strictly obeyed from the Columbia river to Sitka. By his orders Fort Simpson on the Nass was established in 1831. Fort McLoughlin, founded on 23 May, 1833, was named after Dr. McLoughlin, and the bay was named in association with the fort by the officers of the Hudson's Bay Co. The fort was abandoned in 1843, and shortly afterwards burnt by the

Indians to obtain the metal in its construction. No portion of the original buildings remain. A store, subsequently erected by the Hudson's Bay Company, now stands on the site, and was purchased by John Clayton of Bela Kula in 1885. In connection with the bay and the cold weather experienced on the coast in those days, Tolmie notes in his diary, 16 January, 1834:—"The weather has been extremely cold the last few days, and a portion of the bay near the burn is frozen for about 300 yards, and to-day I was skating on the ice, to the astonishment of the natives. Fine sunny day throughout. *Fab. ther.* 8 a.m., 9°; 2 p.m., 11°; 5 p.m., 5°."

McLoughlin retired from the company's service in the spring of 1846, and took up his residence at Oregon city, where he died in September, 1857. Once seen, McLoughlin was never forgotten. Before or after him his like was unknown; for he was far above the mercenary free trader, or the illiterate immigrant. Body, mind and heart were all carved in gigantic proportions. His tall, powerful figure, over six feet in height and broad in proportion, was usually arrayed in black, and crowned with snow-white locks, which made the name White Eagle, given him by the natives, singularly appropriate. Likewise he was their King George, while his tramontane associates styled him the Emperor of the West.

McLoughlin point, Victoria harbour, was named by the officers of the Hudson's Bay Company, circa 1845, and was adopted by Kellett in his survey.

See Bella Bella; Fort Rupert; Tolmie channel; Port Simpson; Lama passage; Dryad point; Nass river; Finlayson island; Ogden channel; Lowe inlet; Douglas channel; Victoria; Suquash; and Prince Rupert.

McNeill bay, Vancouver island, Enterprise channel. Named, in 1860, in association with Captain W. H. McNeill's homestead situated on the shore of this bay.

See Lama passage; and Port McNeill.

Meares island, Clayoquot sound. After Commander John Meares, R.N. Born in 1756. He entered the navy in 1771 on board *H.M.S. Cruiser*, and after serving for nearly seven years passed his examination for lieutenant and was promoted to that rank in 1778. After the peace of 1783 he took command of a merchant ship for a voyage to India. At Calcutta he formed a company to develop the northwest American fur trade, a trade which had exceedingly bright prospects from the glowing accounts given by Captain Cook's last voyage. Meares made one voyage to Prince William's sound in the snow *Nootka* in 1786, which vessel passed a very severe winter in

Snug Corner cove, many of his men succumbing to scurvy and the weather, and another to Nootka sound in 1788 with the snows *Felice* and *Iphigenia*, Captain Douglas being in command of the latter. Shortly after his arrival at Nootka Meares purchased from the Indian chief Maquinna for eight or ten sheets of copper and some trifling articles a portion of the adjacent shores. He erected a storehouse at Friendly cove, and built a small vessel there, about 40 tons burden, named the *North West America*, the first vessel built on these shores, launched Saturday, 20 September, 1788. This purchase of land the Spanish officer Don Estevan Jose Martinez, who arrived from San Blas at Nootka some months after the sale had been made, repudiated, claiming the whole of the coast for the Spanish crown, and seized the two vessels which Meares and his company, the Associated Merchants, had despatched from China shortly after his return there in the *Felice*. The vessels seized were the snow *Argonaut*, Captain Colnett, and the sloop *Princess Royal*, Captain Hudson. On the 13 May, 1790, a memorial regarding the seizure of these vessels by the Spaniards was presented to the British House of Commons by Captain Meares in person, and substantial damages claimed for the outrage to British commerce. The utmost indignation was felt and expressed in England at the insult to the British flag, and satisfaction peremptorily demanded by the British government, who did not acknowledge the Spanish claim to this coast, from the Spanish crown. A large British fleet, known afterwards as "The Spanish Armament," was immediately prepared for action, and in view of this menace the Spanish government acceded to all demands. Nootka was ultimately abandoned by the Spaniards and an indemnity paid over to Captain Meares and his associates for the seizure of their vessels and the consequent loss of trade. This political excitement gave an unwonted interest to Meares' voyages and mercantile schemes, and encouraged him to bring out his interesting and valuable narrative under the title of "Voyages made in the years 1788 and 1789, from China to the northwest coast of America," 4to, London, 1790. The appearance of this volume led to a warm controversy with Captain George Dixon, late commander of the *Queen Charlotte*, trading on the northwest coast of America, 1786-1787, who brought out two quarto pamphlets, published in 1791, charging Meares with misrepresenting certain facts. Captain Meares replied to the first of these pamphlets. Dixon had met Meares at Snug Corner cove in May, 1787. (Portlock, 4°, p. 218.)

Meares was promoted to the rank of commander in the British navy, 26 February, 1795, and, after several years of retirement, died

in 1809. The island was named by Captain Richards, H.M.S. *Hecate*, 1862.

In connection with the former great fur trade, which brought so many navigators to these shores, it is opportune to introduce here a striking account of the native inhabitants and the profits of the trade, taken from the journal of Captain Richard J. Cleveland, of the American sloop *Caroline* (late *Dragon*), 50 tons, 16 men, which vessel made a trading voyage to this coast from China in 1799. Under date 30 March, 1799, p. 18, Cleveland states:—"A more hideous set of beings, in the form of men and women, I had never before seen. The fantastic manner in which many of the faces of the men were painted was probably intended to give them a ferocious appearance; and some groups looked really as if they had escaped from the dominions of Satan himself. One had a perpendicular line dividing the two sides of the face, one side of which was painted red, the other black, with the hair daubed with grease and red ochre and filled with the white down of birds. Another had the face divided with a horizontal line in the middle, and painted black and white. The visage of a third was painted in checkers, &c. Most of them had little mirrors; before the acquisition of which, they must have been dependent on each other for those correct touches of the pencil which are so much in vogue, and which daily require more time than the toilet of a Parisian belle. The women made, if possible, a still more frightful appearance. The ornament of wood which they wear to extend an incision made beneath the under lip, so distorts the face as to take from it almost the resemblance to the human; yet the privilege of wearing this ornament is not extended to the female slaves, who are prisoners taken in war. Hence it would seem that distinctive badges have their origin in the most rude state of society. It is difficult, however, for the imagination to conceive of more disgusting and filthy beings than these patrician dames."

The profit arising from Cleveland's voyage, 10 January to 25 September, 1799, was \$51,000. Value of outward cargo, \$9,000, and the return cargo of furs realized \$51,000. The furs were sold at Canton. (Cleveland's journal, *North American Review*, 1827, LVII, p. 464; also "Cleveland's Voyages," pp. 13-25, published in London by Edward Moxon, Dover street, in 1842.)

As the majority of the early trading vessels to this coast are described as snows, it may be well to state that a snow had two masts, square rigged on both, with the addition, unlike a brig, of a gunter mast close abaft the mainmast, on which the spanker or

driver was hoisted up and lowered down. In a brig this sail is bent to a standing jackstay on the mainmast, and is taken in with brails.

See Vancouver island; Dixon entrance; Colnett mountain; Barkley sound; Port Effingham; Estevan point; Nootka sound; Friendly cove; Wakannish island; Clayquot sound; Roberts point; Portlock point; Henderson lake; Maquinna point and Cape Beale.

Menzies bay, Discovery passage, Vancouver island. **Menzies point**, Burke channel. Named by Vancouver, in 1792, after Archibald Menzies, surgeon and botanist, who joined the expedition in England as botanist, and on Mr. A. P. Cranstoun, the surgeon of the *Discovery*, being invalided at Nootka, 8 September, 1792, was appointed in his place by Vancouver, (Vancouver, 8^o, II, p. 360.) Cranstoun sailed for England, via Australia, in the storeship *Dadalus*, which vessel had recently arrived from England with stores for Vancouver's expedition.

Menzies was born at Weims, Perthshire, Scotland, 15 March, 1754, and early in life was a gardener's assistant at Edinburgh, ultimately being educated for the medical profession at the university. He made a botanical tour through the highlands and Hebrides in 1778, and then became assistant to a surgeon at Carnarvon. Entered the navy as assistant surgeon on the *Nonsuch*, Captain Truscott, and was present at Rodney's victory over the French fleet in the West Indies, 12 April, 1782. In 1786 he joined as surgeon the merchant ship *Prince of Wales*, Captain Colnett, which vessel, in company with the sloop *Princess Royal*, made a fur trading expedition to this coast. He returned to England from China in 1789. In 1791 he joined the *Discovery* as one of the supernumeraries, being rated in the muster book as botanist with an assistant named John Ewins. Menzies and his duties are mentioned by Vancouver in the Introduction to his voyage, as follows:—"Botany, however, was an object of scientific inquiry with which no one of us was much acquainted; but as, in expeditions of a similar nature, the most valuable opportunities had been afforded for adding to the general stock of botanical information, Mr. Archibald Menzies, a surgeon in the royal navy, who had before visited the Pacific ocean in one of the vessels employed in the fur trade, was appointed for the specific purpose of making such researches; and had, doubtless, given sufficient proof of his abilities to qualify him for the station it was intended he should fill." Menzies made a large collection of plants, &c., during the voyage, among his discoveries being the species of *arbutus* that grows on this coast, which is named after him, "*Arbutus menziesii*." This wonderful and many tinted tree is an evergreen and exfoliates annually the outer bark as well as shed-

ding some of the older leaves. After returning home in the *Discovery*, Menzies served on board the *Sanspareil* in the West Indies under Lord Hugh Seymour, and on again returning to England retired from the navy and practised for some time in London. Died in Ladbrooke Terrace, Notting Hill, 15 February (Annual Register states 16th), 1842, and was buried at Kensal Green, London.

Elected a Fellow of the Linnean Society in 1790, and his portrait, by Eddis, is to be seen in Burlington House, London. An interesting account of his ascent of mount Wha-ra-rai in Owhyhee (Hawaii), Sandwich islands, in 1794, when in the *Discovery*, is given in "The Magazine of Natural History," for 1829. (Dict. Nat. Biog., XXXVII, p. 258. Annual Register, 1842, LXXXIV, p. 253.) It may be mentioned here that Menzies street, in the city of Victoria, is named after the subject of this note.

See Colnett mountain; Hanson island; Johnstone strait; Birch bay; Nympe cove; Defender shoal; Victoria; and Vancouver island.

Merry island, Welcome pass, strait of Georgia. After Mr. Merry, a wealthy iron master, and the owner of the racehorse *Thormanby*, winner of the Derby in 1860. Named, in association with Thormanby islands, by Captain Richards and officers of H.M. surveying vessel *Plumper*, 1860. A lighthouse was erected on Merry island in 1903.

See Thormanby islands; Derby point; and Welcome pass.

Metlakatla. An adaptation of the Tsimshian word, "Metla-kah-thla," the Indian name of the harbour and surrounding shores. The word is understood to mean, "A passage between two bodies of salt water," "Metla," between, "kah-thla," salt; the latter being a very old word and now seldom used, pronounced soft and long. (Communicated by Mrs. Odille Morison, an old resident of Metlakatla, and now of Hazelton, 1906.) The passage referred to joins together Chatham sound and Tuck inlet, on the shores of which passage were the villages of the small bands into which the tribe living there was divided.

Metlakatla was the principal home of the Tsimshian Indians before they left it for Fort Simpson when that post was established on what was then known as McLoughlin's bay by the Hudson's Bay Company, in 1834. The Indians, under the superintendence of Mr. William Duncan, returned, in 1862, to the site of their old home, and built there a number of comfortable modern dwelling houses and a large wooden church. The village was established on self-supporting principles for the improvement and amelioration of the Indian character and condition. For years under the guidance of

Mr. Duncan the missionary settlement of Metlakatla was a great success. In 1863, the schooner *Carolina* was purchased by Mr. Duncan on behalf of the mission, and was used to carry produce and stores between Metlakatla and Victoria. Owing to untoward circumstances, beyond the control of Duncan, this flourishing settlement had to be given up by him, and Duncan with the majority of the Indians, removed, in 1887, to Alaska, U.S.A., and founded a new mission of the same name, now called New Metlakatla, on Annette island, which has been equally successful. The large church was destroyed by fire in 1900.

Metlakatla harbour was surveyed, in 1862, by Captain Richards, H.M.S. *Hecate*, the name adopted and placed on the charts.

See Duncan island; Port Simpson; Carolina channel; Kitkatla inlet; Tuck inlet; Chatham sound; and Ridley island.

Mexicana hill (600 feet), Valdes island. Named by Captain Richards, H.M.S. *Plumper*, circa 1859, in association with the name of the island on which the hill is situated.

See Mexicana point.

Mexicana point, Hope island. After the Spanish exploring schooner *Mexicana*, Commander Cayetano Valdes; Lieutenant Juan Vernaci, and Josef Cordero, draughtsman. This small vessel, in company with the *Sutil*, circumnavigated, in 1792, what is now Vancouver island, and during the cruise met with Vancouver off Spanish bank, Burrard inlet, in June of that year. The *Sutil* and *Mexicana* passed out to sea in the month of August by Goletas channel on their way to Nootka, where they arrived on the 1 September. Named by Galiano and Valdes, 1792.

See Valdes island; Galiano island; Spanish bank; Sutil channel; Goletas channel; and Birch bay.

Meynell point, Malcolm island, Queen Charlotte sound. After Rear Admiral Henry Meynell who, in 1816, was acting flag captain, in the *Newcastle* frigate, to Rear Admiral Sir Pulteney Malcolm, K.C.B., commander in chief on the St. Helena station, when the great Napoleon was a prisoner on that lonely island. Meynell entered the navy in June, 1803, and was actively employed during his first seven years on the Mediterranean and Home stations. Lieutenant, 1809. In 1811 he commanded the boats of H.M.S. *Theban* at the capture of a brig aground under the batteries of Dieppe, for which he was gazetted. Commander, 1813. Captain, 10 April, 1816. After returning from St. Helena in 1817 had no further active service. Appointed gentleman usher to George IV in 1820, which post he held till the King's death, and also held the same

position for a short time in the household of William IV. Groom-in-waiting to Queen Victoria for some years up to April, 1845. Represented the borough of Lisburn in the House of Commons, 1826-1847. Rear admiral, 1851. Vice admiral, 1857. Admiral, 1862. Died at Paris, 24 March, 1865.

Named by the Geographic Board of Canada, in association with the name of the island, in 1906.

See Malcolm island; Pulteney point; and Donegal head.

Miall point, Oscar passage. After Edwin Rose Miall, R.N., paymaster, H.M.S. *Scout*, Captain J. A. P. Price. On this station, 1865-1868. Paymaster, 1856. Chief paymaster, retired, 1883. Named by Captain Pender (master, R.N.), H.M. hired surveying vessel *Beaver*, 1866.

See Price island.

Milbank sound. Named, in 1788, by Captain Charles Duncan, of the sloop *Princess Royal*, after Vice Admiral Mark Milbanke, third son of Sir Ralph Milbanke, fourth baronet, of Halnaby, Yorkshire. He entered the navy in February, 1736-37, as a scholar in the academy at Portsmouth, where he remained nearly three years, afterwards serving in the *Tilbury*, *Romney*, and *Princess Mary*. Lieutenant, March, 1743-44, being then about eighteen years of age, though his certificate made him out to be apparently twenty. Lieutenant of the *Anglesea* in April and of the *Royal Sovereign* in December, 1744. Commander, 1746, and took command of the *Serpent* sloop. Captain, 1748, and posted to the *Inverness* frigate; it was for rank only, and during the peace he was on half-pay. Commanded the *Romney*, of 50 guns, in 1755, and in July, 1756, was appointed to the *Guernsey*, of 50 guns, in which he went out to the Mediterranean in 1758, and in the summer of 1759 was sent on a mission to the Emperor of Morocco, the *Guernsey* being left under the command of the 1st lieutenant. He was thus absent from his ship in the action off Lagos on the 20 of August. He continued in the *Guernsey* until the peace of 1763. Commanded successively the *Barfleur*, guardship at Portsmouth, 1775-1776; the *Princess Royal*, 1777-1778; and afterwards the *Namur* till his promotion to the rank of Rear admiral of the White, 1779. One of his last important duties as captain was to sit on the courtmartial of Admiral Keppel. Vice admiral of the Blue, 1780, and in the spring of 1782 was appointed to a command in the grand fleet under Lord Howe and took part in the relief of Gibraltar. Port admiral, Plymouth, 1783-1786, and commander in chief at Newfoundland, 1790-1792. Admiral, 1793. Died 10 June, 1805. He had a son captain in the navy.

Captain Duncan, of the *Princess Royal*, made a sketch survey of Milbank sound which was published, in London, by Alexander Dalrymple, hydrographer to the Hon. East India Company. The plan is dated 24 December, 1789, and Vancouver mentions in his journal having a copy with him, from which he recognized the sound on entering it, from the inner channels, 20 June, 1793, and hence retained the name given by Duncan.

See Duncan rock; Princess Royal island; and Seaforth channel.

Miners channel, Haro strait. **Miners bay**, Active pass, Mayne island. Named from the fact of the channel and bay being used in the days of the Fraser river gold excitement, 1858-1859, by the miners, the former as a channel, the latter as a halfway camping ground, on their canoe journey from Victoria to the river. Name adopted by Captain Richards, H.M.S. *Plumper*, 1859.

Minette bay, Kitimat. After the wife of Louis Coste, chief engineer, Department of Public Works, Ottawa. Named by Mr. Coste, and adopted by the Geographic Board of Canada, 1898.

See Coste island.

Mink island. See Otter island.

Mist islands, Port Harvey. **Mist rock**, Quatsino sound. After Henry Wentworth Mist, R.N., 2nd lieutenant, H.M.S. *Havannah*, Captain Thomas Harvey. On this station, 1855-1858. Born at Fulham, near London, 10 June, 1833, and entered the navy in 1847 as midshipman in the *Asia*, 84 guns, Captain R. F. Stopford, flagship on this station of Rear Admiral Phipps Hornby. On the *Asia* returning to England in 1851 he was transferred to the *Rodney*, 90 guns, and was present at the Crimea in the Russian war, 1854, taking part on shore in the naval brigade. Promoted to lieutenant, 13 November, 1854, and subsequently returned to England. Commander, 25 March, 1863. In command of the gun vessel *Sparrowhawk* on this station, succeeding Captain Porcher, from July, 1868-September, 1872, the vessel being sold out of the service in the following November. Retired with the rank of captain, 25 October, 1872. Died 25 October, 1895. Mist rock, S.E. arm, Quatsino sound, named after him when in command of the *Sparrowhawk*. Commander Mist during his commission on this coast in the *Sparrowhawk* made several important cruises, and on one of them, in 1869, Governor Seymour died on his vessel at Bela Kula. The islands named by Captain Richards, H.M.S. *Plumper*, circa 1869.

See Porcher island; Sparrowhawk rock; Seymour inlet; Hesquith; Havannah channel; Hull island; Port Harvey; and Hornby island.
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Mitchell harbour. Moresby island, Q. C. Ids. **Mitchell bay,** Malcolm island. After Captain William Mitchell, of the Hudson's Bay service, who first came to this coast, 1837. Born, 1802. Master mariner, 1851. Native of Aberdeen. Served continuously in the Hudson's Bay Company, and like many of their servants was both sailor and trader, having charge of their vessels *Cadboro*, *Una*, *Recovery* and *Beaver*, and later of Fort Rupert. A generous, good-hearted sailor, who utterly despised anything small or mean, he was universally and familiarly known as "Willie" Mitchell. In 1852, when in command of the brigantine *Una*, he took a number of gold miners to the Queen Charlotte islands, that metal having been discovered by the Indians in 1851, in the harbour known from the circumstance as Gold harbour. Mitchell collected above one thousand dollars' worth in the harbour named after him, but the Indians kept stealing the ore as soon as blasted, so the expedition, which had been organized by the Hudson's Bay Company, broke up. Mitchell harbour was named the same year by Captain Kuper, C.B., H.M.S. *Thetis*; the master of the frigate, Mr. George Moore, making a survey of Port Kuper, Moore channel and Mitchell harbour, the points and islands being named after officers of the *Thetis*. This vessel had been sent from Esquimalt to protect British interests, it having been reported that a large number of adventurers from California had collected here to search for gold. Mitchell bay named by Captain Richards, H.M.S. *Plumper*, 1860, who notes, at the time, that Mitchell was in command of the *Recovery*. Died in Victoria, 13 January, 1876.

See Thetis island; Kuper island; Moore channel; Swanson bay; and Una point.

Mitchell point, Loughborough inlet. After John Frederick Mitchell, R.N., assistant surgeon, H.M.S. *Bacchante*. On this station, 1861-1862. Surgeon, 1865. Fleet surgeon, retired, 1878.

See McBride bay; Bowden bay; and Loughborough inlet.

Moffatt islands, Chatham sound. After Hamilton Moffatt, of the Hudson's Bay service. Born 12 June, 1832, native of Shanklin, isle of Wight, educated in Ireland, and came out to this coast in the barque *Cowlitz* in 1849, having joined the Hudson's Bay Company in London. On arrival in 1850 he was stationed at Victoria, afterwards at Fort Rupert, and in 1862 had charge of the latter post. In charge of Fort Simpson, 1863-1865, and was then transferred to a post in the interior. (*Colonist*, 2 February, 1866.) Returned to Victoria in 1872, when he retired from the Hudson's Bay Company, and in March, 1873, joined the Indian department at Victoria.

where he remained until 1893. Died 1894. Named by Captain Richards, H.M. surveying vessel *Hecate*, 1862.

See Lucy islands; and Hankia island.

Monarch head, Saturna island. After H.M.S. *Monarch*, 84 guns, 2,286 tons, Captain George E. Patey, flagship of Rear Admiral Henry William Bruce, the third line-of-battle ship to arrive in these waters. On this station, 1854-1857. Arrived at Esquimalt, August, 1855. The *Monarch* was built at Chatham, in 1832, after the model of the French ship *Canopus*. Named by Captain Richards, circa 1858.

See Bruce bight and Ganges harbour.

Montagu channel, Howe sound. After H.M.S. *Montagu*, 74 guns, built at Chatham in 1769 by Samuel Pownoll, 1,620 tons, and her captain, James Montagu, who was killed in the action of the "Glorious First of June," 1794. Son of Admiral John Montagu, and a descendant of Henry Montagu, first earl of Manchester, 1563-1642. Born 12 August, 1752. Promoted to lieutenant, 1771, and in 1773 to commander of the *Tamar* sloop. In her and afterwards in the *Kingfisher* he continued on the North American station, and in 1775 was posted to the *Mercury*, which vessel he afterwards lost by striking on the hulk of a vessel placed by the Americans in the fairway of the Hudson river, 24 December, 1777. He was acquitted of blame, and in July, 1778, appointed to the frigate *Medea* on the channel station. He afterwards went out to the East Indies in the *Juno*, where he remained until 1785. At the outbreak of the war with France, at his own request—apparently on account of the name—he was appointed to the *Montagu*, one of the fleet under Lord Howe, 1793-1794, and fell in action on the 1 June. After Captain Montagu's death the ship was commanded by Lieutenant Ross Donelly, afterwards Admiral Sir Ross Donelly, K.C.B. Named by Captain Richards, H.M. surveying vessel *Plumper*, circa 1859.

See Howe sound.

Mooacha. See Muchalat arm.

Moody point, Ursula channel. See Collins point.

Moore channel, Port Kuper, Q. C. Ids. **Moore hill** (350 feet), Thetis island. After George Moore, R.N., master, H.M.S. *Thetis*, Captain A. L. Kuper, C.B. Mr. Moore made a survey of this channel and adjacent waters in 1852. Master, 1843. Staff commander, 1863. Commander, retired, 1870. Died, 1890. Named by Captain Kuper, 1852.

See Thetis island; Kuper island; and Mitchell harbour.

Moore head, Houston Stewart channel. After Lewis James Moore, R.N., 2nd lieutenant, H.M. paddle sloop *Virago*, Commander James C. Prevost. On this station, 1851-1855. Captain, 1863. Named by Commander Prevost, 1853.

See Houston Stewart channel.

Moresby island, Q. C. Ids. **Moresby island** and **Moresby passage**, Haro strait. After Rear Admiral Fairfax Moresby, commander in chief, Pacific station, 1850-1853. Flagship *Portland*, Captain H. Chads. Born 1786, and entered the navy in 1799 on board the *London*. Lieutenant, 1806. In 1811 was promoted commander of the *Wizard* on the Mediterranean station, under Sir Thomas Fremantle, where his services were highly commended. Captain, June, 1814. In 1819 went out to the Cape station, where in command of the 24-gun frigate *Menai* he surveyed Algoa bay, and also was most active in suppressing the slave trade. His endeavours were so successful, that, at the request of Mr. Wilberforce, he was kept on the coast until 1823. Rear admiral, 1849. K.C.B., 1855. Vice admiral, 1856. Admiral, 1862. G.C.B., 1865. Admiral of the fleet, 1870. Died 21 January, 1877. He had two sons officers in the navy and lieutenants on this station when he was commander in chief. Fairfax, the eldest, was flag lieutenant in the *Portland*, and was lost in 1858 in command of H.M. brig *Sappho*, which went down with all on board in Bass' strait early in that year, leaving a young widow to deplore his loss. The other son, John, was gunnery lieutenant of the *Thetis*. Moresby island, Q. C. Ids., named by Commander Prevost, H.M.S. *Virago*, in 1853, who was a son-in-law of Rear Admiral F. Moresby. Moresby island and Moresby passage, also Fairfax point on the island, named after Vice Admiral Sir Fairfax Moresby, K.C.B., by Captain Richards, H.M.S. *Plumper*, in 1858.

See Portland island; Chads islands; Moresby islands; Fairfax point; Virago sound; Prevost island; and Thetis island.

Moresby islands, off port Kuper, Q. C. Ids. After John Moresby, R.N., gunnery lieutenant, H.M.S. *Thetis*, Captain Kuper, C.B. Third son of Rear Admiral (later, Admiral Sir) Fairfax Moresby, and entered the navy in 1842. Lieutenant, 1851. Commander, 1858. In the action of Simonosaki, Japan, following that of Kago-sima in which Captain Josling was killed, Commander Moresby commanded the *Argus*, and was gazetted and promoted to captain early in 1864. Rear admiral, 1881. Vice admiral, retired, 1888. Admiral, 1893. Residing at Fareham, Hampshire, 1906. When lieutenant of the *Thetis* he was one of the players in the first cricket match played on Vancouver island, 29 May, 1852, in which game at Beacon hill the

local cricketers, known as "All Vancouver," were hopelessly beaten by the team of the *Thetis*. Admiral Moresby is best known as a discoverer and explorer. In 1852 when the *Thetis* was at Queen Charlotte islands, the mountain lakes above Port Kuper were first explored by him, accompanied by Mr. Nowell Salmon, one of the midshipmen, and they were named by Captain Kuper after his lieutenant, Moresby lakes. In 1872 on the then unknown coast of New Guinea, when in command of H.M.S. *Basilisk*, he more or less roughly charted 680 miles of coast line and placed over one hundred islands and islets on the chart, twenty-five of which were large and inhabited, besides adding many useful harbours and rivers to our knowledge, all of which were taken possession of by Captain Moresby in the name of Her Majesty Queen Victoria, and ten years later became the crown colony of New Guinea with Port Moresby as its capital. The discoveries of the *Basilisk* were the last extensive maritime exploring voyages possible between the Arctic and Antarctic circles. The last where the experience of the earlier navigators, such as Cook and Vancouver, &c., in meeting savage races who had never previously seen a white man, was or can be realized. Moresby islands named by Captain Kuper in 1852.

See Moresby island, Q.C. Ids.; Thetis island; Kuper island; Salmon channel; Josling peninsula; and Gallows point.

Moriarty mountain (5,185 feet), Vancouver island. After William Moriarty, R.N., 1st lieutenant, H.M. surveying vessel *Plumper*. On this station, 1857-1861. Moriarty returned to England in the *Plumper* on being relieved by the *Hecate*, which was brought out by Commander Anthony H. Hoskins, who returned home in charge of the *Plumper*, after Captain Richards and his surveying officers had been transferred to the *Hecate* to continue the survey of this coast. Born 1832. Entered the navy, 1846. Lieutenant, 1854. Commander, 1866. Captain, retired, 1881. Died in Ireland, 1886. Named by Captain Richards, hydrographer, 1864.

See Arrowsmith mountain; Plumper passage; Hecate strait; Catherine mountain; and Hankin island.

Morris bay, Lady island, Moss passage, Milbank sound. After Morris Moss (see Moss passage).

Named by Captain Pender, circa 1867.

Moss passage (Indian name, Too-witi), Milbank sound. After Morris Moss, a well-known resident on this coast for many years. Born 1841, a native of London. He came to this province from England in 1862, and for some time was engaged in prospecting and trading on the west coast of British Columbia and in Cassiar.

Near the passage named after him there is an extensive mineralized country, and on the west shore of Ellerslie channel it is believed a valuable asbestos mine was once found which has never since been relocated. (Reminiscence to writer by Mr. S. T. Tilley, J.P., Bella Bella.) Later, Moss was in business at Victoria, and, in 1884, agent for Messrs. Liebes & Co., fur traders of San Francisco. He had two schooners in the sealing industry, *Black Diamond* and *Lillie*, which were seized by the United States officers in Bering sea, for which illegal seizure the United States government paid damages amounting to \$40,272. Died at Denver, Colorado, 29 February, 1896.

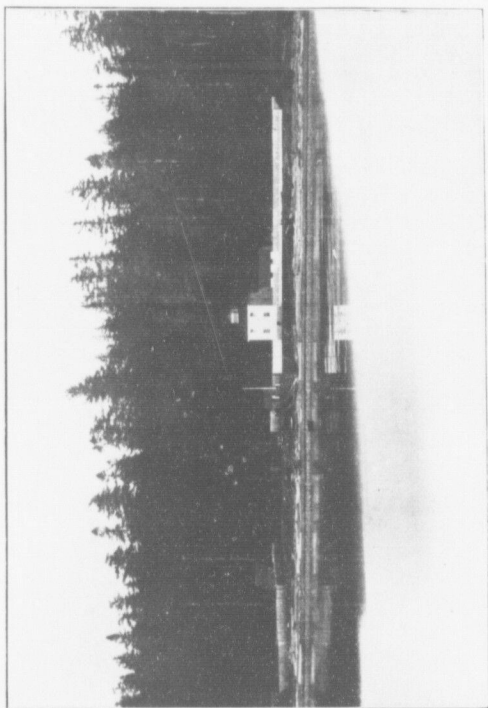
Named by Captain Pender (nav. lieut., R.N.), *Beaver*, circa 1867.

Mouat point, Pender island. **Mouat reef**, Enterprise channel. **Mouat rock**, Goletas channel. **Mouat channel**, Baynes channel. **Mouat islets**, Gillies bay, Texada island. After Captain William Alexander Mouat, in the service of the Hudson's Bay Company, on this coast, for many years. He was born in London, 1821, and came out in 1845, second mate of the brigantine *Mary Dare*, chartered by the company, and afterwards purchased by them. After his arrival he remained in the Hudson's Bay service, the *Mary Dare* trading from the coast to the Sandwich islands. In 1848 he was acting as a pilot for the Columbia river bar, and five years later returned to England in command of the *Mary Dare*. He was again on the coast in 1855, and at various periods had charge of the company's steamers *Otter*, *Enterprise*, and *Labouchere*. He was in command of the latter when she was lost between San Francisco and Victoria, 14 April, 1866. He was subsequently captain of the steamer *Martin* on Kamloops lake, and after remaining there about a year, was placed in charge of the company's trading post at Fort Rupert. Died in Knight inlet, 12 April, 1871, while on a canoe journey from the inlet to Fort Rupert. Buried in Quadra street cemetery, Victoria. Named by the Admiralty surveyors, 1859-1864.

See Labouchere channel; Otter anchorage; Enterprise channel; and Fort Rupert.

Muchalat arm (Guaquina, or Muchalat arm), Nootka sound. Name derived from the Muchalat tribe of Indians, who had their principal home at the head of this arm, on the banks of the river Muchalee, hence their name Muchalat—strictly speaking, Muchalee-aht.

The Mooachat tribe, (Mowachaht) name somewhat similar, are the vassals of chief Maquinna of Nootka, and have been a distinct tribe from time immemorial. They have several residences in



Cape Mudge.

the sound, one at Friendly cove and another in Thupana arm at a place called Mooacha, famous for its herds of deer, the word Moo-ach (Mowach) in the Indian language meaning a deer, hence the name of the tribe Mooachat—which may be freely translated—The deer-stalkers. (Per the Rev. A. J. Brabant.)

See Guaquina arm; Thupana arm; and Nootka sound.

Mudge, cape. Named in July, 1792, by Vancouver, after the 1st lieutenant of the *Discovery*, Zachary Mudge. He was born at Plymouth, 22 January, 1770, younger son of John Mudge, M.D., F.R.S., of Bideford. His first ship was the *Foudroyant*, on the books of which vessel his name appears in 1780, Captain John Jervis, afterwards Earl St. Vincent, and he is said to have been actually on board in the celebrated fight with and capture of the French line-of-battle ship *Pegase*, 21 April, 1782. Lieutenant, 1789. Sailed with Vancouver in the *Discovery*, 1791, and returned to England with despatches from Nootka, via China, in 1792. Mudge left Nootka in a small Portuguese brig, *Fenis and San Josef*, Captain Juan de Barros Andrede, 30 September, 1792, and arrived in London by the *Lord Macartney*, East Indiaman, from China, 10 June, 1793. Lieutenant Mudge had not a pleasant voyage to China in the Portuguese brig, the accommodation and food being of the meanest description. (Annual Register, 1793.) Accompanied Captain Broughton to this coast in 1795 as 1st lieutenant of H.M.S. *Providence*, and on her loss in the eastern seas, May, 1797, returned to England. Commander, 1797. Captain, 1800. When in command of the 32-gun frigate *Blanche* in 1805, carrying despatches from Jamaica intended for Lord Nelson at Barbados, he was captured by a squadron of French frigates, his ship sinking at the end of the engagement. The courtmartial acquitted Mudge of all blame, though it was questioned at the time whether he had made the best possible defence. (James' Naval History.) For the following five years he commanded the frigate *Phoenix* in the bay of Biscay and coast of Portugal. Commanded 74-gun ship *Valiant*, 1814-1815. Had no further service. Rear admiral, 1830. Vice admiral, 1841. Admiral, 1849. Died at Plympton, 26 October, 1852. In St. Andrew's church, Plymouth, there is a memorial window to Admiral Zachary Mudge. His eldest son, also named Zachary, was a barrister and died in 1868, aged 54 years. The present representative of the family is Arthur Mudge, of Sydney, Plympton, Devonshire. Cape Mudge was the Punta de Magallanes of Galiano and Valdes.

See Broughton strait; Vancouver island; St. Vincent bay; Baker mountain; Mudge harbour; Mudge inlet; and Forward inlet.

Mudge harbour, Moresby island, Q. C. Ids. After Henry Colton Mudge, R.N., lieutenant of marines, H.M.S. *Thetis*, Captain Kuper, C.B., on this station, 1850-1853. He was born in 1829, the great-grandson of John Mudge, M.D., F.R.S., who was the father of Admiral Zachary Mudge, after whom cape Mudge was named, when he was 1st lieutenant of the *Discovery*, by Vancouver in 1792. Captain, 1860. He married Frances Ann Denison, and died without issue in 1873. The whole of this branch of the Mudge family has apparently died out. (From the Mudge book and family pedigree, communicated to writer by Arthur Mudge, Sydney, Plympton, Devon, grandson of Admiral Zachary Mudge.) Named by Captain Kuper, C.B., in 1852.

See Cape Mudge; Mudge island; Thetis cove; Moresby islands; Moore channel; and Josling peninsula.

Mudge island, Dodd narrows, Northumberland channel. After Lieutenant William Tertius Fitzwilliam Mudge, H.M.S. *Pylades*, Captain Michael de Courcy, on this station, 1859-1860. He was born in 1831, the eldest son of Captain William Mudge, R.N., F.R.S., who was the third son of Major General Mudge, R.A., F.R.S., the brother of Admiral Zachary Mudge. Entered the navy in 1845. Lieutenant, 1855. He was drowned in the wreck of H.M.S. *Orpheus*, of which ship he was flag lieutenant, on the Manaku bar, New Zealand, 7 February, 1863. His father, Captain William Mudge, was born in 1796, and lost his life at sea whilst surveying the coast of Ireland in 1837. Named by Captain Richards, H.M.S. *Plumper*, circa 1859.

See Mudge harbour; Cape Mudge; De Courcy group; Pylades channel; and Washington mountain.

Murchison island, Juan Perez sound, Q. C. Ids. After Sir Roderick Impey Murchison, Bart., geologist. Born at Tarradale, Scotland, 1792. Entered the army as ensign, 1807, and shared in Sir John Moore's Spanish campaign and his disastrous retreat to Corunna, January, 1809. After the peace of 1815 he retired from the army and married. This was the turning point of Murchison's life; from this time he came under the influence of a thoughtful, cultivated and affectionate woman, and, as he never failed gracefully to record, to his wife he owed his fame. Admitted a fellow of the Geological Society, 1825, and that science quickly kindled his enthusiasm. His first paper on geological work was read to the society in 1825, many others following, which soon made him one of the most prominent members of the Geological Society. President, Geological Society, 1831. His great work, "The Silurian System," was published 1838. Director general of the Geological Survey, 1855. K.C.B., 1863. Baronet, 1866. Died, 1871. Lady

Murchison died 1869. Named by G. M. Dawson, Geological Survey of Canada, 1878.

Murray point, Glendale cove, Knight inlet. After Captain James Murray Reid, late of the Hudson's Bay Company's service. Named 1865.

See Reid island; Macdonald point; Glendale cove; and Catherine mountain.

Mussel inlet. Named by Vancouver, 1793, because in this inlet is situated Poison cove, where the mussels were gathered from the effects of eating which John Carter, a seaman of the *Discovery*, died in a few hours.

See Carter bay.

Naden harbour, Graham island, Q. C. Ids. An adaptation of the Haida name of the inlet, and adopted by Commander Prevost and Mr. George H. Inskip of the *Virago*, when the latter officer made a survey of Virago sound and the harbour in 1853. (Communicated by Captain G. H. Inskip, R.N., retired.)

A resurvey of Naden harbour was made in 1907 by Captain Learmonth, H.M.S. *Egeria*, when the name of Richard III was added to the chart because an old ship of that name, used as a coal and ore hulk in the Alaskan trade, drifted on the rocks in Virago sound, towards the close of 1906, and the following winter was towed by the Indians into the harbour and stranded near Bain point, where she was lying at the time of the survey.

See Inskip passage; Prevost island; and Virago sound.

Nahmint river and lake, Alberni canal. *See* Buttles lake.

Nakwakto rapids, Slingsby channel, Q. C. Id. (Kah-tsis-illa). After the Indian tribe residing in this neighbourhood from time immemorial. The remnant of this tribe, known to the Indian department by the name Na-kwawk-to, numbering, in 1905, ninety-five souls, their chief named Siwitti, now make their principal residence at Blunden harbour. The current, flowing according to the tide, is exceedingly strong in Nakwakto rapids, the velocity on the ebb at springs is said to attain 20 knots. On the 13 June, 1868, a party of twenty-four Indians from this tribe, in three canoes, attacked the British trading sloop *Thornton*, 29 tons reg., Captain James Douglas Warren, nearly becalmed off the Storm islands, Queen Charlotte sound, but were defeated by the gallant conduct of the captain and his crew, five all told, fifteen of the savages losing their lives and four being wounded in the attack. The chief of the party, a noted old secondhand and long a terror on the coast, was the first to lose his life,

being shot through the body as he climbed over the side of the sloop. The rapid firing of a Henry repeating rifle was the great factor in the white man's victory. Warren was wounded in the breast and Steadman the mate, severely wounded in the head and side, the Indians firing buckshot, bullets and slugs. (Personal narrative to writer from Captain Warren, and *Colonist*, 20 and 22 June, 1868.) Nakwakto rapids named by Captain Pender (master, R.N.), *Beaver*, when surveying Seymour inlet, 1865.

See Seymour inlet; Slingsby channel; Cowichan bay; Rebecca spit; and Oweekayne lake.

Nanaimo, the coal city of Vancouver island. In an old Hudson's Bay Company's despatch book (in the possession of Mark Bate, J.P., Nanaimo, 1906) containing copies of letters between Governor Douglas and Joseph W. McKay, dating from 24 August, 1852 to 27 September, 1853, the first letter is from Douglas, at Victoria, directing McKay, also at Victoria, "to proceed, with all possible diligence to Wintuhuysen inlet, commonly known as Nanyimo bay, and formally take possession of the coal beds lately discovered." Mr. McKay duly proceeded to Wintuhuysen inlet, arriving there on, or about, 27 August, 1852, his first despatch to Governor Douglas being dated "Wintuhuysen inlet, September 1, 1852." This name is used by McKay until 8 March, 1853, when he adopts "Nanaimo."

Commander James C. Prevost, H.M.S. *Virago*, in a despatch written at Esquimalt, dated 22 April, 1853, states: "I purpose calling at the Harbour of Nanaimo, 70 miles from this; on the Admiralty chart 6 miles west of Descanso creek, where the new coal mine has been discovered."

Nanaimo, or Nanyimo as in the earlier spelling, was the Indian name of the locality and the home, from time immemorial, of five bands, the "Qual-se-olt," "Saal-a-chim," "Yee-shee-kan," "An-no-we-nes," and the "Taw-wut-kan," welded into a sort of loose confederacy named "Sne-ny-mo." (Nanaimo.) The word Sne-ny-mo is understood to mean "The whole," or "A big strong tribe." Each band was said to have its own special characteristics, and was named according to its situation. The Indians used to pronounce the name of the locality "Sne-ny-mo," and some of the old Indians so pronounce it to the present day: the "S" more or less distinctly sounded before the "N," and the "E" long, as in "we." (Personal reminiscence to writer by Mr. Mark Bate, who received the information from an old Indian chief many years ago, through an Indian interpreter named Cushan.)

In 1853 the officers of the Hudson's Bay Company surveyed the

harbour of Nanaimo and Departure bay; and in May of the same year Mr. George H. Inskip, R.N., master of H.M.S. *Virago*, obtained many more soundings which were added to the chart. The settlement is marked Colvilletown (sic) on the war office map of 1859, also on the Nanaimo District official map of the same year. (Named after Andrew Colville, governor of the Hudson's Bay Company, 1852-1856.) Letters for the settlement, previous to 1859, were usually addressed "Colville Town, Nanaimo, V.I.," after that date the first name was gradually discontinued and has not been used since 1860. ("Colonist," 8 June, 1859.) The name Wintuhuyesen or Winthuyesen (spelt both ways on Spanish charts) was given to Northumberland channel, Nanaimo harbour, and Departure bay, collectively, by Lieutenant Commander Eliza, in 1791, and they remained under this name until 1853. They are mentioned as the "Bocas de Winthuyesen" by Galiano and Valdes in their journal, who anchored with their small vessels in Descanso bay, opposite to Nanaimo, in 1792.

Coal was discovered by the Indians, at Nanaimo, previous to or in 1849. It is said that the Indians were digging for clams on the beach in front of what is now the centre of the city, when one of their number uncovered some black rock. Being a chief among them and having more than the usual amount of curiosity vouchsafed to an Indian, he knocked a piece off, felt how light it was and wondered if it would burn. As far as can be learned the "coal tree," (chief) as he was afterwards known, had never seen coal before; but he took the piece to camp, put it on the camp fire, and uttered a guttural grunt of satisfaction as he saw the flames slowly lick it up. After this experience he recognized, on visiting Victoria, the same stone in the blacksmith's forge at the fort, and, upon inquiry, hearing it was of great value and brought a long way from over the sea, he undertook, on promise of reward, to return home and bring a canoe load of the wonderful stone to the white men, which he duly performed. (Mr. J. W. McKay.) The Cadboro was the first vessel to leave Wintuhuyesen inlet (Nanaimo) with a load of coals, consisting of 480 barrels, consigned to Victoria. Sailed 10 September, 1852. (Despatch from McKay to Governor Douglas.) Nanaimo harbour and Departure bay were resurveyed, in 1860, by Captain Richards, H.M.S. *Plumper*; and Nanaimo harbour again surveyed in 1899, by the officers of H.M.S. *Egeria*, under the direction of Commander Morris H. Smyth, R.N.

See McKay reach; Port Eliza; Departure bay; Galiano island; Sutil point; Descanso bay; Gallows point; Inskip passage; Virago sound; Benson mountain; Horne lake; Franklyn range; Mark mountain; Stuart point; Newcastle island; Northumberland channel; and Egeria shoal.

Nankivell point, Nanoose harbour. **Nankivell islands**, Blunden harbour. After Lieutenant John Howard Nankivell, R.N., H.M. surveying vessel *Egeria*, engaged surveying these waters, 1903-1904. Named by Commander John F. Parry, H.M.S. *Egeria*, in 1904. This officer served a later commission in the *Egeria*, when a point on Graham island was named Nankivell, in 1907, by Captain F. C. Learmonth, R.N.

See *Egeria* shoal.

Nanoose bay, Vancouver island, strait of Georgia. Pronounced by the Indians "Nonooa" and known as Nonooa in 1853, by the officers of the Hudson's Bay Company, after the band of Indians who resided there and who considered themselves a portion of the great Nanaimo tribe, though their language was slightly different. The Nonooas were often attacked by the northern Indians on their way to Fort Victoria and many killed. On the 9 October, 1856, it was reported to Captain Stuart, then in charge of the Hudson's Bay establishment at Nanaimo, that "the Mamillillikillas" (sic) had massacred the whole Nonooa tribe, but later this was found to be an exaggerated report. (Hudson's Bay Company's journal, Nanaimo, kept by Captain Stuart, 1855-1856.) The present old chief of the tribe, well known in Nanaimo as "Nanoose Bob," who is now (1906), apparently about seventy-five years of age, states that when he was a very small child, circa 1836, a band of West Coast Indians from Alberni canal nearly exterminated his people by attacking them unexpectedly and at night. The Nanoose tribe or band is now nearly extinct, thirteen only remaining in 1906. (Records, Indian Office, Victoria.)

An adaptation of the name of the Indians residing here adopted for the bay by Captain Richards, H.M.S. *Plumper*, 1859.

See Horne lake; Stuart channel; Wallis point; Imperieuse rock; and Fleet point.

Napier island, Smith sound. Named in 1903, after Frank Napier Denison of the Meteorological Department of Canada.

See Denison island.

Napier point, Campbell island, Lama passage. After Archibald Napier, an officer in the service of the Hudson's Bay Company, and in charge of the trading post and general store belonging to the company at Bella Bella, 1867-1871. (Records, Hudson's Bay House, Victoria.) Hence **Archibald point** on the opposite side of the channel to Napier point. Named by Captain Pender (Nav. lieutenant, R.N.), *Beaver*, circa 1867.

See McLoughlin bay; Bella Bella; and Lama passage.

Nares point, Newcastle island. Named on the Hudson's Bay survey of 1853, **Boulder point**. Renamed Nares point, as a more distinctive name, by Captain John F. Parry, in 1903, on his making a resurvey of Departure bay in H.M.S. *Egeria*, after Lieutenant George Edward Nares, R.N., a surveying officer of the *Egeria*, and son of Admiral Sir George Strong Nares, K.C.B., F.R.S., a noted Arctic navigator. Midshipman, 1889. Sub-lieutenant, 1893. Lieutenant, 1896.

See *Egeria* shoal; Nanaimo; and Departure bay.

Narvaez bay, East point, Saturna island. After José Maria Narvaez, sailing master or mate (piloto), in command, 1791, of the Spanish naval schooner *Saturnina*, 7 guns. Narvaez made an exploring voyage from Nootka in company with Eliza in the *San Carlos* as far as Cape Lazo, which, with Saturna island and many other places, was named during the cruise.

Duflot de Mofras, in speaking of these parts in his book ("Exploration de l'Oregon," Paris, 1841, II., p. 131) states, "that in 1840, at Guadalajara, in New Spain, José Narvaez showed him his original journal and charts of his interesting voyage." Named by Captain John F. Parry, H.M. surveying vessel *Egeria*, on resurveying the neighbourhood in 1905. Formerly known as Deep cove.

See Port Eliza; Haro strait; and Saturna island.

Nasparti inlet, Vancouver island. An adaptation of the Indian name of the tribe residing here in the days of the fur traders and known to the latter as Naspatee sound. It was in this inlet and also in an inlet to the eastward, in May, 1792, that Gray, in the *Columbia*, on returning from the great river he had discovered, was attacked by the natives and obliged to kill many of them. Probably it was these Indians who, on the 3 June, arrived at Nootka to complain to the Spaniards that a vessel had attacked them, "en la boca de Bueno Esperanzo," killing seven and wounding others, besides taking by force all their furs which they had been unwilling to sell at the price offered. ("Viage," *Sutil* and *Mexicana*, p. 24; and "Haswell's journal," Bancroft, Hist. N.W. Coast, I, p. 261.) Name adopted by Captain Richards, H.M.S. *Hecate*, 1862.

See Galiano island; Clayoquot sound; Nootka sound; Houston Stewart channel; and Esperanza inlet.

Nass river. Also formerly spelt Naas and Nasse, but now settled as Nass by the Geographic Board of Canada, being Captain Vancouver's original spelling when at Nass bay, 22 July, 1793. Vancouver mentions in his journal that the inlet (named by him Observatory inlet) leading to the Nass river, was called by the Indians "Ewen

Nass." The word "Ewen" he understood to signify, great or powerful; as "Ewen Smoket" a great chief; but the meaning of the word Nass was completely unknown. Again when he arrived off this opening he made further inquiries for Ewen Nass and he believed, from the Indians pointing up this identical inlet, that this branch was "Ewen Nass." Vancouver was correct, he had arrived off the Nass, but it was the Nass of the Indians he had first met and made inquiries from at the entrance of Observatory inlet. The local Indian name of the river is Le-shimsh. Archdeacon W. H. Collison, an authority on this subject, and who has resided at Kincolith, Nass bay, since 1883, states as follows:—"The term Nass is from the Tlingit tongue, and when, as was probable, the Tlingits from Tongass, at the entrance to Observatory inlet, met Captain Vancouver they gave him their name for the river, *i.e.*, Nass, which means literally "the stomach," from the fact that their food supplies of salmon, oolachan, &c., came from there; then, as now, a noted fishery."

Till comparatively recently, this river was shown on supposedly authoritative maps as falling into the head of Alice arm, Observatory inlet, under the name of "Simpson's river"; *e.g.*, Arrow-smith's map, 1837, dedicated, by permission, to the Hudson's Bay Company.

While hove-to off the opening to the Nass, on the date before mentioned, with the *Discovery*, Captain Vancouver sent a boat in to examine it, which shortly returned with a report that the branch was very shallow, and that evidently an insignificant stream entered it a little distance up. Vancouver proceeded on, and the Nass river, like the Skeena and the Fraser, was unnoticed by him.

Name adopted, circa 1828, by the Hudson's Bay Company, the log books of the *Cadboro* and *Eagle* mentioning it in 1830, and also Dr. Tolmie in his diary, in 1834, as the Nass river. Fort Simpson was first established on this river in 1831, and was removed to its present position, on what was then known as McLoughlin bay, in 1834.

See Port Simpson; Collison bay; Kincolith; and Mount Tomlinson.

Naysash inlet, Smith inlet. The Indian name of this narrow waterway extending for about 13 miles in a northeasterly direction between lofty mountains, which give it a gloomy appearance. It is not navigable, except for small craft, beyond a few miles from the entrance at Adelaide point. Named by the writer in June 1903, on making a preliminary survey of Smith inlet. Adopted by the Geographic Board of Canada, 1903.

Nelly point, Princess Royal island, McKay reach. After Helen (Nelly) wife of Mr. Joseph W. McKay, an officer in the service of the Hudson's Bay Company for many years. Named by Captain Pender, circa 1867.

See McKay reach; and Helen point, Mayne island.

Nelson island, Malaspina strait. **Nelson range**, (2,448 feet) Port Neville. **Nelson point**, Behm canal. After Horatio, Viscount Nelson, the immortal hero of the British navy. Nelson was born at Burnham Thorpe, Norfolk, 29 September, 1758, and was killed at the battle of Trafalgar, on board the *Victory*, 21 October, 1805, dying just as the victory was won. In the battle fought off Cape St. Vincent by Sir John Jervis, Nelson served as commodore, his ship the *Captain*, and his most gallant and intrepid behaviour in wearing out of the line of battle and attacking the Spanish fleet, nearly single handed and alone, contributed greatly to the success of the day. The Nile was Nelson's own victory, and is one of the most glorious in the annals of the British navy. At Copenhagen Nelson was under the orders of Sir Hyde Parker, Commander in Chief, but Nelson had direct charge of the attacking fleet and a brilliant victory was the result. It was at Copenhagen that Nelson put the telescope to his blind eye to look at the signal of recall hoisted by the commander in chief, and therefore could not see "any signal." The battle continued and victory was won.

For the victory off Cape St. Vincent, 14 February, 1797, Nelson was made a Knight of the Bath, having been promoted, in course of seniority, to rear admiral 20 February, 1797, a few days before the news of the victory reached England. For the Nile, 1 August, 1798, he was created a peer with the title of Baron Nelson of the Nile and Burnham Thorpe, and the King of Naples and Sicily created him Duke of Bronté, with an estate. An increased pension was granted him and the East India Company presented him with £10,000. For Copenhagen, 2 April, 1801, he was advanced to a Viscountcy, having been promoted to vice admiral of the blue on 1 January of that year. For the victory of Trafalgar, Lord Nelson's brother was created an Earl with an ample income to keep up the dignity and £100,000 to purchase an estate, and rewards were given to all his relatives. Buried in St. Paul's, London.

It has been said of Napoleon that he was the greatest military captain that the world had seen since Hannibal, and of Nelson that he was the greatest naval captain the world had ever seen. Named by Captain Richards, H.M.S. *Plumper*, circa 1860. Point Nelson in Behm channel, Alaska, was named by Vancouver, in August, 1793,

after Lord Nelson then, as described by Vancouver, "Captain Nelson of the Navy." (Vancouver, 8°, IV., p. 156.)

See Captain island; Hardy island; Victory mountain; Vanguard bay; Collingwood channel; Ball point; Troubridge mountain; Hallowell mountain; Foley mountain; Saumarez bluff; Fearney point; Jervis inlet; Calder mountain; San Josef mountain; Sykes island; and Wilfred point.

Nepean sound. Named in 1788 by Captain Duncan, after Evan Nepean, who, on the resignation of Sir Philip Stephens in 1795, succeeded as secretary to the British Admiralty. The name is mentioned by Vancouver in 1793, who adopted it on his chart.

See Duncan rock; Princess Royal island; and Stephens island.

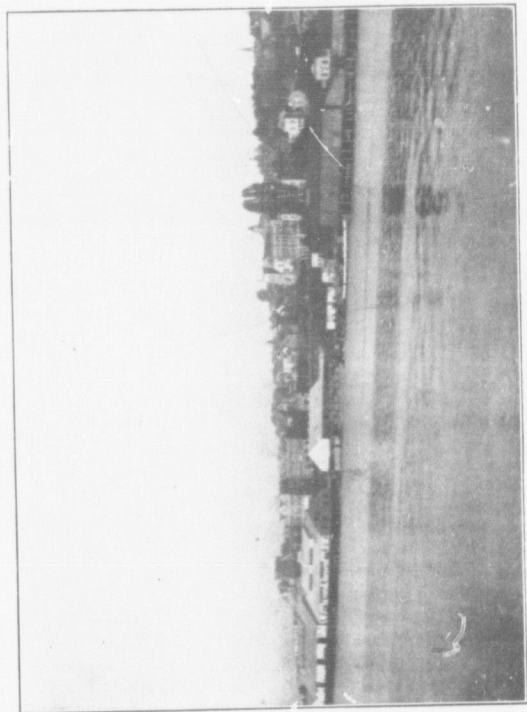
Nevay island, Seaforth channel. After John Nevay, a hand loom weaver, who gained repute as a Scottish lyric poet; he was born in the town of Forfar, 28 January, 1792, and died there 4 May, 1870. Named by Captain Pender, *Beaver*, circa 1867.

See Seaforth channel.

Newcastle island, Nanaimo. Named by the officers of the Hudson's Bay Company, in 1853, after the ancient coal city of Newcastle upon Tyne, Northumberland. The Roman wall, eighty miles in length, built in the year 120, across Great Britain from sea to sea, commenced at Newcastle and ended at Solway Firth. Newcastle bridge built by the Romans was thrown down by the great flood of 1775. The walls round the town were twelve feet high and eight feet thick. The Earl of Northumberland's house was in the Close, and Lord Scrope had a house in Pilgrim street. Near the head of Pilgrim street is a noble mansion, built in 1580, by one Robert Anderson. A kinsman of this gentleman is recorded to have dropped his ring over Newcastle bridge and his servant purchased a salmon a short time after in which the same ring was found. This happened in 1559. The ring is still in the family and has a fish engraved under the signet; the stone is supposed to be a Roman antique. Charles I was imprisoned in Anderson's house when a captive in Newcastle, and there is a tradition that the King attempted to escape by a subterranean passage from a cellar in this house, but that he could not effect the opening of an iron door at the outlet.

The importance and prosperity of Newcastle have chiefly arisen from the coal trade, it being admirably situated on the bank of a navigable river and in the midst of one of the most extensive coal fields in Great Britain. This trade was authorized between Newcastle and London in 1381, previous to this a strong prejudice had existed against using coal for fuel, so great that in 1306 it was prohibited in London under severe penalties. (Dugdale's "Curiosities of Great Britain," 1840.)

See Nanaimo; Northumberland channel; and Percy anchorage



[Photo, by W.P.A.]

New Westminster, from the Fraser River.

New England rock, Skincuttle inlet, Q. C. Ids. After the fishing steamer *New England*, 70 tons reg., 238 gross, 500 I.H.P. Length 121 feet, beam 23.8 feet, depth 12 feet, built for the New England Fishing Company, Boston, U.S.A., at Camden, N.J., in 1897. Left Boston for this coast in December, 1897, and arrived in Vancouver, B.C., in March, 1898, after a passage of ninety days. While employed halibut fishing in Hecate strait, in charge of Captain Joyce, the vessel struck on this rock, hitherto unknown, in 1899. The *New England* was subsequently in charge of Captain A. Freeman, and is still engaged (1906) in the halibut fisheries where she has been most successful. Named 1900.

See Joyce island; and Freeman pass.

New Westminster. This name was given to the capital of the new colony of British Columbia by Her Majesty Queen Victoria, 20 July 1859, the previous name, given by Colonel R. C. Moody, R.E., when the site was selected in February of the same year being Queenborough. ("Colonist," 9 September, 1859.) Before the colony was established by proclamation, 19 November, 1858, Governor Douglas had fixed upon a site near Fort Langley as the capital, a level country surrounding the old fort which was erected by the Hudson's Bay Company in 1827; and the town lots were sold under the name of Derby, but Colonel Moody, who arrived from England in December, 1858, opposed the selection near Langley as being on the wrong bank of the Fraser river, and indefensible on military grounds. Moody first selected what is now known as Mary hill, near the mouth of the Pitt river, but on the advice of his officers ultimately decided on a site about two miles farther down the Fraser, where the water near the northern bank was much deeper. Trouble loomed ahead for the new town of Queenborough, strong objections being made to the name by the inhabitants of Victoria as too nearly a paraphrase of their own fair city the capital of Vancouver Island, the only permissible "Queen city," and after a long and warm correspondence carried on by the colonial secretary in Victoria, William A. G. Young, the name was proclaimed to be not Queenborough (Victoria) but Queensborough, which was quite another thing. (B.C. Year book, 1901, p. 466) The matter, however, did not rest and at last was taken up by the Home government, and Queen Victoria asked to finally select a name, when by Royal proclamation Queensborough was converted into a Royal city and the capital of British Columbia, under the name of New Westminster. Incorporated 16 July, 1860. In a few years there was more trouble. On the 19 November, 1866, the two colonies of British Columbia and Vancouver Island were

united, the name of British Columbia applied to the whole territory, and the capital removed in 1868, after the exertion of a great deal of influence on the part of the residents of the island, from New Westminster to Victoria: "And those who on the faith of a Royal proclamation had invested their all were simply ruined, without redress or compensation, leaving behind a wound and a sense of injustice on the Mainland against the island that took many years to heal." (*supra*, p. 46.)

A disastrous fire overtook New Westminster, 11 September, 1898, and in a few hours completely demolished the business portion of the city, but energetic steps were at once taken by the inhabitants, who were in no wise discouraged by this fearful disaster, and the city rebuilt. Since the fire, a massive bridge of granite and steel has been erected over the Fraser connecting the city with the southern shore. It was formally opened for traffic on Saturday, 23 July, 1904, by His Honour the Lieutenant Governor of British Columbia, Sir Henri Gustave Joly de Lotbinière, K.C.M.G.

The bridge was designed and the construction carried out by John A. Waddell, consulting engineer, one of the foremost bridge engineers of the continent. Commenced, August, 1902; finished, July, 1904. Length from bank to bank, approximately, 2,200 feet, but the entire length—including approaches—is considerably in excess of these figures. The swing in the deep portion of the river is 380 feet in length, leaving, when open, two navigable channels, each 165 feet wide, with a depth at low water of six fathoms on the New Westminster side and four on the other. The total cost, including approaches, was \$1,017,448.62.

See Birch bay; Fraser river; Port Moody; Sapperton; Douglas channel; and Victoria.

Nicolas islets, Vansittart island, Q. C. Sd. After Captain Nicholas Vansittart, R.N. Named 1864.

See Vansittart island.

Nigei island, Goletas channel, Q. C. Sd. The name of this island previous to the year 1900, was Galiano, given by the Spanish explorers Galiano and Valdes in 1792. It was changed to Nigei by the Geographic Board of Canada to avoid duplication of names, there being another Galiano island (named by Captain Richards, 1859) to the southward, in the strait of Georgia. Nigei is the hereditary name of the principal chief of the Nahwitti tribe of Indians, a tribe which, years ago, held undisputed sway on the northern shore of Vancouver island. (Communicated by Mr. George Hunt of Alert bay.)

See Galiano island; Valdes island; Sutil point; and Mexicana point.

Nightingale mountain, (1,675 feet) Embley lagoon, Wells pass, Q. C. Sd. After Florence Nightingale, the well known and greatly esteemed philanthropist. Born at Florence, 12 May, 1820, and named after her birthplace. Youngest daughter of William Edward Nightingale, of Embley Park, Hampshire, whose name originally had been Shore, but who assumed by Royal license the name of Nightingale in 1815, pursuant to the will of his grand uncle Peter Nightingale. (Burke's Landed Gentry, 1900, Shore, p. 1436.) Shortly after the breaking out of the Russian war in 1854, Miss Nightingale, who had made a study of the methods of nursing and attending to the sick, organized a nursing department at Scutari on the Bosphorus, and by her untiring energy, unselfish devotion, and extraordinary ability in alleviating the sick and wounded from the Crimea, acquired a world wide reputation, and from the continual strain her health suffered severely. At the close of the war and in honour of her services a fund was raised by public subscription, amounting to £44,039, known as the "Nightingale Fund," which was expended by her desire in founding an institution at St. Thomas's Hospital, London, for the training of nurses and other hospital attendants. (Hayden's "Book of Dates.") During the American Civil war and the Franco-Prussian war, she was often consulted on questions concerning camp hospitals and nursing the sick and wounded. Her elder and only sister Parthenope was the second wife of Sir Harry Verney, Bart., and from the date of the marriage in 1858, it was Sir Harry's interest and delight to promote the work of his sister-in-law, and he took a leading part in the national aid to the sick and wounded during the Franco-German war in 1870. Residing in London, 1906. Named by Captain Pender (master, R.N.), *Beaver*, circa 1865.

See Parthenope mountain; Verney mountain; Verney passage; and Embley lagoon.

Nimpkish river, Vancouver island, Broughton strait. An adaptation of the Indian name of the river in the Kwa-kwala language, pronounced by the Indians, Num-case. "Num" is derived from "Num-hyala-gi-yu," a fabulous fish that causes tide rips, &c. "Case" implies that this fish lies on the bottom of the sea like a halibut. The river flows from the western end of Karmutzen, or Nimpkish, lake and falls, into Broughton strait, the distance being about seven miles. (Communicated by Rev. A. J. Hall, C.M.S., Alert bay.) Name adopted by Captain Richards, H.M.S. *Plumper*, 1860.

See Cheslakee; Karmutzen lake; Alert bay; and Hankin island.

Nitinat lake, Vancouver island. After the once numerous and fierce Nitinat tribe of Indians who resided in this neighbourhood and in Barkley sound, the latter being known to the early traders as Nitta-natt, from this tribe. (Meares, 4°, pp. 230-231.) The lake is joined to the ocean by a short tidal waterway which at low water becomes a dangerous torrent. Dr. Brown in his report in 1864 speaks of them as the "Nittinahts," (or as pronounced by themselves "Dittinahts") and as a powerful tribe with whom it did not do to be off your guard. They had in 1864 many villages from Pachena bay in the west to the Nitinat river and Cowichan lake in the east and one station on the Cowichan river itself. Brown also states: "They have a high reputation as hunters, whale fishers, and warriors." Whyack, situated at the seaward entrance to the lake, was in 1864 the principal village of the tribe, and at that date was strongly fortified and was considered by the natives impregnable to hostile attack. (Dr. Brown's report, 1864; and his introduction to "Narrative of John R. Jewitt," p. 21.) Clo-oose, situated about a mile eastward of the entrance to Nitinat lake, is at this date (1906) the principal village in the neighbourhood. Name adopted circa 1864.

See Barkley sound; Brown river; and Carmanah.

Noble islets, Goletas channel. After Edward Rothwell Wheelock Noble, R.N., who arrived on this coast as supernumerary midshipman on the flag-ship *Sutlej*, Rear Admiral Kingcome, 13 June, 1863. Temporarily served on the station in the surveying vessel *Beaver*. Lieutenant, 1870. Retired, 1876. Died, 1877. Named by Captain Pender (master, R.N.), commanding *Beaver*, 1864.

See *Sutlej* channel; and Chalmers anchorage.

Nodales channel. Named by Commanders Galiano and Valdes of the Spanish navy, who examined this neighbourhood, July 1792

See Galiano island; and Cordero channel.

Nolan point, Balaklava island, Goletas channel. After Captain Edward Lewis Nolan, 15th Hussars, who carried the order from Lord Raglan to Lord Lucan and thence to Lord Cardigan, for the charge of the Light Brigade at Balaklava. Captain Nolan was struck on the heart by a portion of one of the first shells, gave a loud cry and died instantly. His horse turned and galloped back with his dead rider in the saddle. Born 1818, son of the late Major Nolan, formerly of the 70th Regiment, and entered the army 13 March, 1839, as an ensign in the 4th Regiment of Foot, and the month following appointed to the 15th Hussars.

The following extract from a letter written by a young officer, dated, "Camp before Sebastopol, October 29, 1854," is taken from the "Illustrated London News," 25 November, 1854.—"Poor Lewis Nolan has gone to his rest. In a cavalry action, three days ago, he bore an order from Lord Raglan to Lord Lucan to charge a battery of heavy field pieces, and in the act of delivering it, a piece of shell struck him on the left breast, and passed through his body. Death, by the mercy of heaven, was instantaneous. Poor Lewis! he was a gallant soul. Few men of his years promised to be such an ornament to his profession. I am sorry to say, now that he is gone, some people here say that, in the heat of the moment, poor Lewis gave Lord Lucan a wrong order—such is not the case—the order was a written one, and therefore the fault was not on his side."

Named, in association with Balaklava island, by Commander C. H. Simpson, H.M.S. *Egeria*, on resurveying the neighbourhood in 1903.

See Balaklava island; Cardigan rocks; Lucan point; Raglan point; and Scarlett point.

Nootka sound, Vancouver island. A world known name during the latter part of the 18th century, owing to the bitter dispute that took place between Great Britain and Spain as to the right each had to the country, and which nearly led to war between the two nations. The sound was discovered and named Nootka, by Captain James Cook in April, 1778, though the Spaniards unfoundedly claimed priority of discovery in 1774, under the name of San Lorenzo. (See Juan Perez sound.) Cook first named the inlet King George's sound, afterwards changing the name to Nootka under the impression it was the Indian name. (Cook's Third Voyage, 4^o, II, p. 288.) This impression has since been found to be erroneous, and as it has been incorrectly said, there is no such word as "Nootka" in the Indian language, the following explanation will show how the navigator might have been led to adopt that word for the name of the place he had discovered. There is, in fact, such a word, and the Reverend A. J. Brabant (see Brabant island, and Hesquiut) who has resided at Hesquiut for upwards of thirty years, and is thoroughly conversant with the native language, explains it thus: "The word 'Nootka' is the frequentation of 'nootk-sitl,' to go around; make a circuit. 'Nootka-a' would be a form of the imperative (accent on the last 'a' being slight), go around. 'Nootka-minish' we have been around. 'Nootka-aktl-nish' we are about to go around. Some form of the word 'nootka' may be applied to the making of a circuit of the globe, or of an island small or large, &c., only the affix varies according to time, person or place."

The name may, therefore, have been given in the following manner: Cook having made the tour of the sound in his boats, from the small bay now known as Friendly cove, as is recorded in his journal (*supra* pp. 280-285), may have asked the Indians, with a comprehensive sweep of his arm and other motions, what was the name of the place. The Indians misunderstanding him, but knowing he had been round in his boats may have replied with some form of the word "nootka," in this way the word becoming impressed on Cook's mind as the native name of the sound.

Mr. J. G. Swan makes the following suggestion of another, but not so likely, cause of origin:—

"The mistake arose in this way. The Indians have a custom of forming a ring, taking hold of each other's hands and running or dancing in a circle. This is termed 'Nootka' and was explained to me by an Indian who resides near Nootka and who could speak English. He said if you run around your house, or round a canoe, or dance round in a circle, we say 'Nootka'; and he remarked that probably the Indians were dancing on the beach at the time Captain Cook was asking the name of the country, or the people; and the Indians thinking he asked what the people were doing on the beach, said 'Nootka,' and the white people calling the place and people 'Nootka' the Indians took no pains to undeceive them. This is very common for Indians to do, even with their own names, or the names of their friends. If a stranger, and particularly a white man, makes a mistake in pronouncing or applying an Indian name, they think it a good joke and wish to perpetuate it. For instance, a white man asked an Indian, 'What is your name?' He replied 'Halo,' which means in the Chinook, jargon, 'none.' The man thought that was the Indian's name and always called him 'Halo.' The tribe liked the joke and to this day this Indian is known among the whites as 'Halo' and is so called by his tribe. This illustration will serve to show how easy and natural it was for the white man to make the mistake; and how very natural it was for the Indians to keep up the error." (Swan, "Three Years' Residence in Washington Territory," 1857.)

When Vancouver and Quadra were conferring together in 1792 at Friendly cove regarding the lands to be restored by the Spaniards to the British, the former notes in his journal, "Quadra stated, that Nootka was seen in 1774, and in 1775 possession was taken 2° to the south, and 6° to the north of it." (Vancouver, 8°, II, p. 340.) In regard to this statement it may be said that the only information the Spaniards obtained of this portion of the coast in 1774, was dur-

ing the short and hurried stay of Juan Perez off Estevan point, his anchorage being upwards of nine miles from the entrance to the sound which at that distance could not be defined by a stranger; and in 1775 there is no record of any Spanish expedition visiting the neighbourhood. (See Estevan point and Quadra island.) The writer is convinced that the Spaniards did not know anything of what is now known as Nootka sound until Cook's discovery of it in 1778 was given to the world. (See Cape Cook.) The Spaniards arrived at Nootka for the first time on 6 May (Vancouver states 5th) 1789, and, with one short interval at the close of that year, occupied the place until 28 March, 1795, when in the presence of the British and Spanish commissioners, Lieut. Thomas Pierce of the Royal Marines, and Brigadier General Don Jose Manuel Alava, colonel of the regiment of Puebla, commandant of Nootka, the British flag was hoisted in token of possession and General Alava gave orders for the Spanish troops to embark.

The boundary of the British possessions on this coast were finally settled by the Oregon treaty of 1846, but since the Spanish flag was hauled down at Nootka, no settlement of white men of any importance has been made there. (1906.)

Though no signs whatever are left of the fort erected by the Spaniards in 1789 on the island named by them "La Insula y Bateria de San Miguel," at the entrance of Friendly cove and, with the exception of the brick lined well sunk by them, there are no signs on the shore of Nootka island, yet lingering traces of their occupation are still to be found among the Nootka Indians; Spanish numbers can be counted, Roman Catholic forms of worship and customs at Christmas-tide can be remembered, and the position of the governor's house, the chapel and the burial ground be pointed out. When the present Roman Catholic chapel was being built, an old Indian told Father Brabant that Spaniards were buried there, for after they had left the country, the Indians used to take up the bodies in the graveyard for the sake of the nails in the coffins, with which to make fish hooks. The Indians have also a tradition of an epidemic among the Spaniards when a number of them were taken suddenly ill and died. In 1859, a Russian silver dollar, inscribed, Kath. II, 1775, was found about a foot beneath the surface on the site of the old Spanish fort, by the Indians when preparing a potato patch, and brought to Victoria in June by Captain McKay of the schooner *Morning Star*. ("Colonist," 15 June, 1859.) On the site of the fort was erected in August, 1903, a small granite monolith to the memory of Vancouver and Quadra, on which is the following inscription:

"Vancouver and Quadra met here in August, 1792, under the treaty between Spain and Great Britain of October, 1790.—Erected by the Washington University State Historical Society, August, 1903."

Nootka island is given on Galiano's chart, dated 1795, as Isla de Nutka, in association with Cook's name for the sound; the island had previously been named by Eliza in 1791, Isla de Mazarredo, after a Spanish naval officer, Josef de Mazarredo, who in 1810 was an admiral in the Spanish navy. (Naval "Chronicle," 1810, XXIII, p. 374.) Nootka cone, (1,619 feet) named by the Admiralty surveyors, 1862.

See Cape Cook; Maquinna point; Juan Perez sound; Port Eliza; Malvypina inlet; Galiano island; Meares island; Friendly cove; Resolution cove; Sea Otter cove; Cape Scott; Hesquiat; Vancouver island; Quadra island; Estevan point; Brabant island; and Jervis inlet.

Norman mountain (752 feet), Pender island. After William Henry Norman, R.N., paymaster, H.M.S. *Ganges*, flagship of Rear Admiral R. L. Baynes, on this station, 1857-1860. Paymaster, 1841. Named by Captain Richards in 1859.

See *Ganges* harbour; Baynes sound; and Fulford harbour.

Norman point, Hornby island. After Francis Martin Norman, 3rd lieutenant, H.M.S. *Tribune*, Captain Hornby. On this station, 1859-1860. Retired, commander, 1863. Named by Captain Richards, H.M.S. *Plumper*, 1860.

See Hornby island; and Tribune bay.

Norris rock, Hornby island. After John Thomas Hammond Norris, R.N., master, H.M.S. *Tribune*, on this station, 1859-1860. Master, 1848. Staff commander, 1863. Commander, retired, 1870. Named by Captain Richards in 1860.

See Hornby island; and Tribune bay.

North island (Indian name, Kusewai), Q. C. Ids. Named by Captain George Dixon, of the trading snow *Queen Charlotte*, 1787. Lieutenant Jacinto Caamaño, commanding the Spanish corvette *Aranzazu*, who passed through Dixon entrance in 1792, named the island, Isla de Langara, which name Vancouver adopted on his chart. Admiral Langara, of the Spanish navy, died at Madrid in January, 1806. (Naval Chronicle, 1806, XV, p. 264.)

See Dixon entrance; Queen Charlotte islands; Gil island; Zayes island; and Rodney mountain.

North point, North island, Q. C. Ids. Named by Vancouver when coasting along the Queen Charlotte islands to the southward, 24 September, 1793. Perez, commanding the Spanish corvette *San-tiago*, named the point in 1774, cape Santa Margarita. The name of

Santa Margarita was restored to this point on a survey being made of the island by Captain Learmonth in 1907, when the following names were also added to the chart: Explorer and Dibrell after the U.S. surveying vessel of that name and her commander in southern Alaska waters in 1907; Macpherson, carpenter of the *Egeria*, an expert axeman; Lord and Rhodes, seaman and stoker of the *Egeria's* sounding boat in this vicinity; Sneath point, on the opposite shore of Graham island, after the paymaster of the *Egeria*.

See Juan Perez sound; San Christoval mountains; and Estevan point.

Northumberland channel. After Algernon Percy, fourth Duke of Northumberland, K.G., P.C., F.R.S., first lord of the Admiralty, March to December, 1852. A distinguished naval officer and a man of learning and science. Admiral, R.N., and constable of Lancaester Castle. President of the Royal Institution, president of the Royal National Life-boat Institution, president and vice-president of many other charitable institutions. His grace was born 15 December, 1792, and his decease, which took place 12 February, 1865, was the cause of much public regret. He succeeded to the dukedom and other family honours, among them being the title of Earl Percy, on the death of his brother in 1847. Named in 1852 by the officers of the Hudson's Bay Company, in association with Newcastle island and the coal mines in the neighbourhood then newly discovered. Duke point named, in association with this channel, by Commander John F. Parrry, H.M.S. *Egeria*, on resurveying the channel in 1904.

See Nanaimo; Newcastle island; and Percy anchorage.

Norway island, Clam bay, Kuper and Thetis islands. After Horatio Fillis Norway, R.N., master, H.M.S. *Trincomalee*, Captain Wallace Houston. On this station, 1853-1856. Master, 1846. Staff commander, 1863. In the survey made by Captain Richards in 1859 this island was named Indian island, but the name was changed, as being more distinctive, by Captain John F. Parry, H.M.S. *Egeria*, on resurveying the neighbourhood in 1905.

See Trincomali channel; Kuper island; and Thetis island.

Nowell channel, Q. C. Sd. Named after Captain Nowell Salmon, R.N., V.C., in 1865.

See Salmon channel.

Nuchatlitz inlet. See Ferrer point.

Nymphe cove, Vancouver island, Seymour narrows. After H.M. sloop of war *Nymphe*, 8 guns, 1,400 h.p., Commander George Huntingford. On this station, 1893-1896. The officers of this vessel

recorded observations on the tides in Seymour narrows during July and August, 1895. Named by Lieutenant Bertram M. Chambers, of the *Nymphé*, who at the same time made a resurvey of Menzies bay. The first vessel of this name in the British navy, a smart frigate of 32 guns, was captured from the French by the frigate *Flora*, 32 guns, off Ushant, 10 August, 1780.

See Menzies bay; Huntingford point; Defender shoal; and Josephine flat.

Oaks point, Thormanby islands. Named, in 1860, after "The Oaks," a race for three-year-old fillies, run annually over "The Derby" course at Epsom, Surrey, on the Friday after the latter race. Established by the 12th Earl of Derby, in 1779. The first Oaks was won by a filly named Bridget, belonging to the earl.

See Thormanby islands; Epsom point; and Derby point.

Observatory inlet (Kit-sah-watl). Named by Vancouver, 1793, because he set up his observatory in Salmon cove on this inlet, to correct his positions in the neighbourhood and ascertain the rates of his chronometers; in this he was very successful owing to fine weather. The *Discovery* and *Chatham* lay in Salmon cove from 23 July to 17 August, during which time Vancouver himself made one of their longest boat expeditions, the provisions being entirely exhausted before getting back. On this journey he explored the channel which he afterwards named Behm's canal (now part of Alaska, U.S.A.), and in that vicinity his boats were attacked by the natives, who were only beaten off with loss of life on the part of the Indians and the wounding of two of the crew of Vancouver's boat, the first attack that had occurred during the whole cruise. A small island in Alaskan waters near the scene of the disaster was named by Vancouver after one of the wounded men, Betton's island, a name it still bears. Appropriate names were given by Vancouver to the points of entrance to Observatory inlet and to a point on the western shore. The south point of entrance was named Maskelyne, after the Astronomer royal, the north one, Wales, after the mathematical master at Christ's hospital, and the point on the western shore, Ramsden, after the celebrated mathematical instrument-maker of that day.

See Maskelyne point; Wales point; Ramsden point; Portland channel; and Brown passage.

Ogden point, Victoria harbour. **Ogden passage**, between Pitt and Porcher islands. After Peter Skene Ogden, son of Chief Justice Isaac Ogden, of Montreal, descended from an old Scottish family. Born 1794. Joined the North West Company in 1811, and, after

the amalgamation of the North West Company and the Hudson's Bay Company, rapidly rose in importance. Chief trader, 1821. Chief factor, 1834. In this year the abandonment of the first Fort Simpson was carried out under his superintendence. In 1834 was in charge of the district of New Caledonia, in which were situated the important posts of Fort McLoughlin, Fort Simpson, and the Stikine river. He was one of the noted officers of the Hudson's Bay Company on this coast, and was in the service many years, and is an important figure in Rev. A. G. Morice's "History of the Northern Interior of British Columbia," 1904-1905. Dr. Tolmie often mentions Mr. Ogden in his diary kept during the years 1833, 1834 and 1835. He is described by Bancroft "as short, dark skinned, and rather rough in his manner, but lively and witty and a favourite with everybody." (Bancroft, XXIX, p. 32.) He died at Oregon city, in the house of his son-in-law, Archibald McKinley, 1854.

Ogden passage was named by the officers of the Hudson's Bay Company, 1837, and was that used by the *Beaver* on her voyages via Principe channel. Ogden point, Victoria harbour entrance, also named by the officers of the company, 1843, and adopted by Captain Kellett, R.N., in his survey of Victoria harbour in 1846.

See Tolmie channel; Beaver harbour; Port Simpson; and Victoria.

Olive point, Boswell inlet, Smith sound. After Olive, daughter of St. George Boswell and granddaughter of Sir Henri Gustave Joly de Lotbinière, K.C.M.G., lieutenant governor of British Columbia, 1900-1906; and also suggested by the noticeable light-green colour of the arbutus trees on the point. Named by the writer on making a preliminary survey of Smith inlet in the C.G.S. *Quadra* in 1903, and adopted by the Geographic Board of Canada.

See Hazel point; Boswell inlet; Smith sound; and Quascilla bay.

One Fathom patch, Ganges harbour. See Batt rock.

Open bight, Saturna island. See Bruce bight.

Oriflamme passage, Chatham sound. After the American merchant vessel, *Oriflamme*, paddle steamer, 1,300 tons burden, Francis Connor, Frederick Bolles, Charles Thorn, and others, being in command on this coast. Built 1864, in New York, as a gunboat for the United States navy, but was never in commission, the civil war being near its close by the time she was completed. Sold, and entered the China trade; came to the northwest coast of America in 1866, when she was bought at San Francisco by Benjamin Holliday, of transportation fame, who placed her in the trade between San Francisco and Portland, where she was employed, with short intervals, for ten years.

When Ben Holliday was in the zenith of his fame and power he frequently used the *Oriflamme* as a private yacht, when champagne flowed freely as water, as did everything else where Holliday was entertaining. (See "*Oriflamme* visits Victoria," *Colonist*, 17 March, 24 and 26 April, 1869.) The *Oriflamme* passed out of existence several years ago, but the days are not yet forgotten by those who had the pleasure of being guests on board when she was "Ben Holliday's" yacht. Named by Captain Pender (nav. lieutenant, R.N.), *Beaver*, circa 1868.

See Commodore point.

Ormidale harbour, Seaforth channel. After Robert Macfarlane, Lord Ormidale, lord of session, Scotland. Born in 1802, son of Parlane Macfarlane of Luss, Dumbartonshire. He was educated at Glasgow and Edinburgh, and admitted a writer to the signet in 1827. Afterwards spent some time in Jamaica, but determining to proceed to the bar, became advocate at Edinburgh in 1838. Sheriff of Renfrewshire, 1853. Appointed an ordinary lord of session, with the title of Lord Ormidale, 13 January, 1862, and transferred to the second division in 1874. As a judge he was kind to young barristers and very painstaking. He did a great deal after Lord Colonsay's death to reform the procedure of the court of session. Died at Hartrigge, Jedburgh, 3 November, 1880. Named by Captain Pender (nav. lieutenant, R.N.), *Beaver*, circa 1867.

See Ardmillan bay.

Osborn bay, Stuart channel, Vancouver island. After Captain Sherard Osborn, R.N., C.B., sailor and author, son of Colonel Edward Osborn, of the Madras army; born 25 April, 1822. Entered the navy, 1837. Served first on the East India station, and parts of the journal he kept were afterwards published, 1857, under the title of "*Quedah, or Stray Leaves from a journal in Malayan waters.*" Passed his examination in December, 1843, and after going through the gunnery course in the *Excellent* was appointed gunnery mate of the *Collingwood*, fitting out for this station as flagship of Rear Admiral Sir George Seymour. On 4 May, 1846, was promoted to lieutenant of the *Collingwood*, and returned to England in her in the summer of 1848. He was promoted to commander in 1852 for services in the Arctic Searching Expedition, under Captain Austin, for Sir John Franklin, 1850-1851; and was again engaged in the Arctic ocean, under Sir Edward Belcher, 1852-1854, when his vessel, the *Pioneer*, the *Resolute*, *Assistance* and *Intrepid* were abandoned, the two former much against their commanders' wishes. Early in 1855, during the Russian war, he commanded H.M. paddle sloop

Vesuvius in the Black sea, where he took part in the capture of Kertch and Yenikale, and after the death of Captain Lyons remained as senior officer in the Sea of Azov in the *Medusa*. Captain, 1855. Created C.B., 1856, for his services in the Russian war. In 1857 appointed to the steam frigate *Furious*, and escorted a squadron of gunboats to China, which were of valuable service to the war in Canton. Took his frigate up the river to Hankow, and for this service he and the master, Stephen Court, received the thanks of the admiral. Returned to England, 1859. Rear admiral, 1873. Member of the Arctic committee, 1874-1875. Among his many published works was "Last Voyage and Fate of Sir John Franklin," and a number of pamphlets, "Arctic Exploration," collected 1865. He died suddenly in London, 6 May, 1875, having just returned from Portsmouth to wish the officers farewell on Nares' expedition to the Arctic, in which exploration Admiral Osborn always took the greatest interest. Named by Captain Richards, H.M.S. *Plumper*, 1859.

See Vesuvius bay; Seymour narrows; Belcher mountain; Saltspring island; Herald rock; Kellett bluff; Franklin range; Piers island; Pym island; Bedford islands; and Crofton.

Otter anchorage, Port Simpson. **Otter cove**, Discovery passage. **Otter point**, Discovery passage. **Otter channel**, Pitt and Campania islands. **Otter passage**, Nepean sound. **Otter cove**, Finlayson channel, and **Otter shoal**, Coghlan anchorage. Named, at different periods during the survey of these waters, after the Hudson's Bay Company's steamer *Otter*, the second historical craft on this coast. She was built to assist the *Beaver* in her work here which was ever increasing as the country became more settled. Built at Blackwall, London, 1852; length, 122 feet; beam, 20 feet; depth of hold, 12 feet. Her engines, consisting of two direct-acting condensing engines, 26 x 18 inches, had taken the first prize in the Great Exhibition, London, 1851.

The *Otter* left London, January, 1853, in command of Captain Miller; Herbert G. Lewis, 1st officer and Charles Thorn, engineer, arriving in Victoria in June. During her career on this coast she was commanded by Mouat, who first had charge after arrival, Swanson, McCulloch, Meyer, Gardiner and others. Captain H. G. Lewis long had charge of her, and under his command her name was a household word on the coast. In 1880 she ran on an unknown rock near Bella Bella, and owing to a porthole being open she sank, but was raised and continued her work. She ended her days in the service of the Canadian Pacific Navigation Company, who finally

used her for a coal hulk until June, 1890, when she was burnt at Bentinck island for the metal in her.

See Swanson channel; McCulloch rock; Lewis rock; and Beaver harbour.

Otter island, Desolation sound. Named by the Admiralty surveyors, circa 1861, after the land otter, in association with the fur-bearing animals honoured in Mink and Martin islands in this neighbourhood.

Otter point, strait of Juan de Fuca. Named Otter head in 1846 by Captain Kellett, H.M.S. *Herald*, after Commander Henry Charles Otter, R.N., a surveying officer. Lieutenant, 1831. Commander, 1844. Commander Otter, when in charge of H.M.S. *Alban*, was engaged surveying the Baltic ports, for which he was promoted to captain, 1854. Captain of H.M.S. *Firefly* in the Baltic during the Russian war, and destroyed a number of the enemy's vessels at Wasa, in the gulf of Bothnia, 1855. C.B., 1867. Retired, Rear admiral, 1870. Died 1876.

Oweekayno lake, Rivers inlet. After the O-wee-kay-no tribe of Indians living at the head of the inlet, one of their oldest and principal villages being on a small island, called Katil, situated in the lake, at the head of the river. The tribe now numbers 102 persons. The lake, long and narrow, is about thirty-five miles in length, and connected with the inlet by the Oweekayno river now known by the name, adopted by the Indians, of Wannuck; the meaning of which is "Poison," as in olden times visitors to the tribe, evidently unwelcome, had the reputation of dying suddenly, these deaths being attributed to poison.

About the year 1848 this tribe suffered dreadfully through a slave raid made by the powerful Bella Bellas, who after inviting the tribe to a potlatch at Kwa-kwa-me, a bay at the entrance to Schooner passage, now always spoken of and known as "Slaughter Ilahie," there awaited their guests in ambush, and as they unsuspectingly arrived, one canoe after another, poured a deadly fire into them, killing all the men and capturing the women and children. Two canoes, hearing the firing, escaped. Early the next morning the Bella Bellas advanced on Katil, making a further surprise in which three men and one woman were killed and thirty-two women and children captured. This disaster has never been forgotten. (Communicated to writer by chiefs of the Oweekayno tribe per G. W. McTavish, in charge of Oweekayno cannery.) Twenty years later, early in 1868, the Oweekaynos attacked, near Slaughter

Ilahie, a trading sloop lately purchased at Nanaimo, by a coast trader named Jack Knight, who was in charge of her at the time. The savages murdered Knight and two others on board, plundered the sloop and burnt her. It is supposed from Indian report that the attack made shortly afterwards on the *Thornton* in Queen Charlotte sound by the Nakwakto Indians was the outcome of the successful capture of Knight's vessel, the latter Indians being desirous of emulating the deeds of their neighbours, the Oweekaynos, but the attempt was a costly failure to the Nakwakto savages. (*Colonist*, 22 June, 1868.) Knight was on his way southwards when he lost his vessel and his life. The Oweekayno cannery at the head of the arm, near this lake, was the first established on Rivers inlet.

See Nakwakto rapids; Rebecca spit; Cowichan bay; Shotbolt bay; Clio bay; and Rivers inlet.

Owen point, Frederick arm, Cordero channel. After Staff Commander Frederick John Owen Evans, R.N., naval assistant, Hydrographic office, Admiralty. Named by Captain Pender (master, R.N.), H.M. hired surveying vessel *Beaver*, circa 1864.

See Evans bay.

Owen point, port San Juan, strait of Juan de Fuca. Named in 1846 by Captain Kellett, H.M. surveying vessel *Herald*, after Captain William Fitzwilliam Owen, an eminent surveying officer, with whom Kellett had served in H.M.S. *Eden*, 1827-1831. Born in 1774. Was midshipman in the *Culloden* in Lord Howe's celebrated victory, 1 June, 1794, and in the *London* at the time of the great mutiny. Lieutenant, 1797. In 1803 appointed to command the *Seaflower* brig, in which he went to the East Indies. In 1806, explored the Maldivé islands, and discovered a new channel on the coast of Sumatra, still named after his vessel. In 1808 his surveying vessel was taken by the French, and he was a prisoner in Mauritius until 1810. Promoted to commander while prisoner. Captain, 1811. Returned to England in 1813 in charge of a convoy. 1815-1816, surveyed the great lakes of Canada, and in 1821-1826, surveyed the coast of Africa in the *Lion*, continuing, in 1827, the work in the *Eden*, during the commission settling the colony of Fernando Po (see Kellett bluff). In 1847 commanded the *Columbia*, surveying ship on the east coast of North America, but returned to England on promotion to flag rank, 21 December of the same year. He had no further service. Vice admiral, 1854. Died at St. John, N.B., 1857.

In 1833 he published a "Narrative of Voyages to explore the
9462-24

shores of Africa, &c.;" it is, however, by his accurate surveys of coasts, till then only explored, that Admiral Owen is best known.

See Kellett bluff.

Oldfield mountain, Kaien island, Tuck inlet. After Captain Radulphus Bryce Oldfield, H.M.S. *Malacca*. On this station, 1866-1867. Was lieutenant of the *Bellerophon* at the attack on the sea defences of Sebastopol, and of the *London*, line of battle ship, 1854-1855. Promoted to commander for his gallant services on shore with the Naval brigade, 1855. Born, 1827. Entered the navy, 1840. Lieutenant, 1847. Captain, 1862. C.B., 1875. Died, 1877. Named by Captain Pender (nav. lieutenant, R.N.), *Beaver*, 1867.

See Malacca passage; and Kaien island.

Oyster harbour, Stuart channel, Vancouver island. Name adopted on the chart by Captain Richards, in 1859, because there were large oyster beds on the flats at the head of the bay. The oysters are small, as is usual on this coast, but well flavoured. Lady-smith, a coaling port, is situated on this harbour, founded in 1900. Oyster harbour was resurveyed in 1905 by Captain John F. Parry, H.M.S. *Egeria*, when several names were added to the plan of 1859.

See Ladysmith; Dunsuir islands; and Burleigh arm.

Ozzard mountain (2,270 feet), Ucluelet, Barkley sound. After James William Ozzard, R.N., secretary to Rear Admiral Sir Thomas Maitland, Knt., flagship *Bacchante*, 50 guns, commander in chief, Pacific station, 1860-1862. Paymaster, 1845. Paymaster in chief, retired, 1872. Died, 1902. Named by Captain Richards, H.M. surveying vessel *Hecate*, 1861.

See Maitland mountain.

Paisley point, Douglas channel. After the city in Scotland, where the Canadian government steamer *Quadra* was built in 1891 by Messrs. Fleming and Ferguson. Named by the writer in 1898, when in command of the C.G.S. *Quadra*.

Palliser rock, Denman island. After Rear Admiral Henry St. Leger Bury Palliser, commander in chief on this station, flagship *Imperieuse*, 1896-1899. He was Irish on his father's side, and came of great fighting stock in the British navy and army for many generations. On his mother's side, his uncle was Captain Marryat, R.N., the well-known author.

Entered the navy in 1852, and as a midshipman he served in the trenches in the Crimea, 1854-1855, where his father and two brothers were also serving as officers in the Eighth Hussars. His

cousin, Sir John Palliser, crossed Canada with Mackenzie in 1838, after whom the Palliser range in East Kootenay is named. Another cousin invented the Palliser shell used by the British ordnance.

Lieutenant, 1859. Commander, 1869. Captain, 1878. Rear admiral, 1893. Vice admiral, retired, 1899. Admiral, 1904. Died 17 March, 1907.

Named by Commander Morris H. Smyth, H.M.S. *Egeria*, on resurveying Baynes sound, 1898.

See Imperieuse rock; Egeria shoal; Denman island; and Baynes sound.

Pandora peak, port San Juan. **Pandora hill**, Discovery island, height 100 feet. **Pandora head**, Drury inlet. After H.M. surveying vessel *Pandora*, Lieutenant Commander James Wood. The *Pandora*, 4 guns, brig rigged, accompanied from England, as tender, H.M.S. *Herald*, Captain Kellett, in 1845. Surveying on this coast, 1846, 1847 and 1848, and, on account of the absence of the *Herald* in the Arctic ocean, carried out the duty alone. Surveyed port San Juan, 1847. Named by Lieutenant Commander Wood, H.M.S. *Pandora*, 1847. Pandora head named by Captain Pender, 1865.

See Beacon hill; Cordova channel; Esquimalt; Herald rock; and Drury inlet.

Parizeau point, Digby island, Prince Rupert harbour. After Henri D. Parizeau, native of Montreal, and an assistant surveying officer in the Hydrographic department, Marine and Fisheries, Canada, which service he joined in 1900. Engaged in the survey of Prince Rupert harbour (Tuck inlet), as senior assistant surveyor under Mr. G. B. Dodge, 1906. Named by Mr. Dodge, in charge of the survey, in 1906.

See Tuck inlet; Prince Rupert; Digby island; and Ellinor rock.

Parke mountain, Mayne island. After Lieutenant John J. Parke, United States topographical engineer, chief astronomer and surveyor on Boundary commission of 1857. Named by Captain Richards, H.M.S. *Plumper*, 1858.

Parker island, Montague harbour, Galiano island. **Parker point**, Oscar passage, Finlayson channel. After Lieutenant George Ferdinand Hastings Parker, H.M.S. *Ganges*, flagship of Rear Admiral Baynes, on this station, 1857-1860, and also later 1st lieutenant of H.M.S. *Scout*, Captain Price, on this station, 1865-1866, when he was promoted to commander, and was succeeded in the *Scout* by lieutenant E. J. Jermaine. Entered the navy in 1848. Lieutenant, 1855, and appointed, 18 November, to the *Duke of Wellington*, 131 guns, screw line-of-battle ship, the finest ship at that date in the British navy, and the flagship the previous year in the Baltic

of Vice Admiral Sir Charles Napier. Captain, retired, 1882. Died 1893. Parker island named by Captain Richards, H.M.S. *Plumper*, 1859. Parker point, by Captain Pender (master, R.N.), in the *Beaver*, 1866.

See Ganges harbour; Graham island; Jermaine point; and Price island.

Parker range (3,500-4,870 feet), Jervis inlet. After Vice Admiral Sir William Parker, Bart., who, as a Rear admiral and third in command, was engaged in the battle of Cape St. Vincent, 1797, with his flag in the *Prince George*, 98 guns. The *Prince George* was the third ship in the British line and came early into the action, in which she had a distinguished share. For his services in the victory he was created a baronet and received the gold medal. He was the son of Augustus Parker, commander of one of the King's yachts, and was born on 1 January, 1743. He entered the navy in 1756 on board the *Centurion*, and was present at the capture of Quebec in 1759. He was on the *Centurion*, as midshipman and master's mate, for nearly six years, and passed his examination for lieutenant, 3 November, 1762. Lieutenant, 1766. Commander, 1773. Captain, 1777. In the "Spanish armament" (see Nootka), 1790, he commanded the *Formidable*, 74 guns, which was paid off in the autumn. In the action of the 28th May, 1794, Parker, in command of the *Audacious*, 74 guns, attacked the French 120-gun ship *Revolutionnaire*, and in the evening was left with his huge opponent, the result being undecisive, for each ship was so damaged that it had to seek port, thus in the action of the "Glorious First of June" the French were deprived of a 120-gun ship, the British of a 74. Rear admiral, 1794. Vice admiral, 1799. Vice admiral of the red, 1801. Died on New Year's eve, 1802. Named by Captain Richards, 1860.

See Jervis inlet; Captain island; Howe sound; and Domett point.

Parkin island, Port Simpson. **Parkin point**, Moresby island, Haro strait. After Lieutenant George Henry Parkin, 3rd lieutenant, flagship *Portland*, Rear Admiral Fairfax Moresby, commander in chief. On this station, 1850-1853. Entered the navy, 1840. Lieutenant, 1848. Commander, 1859. Captain, 1866. Rear admiral, retired, 1883. Vice admiral, 1888. Died, 1902. Parkin island named during the survey of Port Simpson by Mr. G. H. Inskip, R.N., in 1853. Parkin point named by Captain Richards, 1858.

See Port Simpson; Inskip passage; Moresby island; and Portland island.

Parminster point, Saltspring island. After Rev. Henry Parminster, B.A., chaplain, H.M.S. *Ganges*, Captain John Fulford, flag-

ship of Rear Admiral Robert L. Baynes, commander in chief. On this station, 1857-1860. Appointed as chaplain in the service, 1852. Chaplain, H.M.S. *Vestal*, 26 guns, North America and West Indies, 1852-1856. Died 1899. Named by Captain John F. Parry, H.M.S. *Egeria*, on resurveying the adjacent waters, 1905.

See Saltspring island; Ganges harbour; and Baynes sound.

Parry bay, near Victoria. **Parry passage**, Queen Charlotte islands. Named after Rear Admiral Sir William Edward Parry, the noted Arctic explorer. Parry bay named by Captain Henry Kellett, C.B., H.M.S. *Herald*, in 1846, and Parry passage by Commander J. C. Prevost, H.M.S. *Virago*, 1853, personal friends of Sir Edward Parry, the former being an Arctic navigator himself. Sir W. E. Parry was the fourth son of Dr. Caleb Hillier Parry, of Bath. He was born in 1790, and entered the navy in 1803 on board the *Ville de Paris*, then blockading the French fleet in Brest. In 1813, as a lieutenant, he joined the *Hogue* on the North American station. When on the North American station, Parry wrote a nautical work named "Nautical Astronomy by Night," copies of which were distributed in the squadron to "facilitate the acquisition of a species of knowledge highly conducive to the welfare of the naval service." The work was published in 1816.

In 1818 Parry commenced his Arctic explorations in command of the hired vessel *Alexander*, joining Sir John Ross in his expedition to the Arctic, and from that date until 1827 was more or less engaged in Arctic exploration. In December, 1823, he was appointed acting hydrographer, but sailed in H.M.S. *Hecla* for the Arctic regions in 1824. Returned to England in 1825, and was appointed hydrographer, 22 November. In 1827 he again sailed in the *Hecla* with the object of attempting to reach the pole by sledges. Parry duly reached the ice fields, but he was not destined to reach the pole. After leaving the ship on the sledge expedition, the apparently boundless tract of ice on which he was travelling was drifting, in some mysterious way, to the southward as fast as he travelled over the surface of it to the northward. When Parry found this out by repeated observations for latitude he gave up the attempt in disgust. The latitude arrived at was $82^{\circ} 45'$. This was the farthest north reached by civilized man until 1876, when $83^{\circ} 20'$ was attained by Markham, and $83^{\circ} 24'$ in 1882 by the United States expedition under Greely. Parry resumed his work as hydrographer on his return in October, 1827, and continued in that office until 1829. He then held successively several appointments, amongst them that of lieutenant governor of Greenwich hospital. Rear admiral, 1852. Died at Ems, 8 July, 1855, where he had gone for the benefit of his

health. Sir Edward Parry was the author of several works on Arctic exploration, all published by the authority of the British Admiralty.

See William head; Sabine channel; and Kellett bluff.

Parry point, De Horsey island, Skeena river. After Rev. William Warner Parry, M.A., R.N., chaplain, H.M.S. *Malacca*. On this station, 1866-1868. Chaplain and naval instructor, 1866. Died 1901. Named by Captain Pender (nav. lieut., R.N.), in the *Beaver*, circa 1867.

See Malacca passage; and Oldfield mountain.

Parsons bridge, Esquimalt harbour. After William Richard Parsons, who resided in the district in 1860.

Parsons point; Parsons spit, Sooke. After William Forster Parsons, R.N., second master, H.M. surveying vessel *Herald*, Captain Kellett. On this station, 1846. Master, 1851. Commander, retired, 1872. Named by Captain Kellett, 1846.

Parthenope mountain (1,345 feet), Embley lagoon, Wells pass, Q. C. Sd. After Frances Parthenope, Lady Verney, eldest daughter of William Edward Nightingale, of Embley Park, Hampshire, and second wife of Sir Harry Verney, Bart., Claydon House, Buckinghamshire, whom she married in 1858. Born at Naples, hence her name of Parthenope, the ancient name of that city. Sister of Florence Nightingale, the world-famous nurse of the Crimean war. Lady Verney died 12 May, 1890. Named by Captain Pender (master, R.N.), in the *Beaver*, 1865.

See Verney mountain; Verney passage; Embley lagoon; and Nightingale mountain.

Pasley island, Collingwood passage, Howe sound. After Admiral Sir Thomas Pasley, Bart., who, with his flag as a Rear admiral in the *Bellerophon*, Captain Hope, bore a very distinguished part in the battle of the "Glorious First of June," 1794. He lost a leg in the action, in consideration of which he was granted a pension of £1,000, and was created a baronet on the 26 July, 1794. Born in 1734, and entered the navy in 1751 on board the *Garland*. Lieutenant, 1757. Commander, 1762. Post captain, 1771, and proceeded in the *Seahorse* to the West Indies. In 1780 he was in command of the *Jupiter*, one of the squadron of Commodore George Johnstone, and in 1781 took part in the action in Port Praya, 16 April, and the burning of the Dutch East Indiamen in Saldanha bay. In the *Jupiter* there served with him, as midshipman and lieutenant, his nephew, Pulteney Malcolm, afterwards Vice Admiral Sir Pulteney Malcolm. Pasley became Rear admiral in 1794. Vice admiral, 1795. Commander in chief at the Nore, 1798, and at Plymouth, 1799.

Admiral, 1801. Died 1808. He had two daughters; the eldest, Maria, married Major John Sabine (*see* Sabine channel), of the guards, and to their son, Thomas Sabine, the baronetcy descended by special provision. This son assumed the name of Pasley, and was afterwards Admiral Sir Thomas Sabine Pasley, Bart. Named by Captain Richards, H.M.S. *Plumper*, 1860.

See Sabine channel; Pasley passage; Malcolm island; and Howe sound.

Pasley passage, Suttlej channel. After Russell Graves Sabine Pasley, R.N., flag lieutenant to Rear Admiral John Kingcome, commander in chief, Pacific station, 1862-1864. Flagship *Suttlej*. Promoted to commander on the hauling down vacancy, 1864. Born 1838, sixth son of Admiral Sir Thomas Sabine Pasley, Bart., K.C.B., great grandson of Sir Thomas Pasley, who was in the action of the "Glorious First of June," 1794, and kinsman of Vice Admiral Sir Pulteney Malcolm, who died the year the subject of this note was born, 1838. Entered the navy, 1851. Lieutenant, 1859. Commander, 1864. Captain, 1874. Died on New Year's eve, 1884. Named by Captain Pender (master, R.N.), in the *Beaver*, 1864.

See Sabine channel; Pasley island; Malcolm island; Kingcome inlet; Suttlej channel; and Bentinck arms.

Passage island, Queen Charlotte channel, Howe sound. Named by Vancouver, 14 June, 1792. The name describes the island as being in the middle of the passage. The island when in line with the peak on Anvil island is a guide to clear the shoals, known as the Sandheads, off the mouth of the Fraser river. This mark was noted by Vancouver when sailing up what is now known as the strait of Georgia with his vessels *Discovery* and *Chatham*, and his noting it shows how observant he was. (Vancouver, 8°, Vol. II, pp. 194-213.)

See Anvil island; Birch bay; Howe sound; Queen Charlotte channel; and Strait of Georgia.

Paterson point, Esquimalt. After George Yates Paterson, R.N., 3rd lieutenant, H.M.S. *Fisgard*, Captain John A. Duntze. On this station, 1843-1847. Lieutenant, 1841. Commander, reserved list, 1860. Died 1889.

See Esquimalt; Duntze head; and Fisgard island.

Patey rock, Satellite channel. After Captain George Edwin Patey, H.M.S. *Monarch*, 84 guns, flagship of Rear Admiral Henry W. Bruce. On this station, 1854-1857. Commander, 1846. Captain, 1851. Named by Captain Richards, H.M. surveying vessel *Plumper*, 1858.

See Bruce bight; and Monarch head.

Patrick point, Jervis inlet. After Prince Arthur William Patrick Albert, third son of Queen Victoria, and namesake and

godson of Arthur Wellesley, Duke of Wellington, after whom in this neighbourhood Arthur and Wellington mountains are named. Prince Arthur was born 1 May, 1850, entered the academy at Woolwich, 1866, and became a general of brigade in 1880. Created Duke of Connaught and Strathearn, and Earl of Sussex, 1874. Married, 13 March, 1879, Princess Louise Margaret, daughter of Prince Frederick Charles of Prussia. Served in Egyptian war, 1882. General, 1893. Named by Captain Richards, H.M.S. *Plumper*, circa 1860.

See Wellington mountain.

Pearce point, Porcher island, Edye passage. Named by Vancouver in July, 1793, on a report made by Mr. Whidbey, master of the *Discovery*, who examined this neighbourhood.

See Skeena river.

Pearl rock, Sea Otter group. Discovered and named by Captain James Hanna in the snow *Sea Otter*, 1786.

See Hanna rocks; and Sea Otter cove.

Pearse island, Portland channel. After Captain Pearse, U.S.A., in command of a detachment of the 2nd U. S. Artillery, the other officers being Lieutenant Lord, Lieutenant Murphy, and Surgeon Chismore, stationed on Tongass island, in 1868. This was the first military post established by the United States government in Alaska after they had acquired, by purchase, that territory from Russia in 1867, for the sum of \$7,200,000 in gold. Before the final settlement of the Canada-Alaskan Boundary in 1903 this island was claimed by the United States government to be under their jurisdiction; by the award it is now a part of British Columbia. Named in 1868 by Captain Pender (nav. lieut. R.N.) when surveying Portland channel.

See Chismore passage; Lord rock; and Portland channel.

Pearse islands, Broughton strait. After Commander William Alfred Rumbulow Pearse, R.N., commanding H.M.S. *Alert* on this station, 1858-1861. Entered the navy, 1832. Lieutenant, 1841. Commander, 1855. Captain, 1862. Rear admiral, retired, 1878. Died, 1890. Named by Captain Richards, H.M.S. *Plumper*, circa 1860.

See Alert bay; Lennard point; and Port Alexander.

Pedder bay, Vancouver island. The origin of this name is obscure, no information being obtainable from any of the old residents in the vicinity. The bay was named by Captain Kellett in 1846 and probably, so the writer concludes, after a friend of Captain Kellett's in Hongkong whose acquaintance he made when on the China station in the *Starling*, 1840-1842, during which time the island was ceded to the British. Pedder's wharf at Hongkong is a well-known landing place and has been for upwards of fifty years.

The bay was named by Quimper in 1790, Rada de Eliza, after Lieutenant Francisco Eliza, by whose orders Quimper made his exploring cruise from Nootka in the *Princess Royal*.

See Kellett bluff; Quimper peninsula; and Port Eliza.

Peel island, Fort Rupert, Beaver harbour. **Peel point**, Port Kuper, Moresby island, Q. C. Ids. In a plan of the northwest entrance to Beaver harbour, by W. W. Dillon, R.N., master, H.M.S. *Dædalus*, made in 1850, Peel island is named Wellesley island after the captain of the *Dædalus*. The following year a survey of the whole of Beaver harbour was made by Lieutenant George H. Mansell of the frigate *Daphne*, and the name of the island altered to Peel, after Francis Peel, 3rd lieutenant, H.M.S. *Thetis*, on this station, 1850-1853. Peel point, port Kuper, named, on the survey of port Kuper, by George Moore, R.N., master of the *Thetis*, in 1852. Commander, 1855. Retired, captain, 1872. Died 1873.

See *Thetis* island; Kuper island; Dillon rock; and *Dædalus* passage.

Peile point, Prevost island. After Lieutenant Mountford Stephen Lovick Peile, first lieutenant, H.M.S. *Satellite*, Captain James Prevost. On this station, 1857-1860. Commander, 1862. Captain, 1867. Retired, captain, 1875. Named by Captain Richards, H.M. surveying vessel *Plumper*, 1859.

Pelly islet, Victoria harbour. **Pelly point**, Fraser river. After Sir John Henry Pelly, Bart., governor of the Hudson's Bay Company, 1822-1852. Sir John was the son of Captain Henry Hinds Pelly, H.E.I.C., and was born in 1777. In 1806 was appointed a director of the Hudson's Bay Company, and in 1822 was made governor. In this position he was mainly instrumental in sending the exploring parties which, under Dease and Thomas Simpson (1808-1840), did so much for the discovery of the northwest passage and of the northern coast line of North America. Baronet, 6 July, 1840. The great Duke of Wellington was on the most friendly terms with Sir John Pelly. Died at Upton, Essex, 13 August, 1852. Pelly islet named by the officers of the Hudson's Bay Company, circa 1844, and adopted by Captain Kellett on surveying the harbour in July, 1846. Pelly point, by Captain Æmilius Simpson, Hudson's Bay Company's schooner *Cadboro*, 1827.

See Berens island; Colville island; Ellice point; Garry point; Kellett bluff; Port Simpson; Cadboro bay; and Wellington mountain.

Pemberton point, Broughton island, Fife sound. After Joseph Despard Pemberton, surveyor general, Vancouver Island, 1851-1864. Born in Dublin in 1821, the son of Joseph Pemberton, whose father, of the same name, was lord mayor of Dublin in 1806. Entered

Trinity college, Dublin, 13 October, 1837. He studied engineering under Sir John McNeill, and afterwards served as pupil to G. E. Hemans, principal engineer to the Midland G. W. R., Ireland. Mr. Pemberton was employed as chief engineer on several English and Irish lines of construction, and received high testimonials to his capacity. He gained in 1850 Prince Albert's medal for a design for the construction of the proposed Crystal Palace. In 1851 he received the appointment of surveyor general to the colony of Vancouver Island. In that capacity he surveyed the townsite of Victoria, and conducted various exploratory surveys over hitherto unknown parts of the island. In August, 1859, Mr. Pemberton was one of the six gentlemen who selected the site for the lighthouse on Race rocks. In 1860 he published a book, "Facts and Figures relating to Vancouver Island and British Columbia," London, 1860, a work of merit and containing an able advocacy of a transcontinental railway, illustrated by maps carefully prepared by himself, setting forth a route similar to that subsequently adopted. In his dedication of this work to Dr. John Rae, the Arctic explorer, the "All Red Line" is foreshadowed by Mr. Pemberton, "that of connecting England via the Canadas, Red River Colony, Saskatchewan, British Columbia and Vancouver Island, with Australia, by one unbroken chain of commercial and postal communication."

Elected a member of the first Legislative Assembly, and from 1863 to 1866 was on the Executive Council. In 1864 he married Theresa Jane Despard, daughter of Bernard Augustus Grautoff, a London merchant of a Lubeck family. In the same year he resigned his appointment as surveyor general. Died at Victoria in 1893. Named by Captain Pender (master, R.N.), *Beaver*, circa 1864.

See Despard cone; and Race rocks.

Pender island, Haro strait. **Pender harbour**, Malaspina strait. Named by Captain Richards, R.N., 1859 and 1860, after Daniel Pender, master, R.N., who arrived on this coast as second master of H.M. surveying vessel *Plumper*, 9 November, 1857. Promoted to master, 21 June, 1859, and on the death of Mr. Bull, in November, 1860, succeeded him as master of the *Plumper*. Transferred, January, 1861, to the *Hecate*, successor to the *Plumper* in the survey of this coast. At the close of the *Hecate's* commission early in 1863, Pender was placed in command of the *Beaver*, hired from the Hudson's Bay Company, and he carried on the hydrographical work with the greatest zeal until November, 1870, when the survey terminated. On the change in 1867 to executive names in the navigating branch of the British navy, Pender was appointed navigating



Staff Commander Pender
Master R. N.

Staff Commander Pender, R.N., 1869.

lieutenant. Staff commander, New Year's day, 1869. Captain, retired, 25 June, 1884. Died 1891.

Captain Pender on returning to England in 1871 was engaged for many years in the Hydrographic office, London, latterly as assistant hydrographer. The Penders, a west of England family, have been in the naval service for several generations. (*Journal of Admiral James. Naval Records, 1896. Introduction, pp. VIII-IX.*)

Pender island in Barkley sound is now known as Brabant island, *q.v.*

See Richards, Admiral Sir George H.; Bull passage; Plumper passage; Hecate strait; and Beaver harbour.

Penelakut spit, Kuper island. Named, in 1905, by Captain John F. Parry, H.M. surveying vessel *Egeria*, after the Penelakut band of Indians, numbering at this date 149 persons, and who have their original village near the spit. This point was given the name of White spit by Captain Richards in his survey of 1859, but was changed to the present name by Captain Parry, on resurveying the neighbourhood, as being more distinctive than the former.

See Lamalchi bay; Cowichan bay; Ganges harbour; Forward inlet; and Kuper island.

Penn islands, Sutil channel. After Staff Commander James Penn, R.N., naval assistant, Hydrographic office, Admiralty, 1863, where he was engaged many years under hydrographers Richards and Evans. Master, 1841. Staff commander, 1863. Commander, retired, 1870. Died, 1882. Named by Captain Pender (master, R.N.), H.M. hired surveying vessel *Beaver*, circa 1864.

See Evans bay.

Penrose island, Rivers inlet. Named by Captain Pender (master, R.N.), *Beaver*, in 1865, after a friend of his named Penrose who was visiting this coast at that date. (Note from the Admiralty.)

Percy anchorage, Northumberland channel. Named by Captain Richards, H.M.S. *Plumper*, 7 April, 1860, in association with the name of the channel, Percy being the family name and also one of the titles of the ducal house of Northumberland. The house of Percy was founded in England by a Norman chieftain (William de Percy), who accompanied William the Conqueror in 1066, and the name is derived from the village of Percy near Villedieu. The first Duke of Northumberland (created 1766) was a baronet named Hugh Smithson, who married in 1740 the heiress of the Percys, Lady Elizabeth Seymour, and in 1750 obtained an act of parliament to allow him to assume the surname and arms of Percy.

See Northumberland channel.

Perrin anchorage, Seaforth channel. After Right Rev. William Willeox Perrin, D.D., Bishop of Columbia, residing at Victoria, B.C. Son of Thomas Perrin, of Westbury on Trym, Bristol. Ordained, 1871. Vicar of St. Luke's, Southampton, 1881-1893. Consecrated to the see of Columbia, Vancouver island, 1893, succeeding Bishop Hills, who resigned the see in 1892. Named in 1898 by the writer, and adopted by the Geographic Board of Canada.

See Cridge islands.

Peter cove, Pender island. After Peter William Wallace, M.D., assistant surgeon, R.N., in charge of H.M. naval hospital, Esquimalt. On this station, 1857-1865. Named, in association with Wallace point, by Captain Richards, H.M. surveying vessel *Plumper*, 1859.

See Wallace point; and Satellite pass.

Philip point, Sutelj channel. Named by Vancouver, in 1792, in association with the name of Stephens, given by Vancouver to the lofty mountain, seven miles due north of this point, after Sir Philip Stephens, secretary to the Admiralty at that date.

See Stephens mountain.

Phillimore point, Galiano island. After Lieutenant Henry Bouchier Phillimore, H.M.S. *Ganges*, flagship of Rear Admiral R. L. Baynes. On this station, 1858-1860, Captain, 1864. Rear admiral, C.B., 1880. Named by Captain Richards, H.M. surveying vessel *Plumper*, 1859.

Phipps point, Hornby island. After Captain Geoffrey Thomas Phipps Hornby, H.M.S. *Tribune*. On this station, 1859-1860.

See Geoffrey mountain; and Hornby island.

Piddell bay, Cameleon harbour. After Alfred Henry Piddell, R.N., secretary's clerk, flagship *Sutelj*, Rear Admiral John Kingcome. Temporarily served while on this station on board H.M.S. *Cameleon*, 1863. Assistant paymaster, 1861. Assistant paymaster, H.M. armour-clad ship *Prince Consort*, 31 guns, Mediterranean station, 1865-1867. Named by Captain Pender (master, R.N.), in the *Beaver*, 1863.

See Cameleon harbour; Sutelj channel; and Maycock rock.

Piers island, Satellite channel. After Henry Piers, R.N., surgeon, H.M.S. *Satellite*, Captain Prevost. On this station, 1857-1860. Staff surgeon, 1850. Deputy inspector, Hospitals and Fleets, retired, 1873. Died 1902.

Dr. Piers was a brother Arctic navigator with Lieutenant Pym, after whom the adjacent island is named, the former having been

surgeon on the *Investigator*, Captain M'Clure, when the northwest passage was discovered, 26 October, 1850. Captain M'Clure with his officers and crew afterwards abandoned the *Investigator* and came over the ice to the *Resolute*, Captain Kellett, at Melville island. Later the *Resolute*, the *Assistance*, Captain Sir Edward Belcher, on which vessel Commander Richards and Lieutenant Pym were serving, the *Pioneer*, Commander Osborn, and the *Intrepid* were abandoned in 1854, when Belcher, Richards, Kellett, Osborn, Bedford C. T. Pim, Piers and Pym (all names on this coast), with the crews of the abandoned vessels, returned to England.

In connection with the northwest passage it may be stated that, though its existence was proved by M'Clure in 1850, it was not until 1906 that it was successfully navigated by a vessel. This vessel was the Norwegian sloop *Gjoa*, Captain Roald Amundsen, which passed through from east to west. The *Gjoa*, 46 tons burden, sailed from Christiana, Norway, midnight 1 June, 1903, and arrived at civilization and again heard from at Herschel island, 5 October, 1905, where the vessel wintered, completing the passage in 1906.

Named by Captain Richards, H.M.S. *Plumper*, circa 1858.

See Richards, Admiral Sir George H.; Belcher mountain; Herald rock; Kellett bluff; Osborn bay; Bedford islands; Pym island; Satellite channel; and Prevost island.

Pike island, Metlakatla. After Commander John William Pike, R.N., in command on this station, 1862-1864, of H.M. paddle sloop *Devastation*. Invalided home, October, 1864. Lieutenant, 1848. Lieutenant Commander H.M. gun-vessel *Banshee*, Mediterranean station, 1855-1856. Commander, 1860. Captain, 1868. Rear admiral, retired, 1885. Died 1894.

In April, 1863, Commander Pike was sent on a cruise in the *Devastation* after the whisky smugglers who had become very numerous and dangerous along the coast, by supplying to the Indians the worst kind of spirituous liquors; such illicit trade was the source of constant crime. During the cruise Commander Pike confiscated a large quantity of alcohol, seized at different places, and returned, towing behind the *Devastation* three small trading vessels, caught red-handed, the *Langley*, the *Petrel*, and the *Kingfisher*. The masters of the two former were convicted and fined, 8 May, at New Westminster, \$500 each, and the master of the latter \$250, with the forfeiture of the vessels and cargoes. (*Colonist*, 2, 11 and 14 May, 1863.) The last named vessel, *Kingfisher*, and her crew came to a sad end in Clayoquot sound, 1864, the crew being massacred and the vessel burnt by the Indians. To punish the savages for this attack, the *Sutlej* and *Devastation* visited the sound,

when many of the Indians were killed and others made prisoners. The previous year Commander Pike had assisted in punishing the Lamalchi Indians for murder.

Pike island named, in 1862, by Captain Richards, H.M. surveying vessel *Hecate*, on making a survey of Metlakatla harbour.

See Devastation island; Matilda creek; Hankin island; Bawden bay; Lamalchi bay; Cowichan bay; and Rebecca spit.

Pimbury point, Departure bay, Vancouver island. After Edwin Pimbury, chemist and druggist, an old resident of Nanaimo (1906). Native of Gloucestershire. Came out to Canada in 1856, and five years later was attracted to British Columbia during the rush to the gold fields of Cariboo. Settled at Nanaimo in 1877, having previously resided at Victoria and Cowichan. A coal mine has been established on this point, the shaft being sunk in 1904. Pimbury several years ago often visited this point, which is pleasantly situated, and thus his name became locally associated with it. Name adopted by Commander John F. Parry, H.M. surveying vessel *Egeria*, on resurveying Departure bay in 1904.

See Nanaimo; and Departure bay.

Pitt island. Named by Vancouver, in 1793, after the great prime minister of England, William Pitt, second son of the celebrated Earl of Chatham. In 1783, at the youthful age of twenty-four, Pitt was prime minister of England, and, with one or two intervals, remained at the head of the government for twenty years, through one of the most stormy periods in the history of England, when the resources and energy of Great Britain were taxed to the utmost. In the dust and tumult of the great conflict with France, 1793 to 1815, one great and noble figure closed his earthly career. On 23 January, 1806, Prime Minister Pitt died, in the forty-seventh year of his age.

"Nothing is more curious than what may be called the paradox of Pitt's career. He was in a sense, the most fortunate, and yet the most ill-fated of men. To no other statesman in British history were such opportunities given, and for none were they more cruelly cancelled as soon as given. The election of 1784 gave him, while not yet twenty-five, supreme political power in Great Britain. No less than 160 supporters of his great rival, Fox—'Fox's Martyrs' they were called by the wits of the day—lost their seats. Pitt had a majority in the House of Commons of two to one. It was said by the wits that the entire opposition could have been packed into a single hackney coach. 'This is a calumny,' replied one of them; 'we should have filled two.' Yet thrice over, in his own special parliament, in the hour of his greatest triumph, and on questions

specially dear to him, Pitt suffered hopeless and bitter defeat. His crowded battalions would not follow him. He was, by bent of genius, a peace minister, yet he spent most of his years of office in what to him was the hateful business of war. No other British minister, perhaps, ever so much hungered for peace, or spent so much money in breaking it. He began his administration with the dream of extinguishing the National debt, and betwixt 1793 and 1801 he added nearly £300,000,000 to it. The irony of fate pursued Pitt through all his career." (See "How England saved Europe," by W. H. Fitchett, B.A., Vol. II, pp. 242, 243 and 244.)

See Chatham sound; Grenville channel; Dundas islands; Gordon point, Broughton island; and Rivers inlet.

Plover reefs, Ship channel, Clayoquot sound. After H.M. surveying brig *Plover*, 213 tons, employed in the East Indies and the coast of China, 1840, &c., a portion of which time Captain Richards, as a lieutenant in the *Sulphur*, was also engaged on that station. In the search for Sir John Franklin through Bering strait, 1848-1854, in conjunction with the *Herald*, the *Enterprise* and the *Investigator*, the *Plover* was employed as a storeship with a crew of 41 men. The first portion of her long sojourn in the polar regions she was in charge of Commander Thomas E. L. Moore, wintering at Kotzebue sound, 1849-1850, and at Port Clarence, 1850-1851 and 1851-1852. A fresh commission, Commander Rochfort Maguire in charge, she wintered at Point Barrow, 1852-1853 and 1853-1854. In 1854 the *Plover* was condemned and sold at San Francisco. (Markham's "Arctic Navy List, 1773-1873," published 1875, p. 58.)

While in the polar regions a vessel from the Pacific squadron communicated with the *Plover* each year, after the departure of the *Herald*. In 1851 H.M.S. *Dædalus*, Captain Wellesley, was sent to Port Clarence on this duty. The *Amphitrite*, Captain Frederick, took up Commander Maguire in 1852, and went as far as Icy cape again in 1853. H.M.S. *Rattlesnake*, Commander Henry Trollope, also brought up supplies in 1853; and the *Trincomalee*, Captain Wallace Houstoun, in 1854. Named by Captain Richards, H.M.S. *Hecate*, 1861.

See Richards, Admiral Sir George H.; Bedford islands; Hull islands; Herald rock; Kellett bluff; Piers island; Pym island; Maguire mountain; *Dædalus* passage; *Amphitrite* point; Trollope point; Trincomali channel; and Franklin range.

Plumper bay, Discovery passage. **Plumper bay**, Esquimalt. **Plumper cove**, Howe sound. **Plumper harbour**, Nootka sound. **Plumper island**, Quatsino sound. **Plumper islands**, Broughton strait. **Plumper passage**, Discovery island. **Plumper sound**, Saturna island. **Plumper channel**, Lama passage. Named, with

the exception of the channel, by Captain Richards, R.N., when in command of the *Plumper* on this coast, November, 1857-January, 1861, after his vessel. The *Plumper* was an auxiliary steam sloop, barque rigged, 484 tons, 60 h.p., speed under steam about 6 knots, designed by Fincham and launched at Portsmouth, 1848. Armed with two long 32-pounders and ten short ones of a pattern which has now gone out of date. She left England, 26 March, and arrived at Esquimalt, 9 November, 1857, remaining on this coast till relieved by the *Hecate*, January, 1861. Captain Richards had charge of the survey, and had with him as surveying officers, Richard C. Mayne, 2nd lieutenant; Augustus Bull, the master; and Pender and Bedwell, 2nd masters; William Moriarty, 1st lieutenant; William B. Wood, M.D., surgeon, and Francis Brockton, chief engineer. The *Plumper* left Esquimalt for England, 28 January, 1861, in charge of Commander Anthony H. Hoskins who had brought the *Hecate* out, Captain Richards, Lieutenant Mayne, and the navigating staff of the *Plumper* joining the *Hecate* and continuing the survey.

Many changes were made among the surveying officers during the survey of this coast from 1857 to 1870; their names are to be found on the charts, not only under the title of the chart, but perpetuated in the names of the different channels, harbours, islands, and points which came under their examination. *Plumper* channel named by Captain Pender when commanding the *Beaver*, circa 1866.

See Richards, Admiral Sir George H.: Mayne island; Bull harbour; Pender island; Bedwell harbour; Moriarty mountain; Wood mountain; Brockton point; Hankin island; Hecate strait; and Beaver harbour.

Poett nook, Barkley sound. **Poett heights** (2,570-2,727 feet), Vancouver island, Barkley sound. After Dr. Poett, an English physician of means, who had a medical practice in San Francisco, and who visited Victoria, 1860-1861. He interested himself largely in copper claims on Copper island, Barkley sound, hence the name of Copper island. Named by Captain Richards, H.M.S. *Hecate*, 1861.

Poison cove, Mussel inlet. Named by Vancouver, 1793, as being the cove where the poisonous mussels were gathered, from the effects of eating which John Carter, seaman of the *Discovery*, died in a few hours.

See Carter bay.

Polkinghorne islands, Q. C. Sd. After Staff Commander Charles James Polkinghorne, H.M.S. *Cumberland*, guardship of reserve, Sheerness, 1864-1866. Master, *Fantome* brig, Commander John H. Gennys, Australian station, 1850-1856. Hence *Fantome*

point, the south end of the largest island, and Brig rock, off that point. Master, 1849. Staff commander, 1864. Staff Captain, 1872. Queen's harbour master, Portsmouth dockyard, 1874. Retired, captain, 1879. Died 1889. Named by Captain Pender (master, R.N.), in the *Beaver*, circa 1865.

Porcher island, Chatham sound. After Commander Edwin Augustus Porcher, commanding, on this station, 1865-1868, H.M. gun-vessel *Sparrowhawk*. Commander Porcher was succeeded in the command in July, 1868, by Commander Mist, and was promoted to captain, 16 October the same year. Entered the service in 1837. Lieutenant, 1846. Commander, 1862. Captain, 1868. Retired, 1872. Died, 1878. Named by Captain Pender (nav. lieutenant, R.N.), *Beaver*, circa 1867.

See Sparrowhawk rock; and Mist islands.

Porlier pass, between Galiano and Valdes islands. Shown on the early Spanish charts as Boca de Porlier. Incorrectly spelt for many years on maps and charts as "Portier," but corrected in 1905 by the Geographic Board of Canada to original spelling. Named in 1791 by Jose M. Narvaez, commanding the schooner *Saturnina*, one of Eliza's two exploring vessels, and shown on Eliza's chart. When Galiano and Valdes were examining these waters in 1792 it was already known to them, and is marked on their chart and given in their journal as Boca de Porlier. "Boca" means literally, mouth or entrance. The name is spelt "Porlier" on the map to accompany the report of Governor Douglas in his "Canoe expedition along the east coast of Vancouver island," 1852 (Roy. Geog. Society's Journal), though it is called Porlier inlet.

See Port Eliza; Narvaez bay; Galiano island; and Saturna island.

Port Alexander, Nigei island, Goletas channel. After Alexander Fraser Boxer, R.N., master of H.M.S. *Alert*, Commander W. A. R. Pearse, on this station, 1858-1861. This excellent harbour; the island in the middle of the harbour; and the southwest point of entrance; were named after the subject of this note, by Captain Richards, H.M. surveying vessel *Hecate*, in 1861. Master, 1854. Nav. lieutenant, 1867. Retired, 1870. Living 1906.

See Alert bay; Active pass; Pearse islands; Boxer point; and Fraser island.

Port Canaveral, Principe channel. Named in 1792 by Lieut. Commander Jacinto Caamaño, of the Spanish corvette *Aranzazu*, while examining this neighbourhood. Vancouver notes this harbour

in his journal, under the name of Port Canaveral, when passing it with the *Discovery* and *Chatham* in July, 1793.

See Camaho island; and Gil island.

Port Effingham, Effingham island (formerly Village island), Barkley sound. Named by Captain Meares, in the trading vessel *Felice*, July, 1788, in honour of the Right Hon. Thomas Howard, third Earl of Effingham, Deputy Earl Marshal of England. This nobleman died 19 November, 1791. At the time of anchoring here, Meares was returning in the *Felice* from trading along the coast to the southward of Nootka, as far as a point, in latitude $45^{\circ} 30'$, now known as cape Meares, during which cruise he crossed the entrance to a large inlet, recognizing it, like Barkley had done the previous year, as the disputed strait of Juan de Fuca (Cook having denied its existence), and regarding which Meares states in his journal: "We shall call by the name of its original discoverer, John de Fuca." Barkley had also restored this name. However, Meares failed to find the Columbia river, and denies the existence of it under the Spanish name of San Roc, though passing close along the shore in that vicinity and naming the northern point of entrance, cape Disappointment, a name it still bears. (Meares' Voyages, 4^o, pp. 155-172, where a fine engraving is given of the strait of Juan de Fuca.)

While at anchor in Port Effingham, Meares sent his long-boat, in charge of the 1st mate, Mr. Robert Duffin, on an exploring trip up the strait of Juan de Fuca, which Meares had taken possession of in the name of the King of Great Britain. The boat was attacked by the natives at what is now known as Port San Juan, but, after a sharp engagement, the crew managed to beat them off and returned to the ship. Several of the party were severely wounded but none killed. (Supra, 173-179.) Meares speaks highly of the climate during their stay in the sound, 11 to 21 July, 1788. He says, page 174: "It was now the height of summer, the weather was warm and pleasant; and we very sensibly enjoyed the benign influence of the delightful season. Not a single patch of snow was visible on the summits of the lofty mountains which surrounded the sound. We could not, therefore, but derive a most refreshing satisfaction from our temporary repose in this calm and charming situation."

See Effingham island; Meares island; Barkley sound; Cape Beale; Strait of Juan de Fuca; and Port San Juan.

Port Elizabeth, Gilford island. Named, in association with Gilford island, after Elizabeth Henrietta, wife of Lord Gilford, and daughter of Sir Arthur Edward Kennedy, G.C.M.G., C.B., governor of Vancouver Island, when the frigate *Tribune* under Lord Gilford's command was on this station, 1862-1864. Married, 17 June,

1867, to Lord Gilford, captain, R.N., who succeeded his father as Earl of Clanwilliam, 1879. Lady islands, off the entrance to Port Elizabeth, named, in association with the name of the port, after Lady Gilford. Named by Captain Pender (nav. lieut., R.N.), *Beaver*, circa 1867.

See Gilford island; Elizabeth peak; and Kennedy island.

Port Eliza, Esperanza inlet. After the able Spanish naval officer, Lieutenant ("teniente de navio") Francisco Eliza, who was in command of an expedition of three vessels, the frigate *Concepcion*, the snow *San Carlos*, and the sloop (bilandra) *Princesa Real* (the captured *Princess Royal*), which were despatched from San Blas, by the Viceroy of Mexico, Count de Revillagigedo, 3 February, 1790, to reoccupy Nootka, and arrived there 5 April. Formal occupation was taken on the 10th, and the old fortifications and barracks restored. Eliza shortly after his arrival sent out two exploring expeditions, one up the coast towards Alaska and the other to the strait of Juan de Fuca, the former in command of Lieutenant Salvador Fidalgo and the latter under Sub-lieutenant Manuel Quimper with Gonzalez Lopez de Haro as his first mate. The following year, after wintering at Nootka, Eliza in command of the *San Carlos*, with the schooner *Saturnina*, alias *Horcasitas*, in charge of José Maria Narvaez, sailed for the strait of Juan de Fuca, and examined the inner channels, May to August, as far as cape Lazo, when he withdrew because of scurvy and lack of supplies; latterly Eliza himself had left most of the actual exploration to Narvaez. (Galiano's *Viage*, p. 2.) On this expedition Saturna and Orcas islands; Porlier pass; Bocas de Winthuyzen, (Nanaimo harbour and Departure bay); Texada island; Lasqueti island; Ballenas islands; and cape Lazo were discovered and named. Burrard inlet was also discovered and given a Spanish name, and the Fraser river heard of from the Indians. A sketch survey of Port Eliza was made by Malaspina's officers and the port named by Malaspina during his stay in Nootka, 1791.

See Estevan point; Quimper peninsula; Haro strait; Saturna island; Narvaez bay; Nanaimo; Ballenas islands; Cape Lazo; and Alberni canal.

Port Fleming, Skeena river. After Sandford Fleming (later Sir Sandford Fleming, K.C.M.G.), an eminent civil engineer, closely associated as Engineer in Chief with the survey and construction of the Canadian Pacific Railway, 1871-1880. Born in Kirkcaldy, Scotland, 1827, and came to Canada when eighteen years of age. He joined the engineering staff of the Northern Railway and in 1857 was the chief engineer of the road. On his return from a mission to England, in 1863, he was appointed to conduct a survey for the first

link in a railway which would extend from the Atlantic to the Pacific through British territory. Of this road, the Interoceanic, he was chief engineer during construction. Meanwhile he had been appointed, in 1871, engineer in chief to carry on the C.P.R. surveys. In 1880 (see Reports of Mr. Fleming, 1877-1880) the transcontinental surveys had established the practicability of the railway, and construction was being proceeded with at both ends. In this year Mr. Fleming retired from the service of the Canadian government. C.M.G., 1880. He was the founder of the Canadian Institute, and elected president of the Royal Society of Canada in 1888. K.C.M.G., 1897. The laying of a cable across the Pacific ocean was one of the numerous schemes with which he became prominently identified and, in 1882, he published a work on the subject.

Port Fleming was named, in 1879, by Captain J. C. Brundige when making an examination of the northern coast of British Columbia with a view to selecting a suitable terminus for the Canadian Pacific Railway. Captain Brundige in his report to Mr. Fleming, dated Port Simpson, 12 March, 1880, states:—"Port Fleming is the only place I could recommend for a terminus of the Canadian Pacific Railway nearer the mouth of the Skeena river than Port Simpson. Ships could sail in or out of Port Fleming with a good commanding breeze, the distance to Hecate strait, via Ogden channel, being only 18 to 20 miles." (See Report of Mr. Fleming, C.M.G., 1880. Appendix 11, p. 154.) It may be stated here that Port Fleming is only an open tideway and the water extremely shoal, and is probably where Captain Duncan anchored with the sloop *Princess Royal* in 1788.

See Skeena river; Essington; Princess Royal island; Daring point; Duncan rock; Smith island; Banfield creek; and Tuck inlet.

Port Graves, Howe sound. After Admiral Lord Graves, who, as Vice Admiral Thomas Graves, was second in command in Lord Howe's fleet on the "Glorious First of June," 1794, flag-ship *Royal Sovereign*, Captain Nicholls. As a reward for his services in this victory, Graves was created a peer of Ireland, by the title of Baron Graves of Gravesend, in the county of Londonderry; and was given a gold chain and medal, and a pension of £1,000. He was the second son of Rear Admiral Thomas Graves, born 1726, and entered the navy at an early age under the care of Commodore Medley, afterwards in the *Norfolk* commanded by his father, and was present in the unsuccessful expedition against Cartagena in 1741. Lieutenant, 1743. Commander, 1754. Captain, 1755. Rear Admiral, 1779. Vice Admiral, 1787. Admiral, 12 April, 1794. Died February, 1802.

Rear Admiral Graves was at Jamaica when Rodney came in with the fleet after the battle of the 12th April, 1782, and was

ordered to take command of a squadron, consisting principally of the prizes bound for England. Accompanying the fleet was a large convoy of merchantmen. (Annual Register, 1782, Vol. 25, p. 222.) On the way home this unfortunate fleet encountered the fearful hurricane (since known as the great storm of 1782) in the North Atlantic, 16 and 17 September, in which nearly the whole of the men of war and a hundred sail of merchantmen perished with their crews. Among the lost were the *Ramillies*, flag-ship of Graves, and that magnificent prize the *Ville de Paris*, 110 guns, supposed to be the finest vessel at that time afloat. This ship was said to have been a present from the city of Paris to Louis XV, and no expense had been spared in her equipment. It has been stated she cost £170,000 in building and fitting out for sea. Graves escaped in a merchant brig named the *Belle*. The great naval disaster above briefly narrated far exceeds, in its melancholy details, any catastrophe of a similar nature ever recorded. Upwards of three thousand persons perished on this awful occasion. A knowledge of the law of storms has now shown that nearly the whole disaster was owing to the fleet, in the first instance, bringing to the wind on the wrong tack. The storm was a cyclone and the centre passed over the unfortunate vessels. (Nautical Magazine, September, 1880, Vol. XLIX., p. 719.) Port Graves named by Captain Richards, circa 1860.

See Howe sound; and Gambier island.

Port Harvey, Johnstone strait. After Captain Thomas Harvey, H.M.S. *Havannah*, on this station, 1855-1859. Entered the navy in 1822. Lieutenant, 1829. Commander, 1840. Captain, 1848. Commodore in the South Pacific, 1863. Rear admiral, 1865. Named by Captain Richards, H.M.S. *Plumper*, 11 May, 1860.

See Havannah channel; and Hull island.

Port Ingraham (Kiokathli inlet), Graham island, Q. C. Ids. After Captain Joseph Ingraham, in command of the American brig *Hope*, 70 tons, in which vessel he discovered and named this harbour, 1791. The brig left Boston, 16 September, 1790, and, after an eventful voyage, during which some islands were discovered in the Pacific ocean, anchored 1 June, 1791, in a bay on the southeast side of the Queen Charlotte islands, to which he gave the name of Magee sound, after one of the owners of the vessel. Captain Ingraham spent the summer of 1791 and 1792 between these islands and the continental shore, trading and collecting information as to the geography, natural history, languages, manners and customs of the inhabitants, on which subjects his journal contains interesting details. This journal, accompanied with a chart, dated 1791-1792, is in manuscript,

and in 1906 was in the library of the Department of State, Washington. It has not been published.

At the close of the season of 1791 he proceeded to China, where he advantageously disposed of his furs, and in the summer of 1792 was again at the Queen Charlotte islands. The islands were then the principal resort of the Boston traders, among their vessels then trading on the coast being the *Columbia*, *Hancock*, *Jefferson* and *Margaret*. Previous to commanding the *Hope*, Ingraham had been second mate of the *Columbia* on her first voyage to this coast, 1787-1790, and, at the close of the season of 1792, on visiting Nootka in command of the *Hope*, found there his old ship, which had spent the winter in Clayoquot sound, under the command of Gray. While in Nootka the two American captains, at the request of Quadra, the Spanish commandant, drew up a letter detailing the transactions at Nootka in 1789, and this letter was placed by Quadra before Vancouver when he shortly afterwards arrived to receive from the Spaniards the port of Nootka and the adjacent shores, and it was principally because of this letter that Quadra declined to give the place up to the British. (For copy of letter, see Greenhow's *Oregon*, p. 414.) Ingraham and Gray, having completed their business on the coast, sailed for China and thence to the United States.

Ingraham subsequently joined the United States navy as a lieutenant, and perished in the U.S. brig *Pickering*, which was never heard of after her departure from the Delaware in August, 1800.

See Kendrick arm; Houston Stuart channel; Quadra island; Vancouver island; Queen Charlotte islands; Masset; Nootka sound; and Clayoquot sound.

Port Irving, Skeena river. Known also as the Standard cannery, which was established there by Captain John Irving and associates in 1890. Named after Captain John Irving, of Victoria, only son of the late Captain William Irving, of the British mercantile marine, native of Scotland, and well known in the early history of this province as one of the most enterprising steamboat owners in British Columbia. The subject of this note was born in Portland, Ore., 1851, and educated at New Westminster and Victoria with a view to ultimately taking charge of his father's extensive business, and at an early age had a practical acquaintance with steamboating. On the death of his father in 1872, continued the business, which in 1882 merged into the Canadian Pacific Navigation Company, of which he was principal owner and the manager until 1901, when the company was taken over, by purchase, by the Canadian Pacific Railway Company. Named in 1890.

See Skeena river.

Port John, Fisher channel. Named by Vancouver, in 1793, after the Rev. John Fisher, D.D., "a much respected friend." Bishop of Exeter, 1797, and translated to Salisbury in 1807. Died 8 May, 1825.

See Fisher channel; and Matthew island.

Port Kuper, Q. C. Ids. After Captain Augustus L. Kuper, C.B., H.M.S. *Thetis*, on this station, 1851-1853. Surveyed and named by Mr. George Moore, R.N., master, H.M.S. *Thetis*, 1852.

See Kuper island; Thetis island; Josling peninsula; Moore channel; and Mitchell harbour.

Port Langford, Nuchatlitz inlet, Nootka island. **Langford** plains and **Langford lake**, Esquimalt district. After Edward Edwards Langford, J.P., and family, residing at Colwood, near Victoria, 1851-1861. Captain Langford, late of the 73rd Regiment (now 2nd Battalion, Black Watch), was born 23 November, 1809, native of Brighton, Sussex, England, and joined the army in 1829, retiring with the rank of captain. He came out to this coast with his family, a large number of agriculturists, and others, in the barque *Tory*, Captain Duncan, and arrived in Victoria, 10 May, 1851. On arrival he established Colwood farm and superintended farming operations there for the Puget Sound Agricultural Company till the close of 1860, leaving for England 12 January, 1861. An interesting account referring to the excellent work Captain Langford had done for the colony, entitled "An old pioneer gone home," appeared in the *British Colonist* the morning of the day he and his family left these shores. (See *Colonist*, 12 February, 1859; 12 January, 21 February, 1861.) The names of several members of his family are given on the chart in the neighbourhood of Port Langford; Louie creek, after Louisa Ellen Langford, eldest daughter; Mary basin, after Mary Langford, second daughter; Sophia range, after Sophia Elizabeth Langford, fourth daughter; and Florence point, after Florence Isabella Langford, fifth daughter. The eldest daughter and the third daughter, Emma, married naval officers, the latter a surveying officer on the *Plumper*. Named by Captain Richards, H.M.S. *Plumper*, 1859. Langford plains and Langford lake named by Captain W. Colquhoun Grant of the Scots Greys, an early settler in Sooke district, and surveyor, 1851. Captain Langford died at Wallingford, Surrey, 23 March, 1895.

See Colwood inlet; Josling point; Louie creek; Mary basin; Florence point; Lewis rock; Bull passage; Mackenzie sound; Skinner bluff; and Macaulay point.

Port McNeill, Broughton strait. After Captain William Henry McNeill, of the Hudson's Bay Company's service. Born 1803, a

native of Boston, New England. Master mariner, 1823. Came out to this coast in 1831, arriving in May, in command of the American brig *Llama*, which vessel with cargo he sold, shortly after arrival in 1832, to the Hudson's Bay Company. It is believed by his family (from whom the writer received the information) that his entrance into the Hudson's Bay Company's service was owing to the active measures with which he resisted the attempts of that influential corporation to drive him and his vessel off the coast, McNeill defying by armed force the *Cadboro* and her crew when sent to put a stop to his private trading. Noting this unexpected and serious resistance and the grave results which might follow from open collision, and also recognizing the fact that there were other means of overcoming an enemy besides using force, probably more effective in the end, successful overtures were made to him by the company's officers for the sale of his brig and cargo, and the retention of his services by the company. He remained in command of the *Llama*, and for many years was one of the most efficient and faithful servants of the Hudson's Bay Company. In 1837 he succeeded Captain Home in the *Beaver*, thus having the distinction of being the second to command the pioneer steamer of these waters. While in the *Beaver* Captain McNeill made one of the earliest (if not the first) examinations in the last century of the south shore of Vancouver island, for in the Hudson's Bay Company's Fort Simpson journal under date 10 August, 1837, it is stated:—

“On the way to the southward Captain McNeill explored the south end of Vancouver island, and found an excellent harbour and a fine open country along the sea shore, apparently well adapted for both tillage and pasturage, but saw no river sufficiently extensive for mills.”

The following humorous account of how the Indians pronounced, or rather mispronounced, McNeill's name, is given by Sir George Simpson in his journal when making a voyage in the *Beaver* along the coast in 1841. Sir George says:—“The Indians made sad work of Captain McNeill's name, for whenever his head showed itself above the bulwarks, young and old, male and female, vociferated from every canoe, Ma-ta-hell! Ma-ta-hell! Ma-ta-hell!—a word which, with the comparative indistinctness of the first syllable, sounded very like a request on their part that the captain might go a great way beyond the engineer's furnace. The organs of speech of the Indians are too feeble for English words, and as a proof of this, ‘Macubah’ and ‘Binfin’ are stated to have been their cleverest imitations of ‘Vancouver’ and ‘Broughton.’” (Journey round the World, Sir George Simpson. Vol. I, pp. 192, 193.)

In 1843 Captain McNeill resigned the command of the *Beaver* to Captain Dodd, who had previously been 1st officer, and visited England, returning in 1844, when he was placed successively in charge of several northern posts. Chief factor, 1856. Retired, 1863, his last charge having been Fort Simpson. Died at his residence near Gonzales point, Victoria, 4 September, 1875. Coal was first discovered on Vancouver island, at Suquash, near Port McNeill, in 1835, and eleven years afterwards H.M. steam sloop *Cormorant* received a supply there from the Indians. Named by the officers of the Hudson's Bay Company, 1837, and surveyed by Captain Richards, H.M.S. *Plumper*, 1860.

See Lama passage; Home bay; Dodd narrows; Beaver harbour; Port Simpson; *Cormorant* island; Suquash; Quimper peninsula; Cascade inlet; and Gonzales point.

Port Moody, Burrard inlet. This bay at the head of the inlet was the port originally selected by the Canadian government for the terminus on the Pacific coast of the Canadian Pacific Railway, completed in 1885. The port was named, in 1860, by Captain Richards, H.M. surveying vessel *Plumper*, after Richard Clement Moody, lieutenant colonel, Royal Engineers, who, in April, 1858, was promoted to brevet colonel and appointed commissioner of lands and works in the new colony of British Columbia, with a dormant commission as lieutenant governor in case of the absence or death of the governor. He arrived on this coast, via Panama, December, 1858, in command of a corps of Royal Engineers detailed for duty in British Columbia, the main portion of the corps being then on their way via cape Horn. (*See Colonist*, 1 and 29 January, 1859.)

Born in Barbados, 1813, the second son of Colonel Thomas Moody, R.E., he was educated for the army at the Royal Military academy, Woolwich, 1827-1829. Lieutenant, 1835. Appointed professor of fortification at his old academy, Woolwich, 1838, and shortly afterwards selected as the first governor of the Falkland islands. In 1849 commanded the Royal Engineers at Newcastle upon Tyne. Lieutenant-colonel, 1855. Colonel, 1863. Major-general, 1866. Died 31 March, 1887.

The detachment under his command in British Columbia, after performing many and invaluable services, was disbanded in October, 1863, the majority of the men remaining in the colony, and a few, with all the officers, returning to headquarters in England.

See Sapperton; New Westminster; Vancouver; and Burrard inlet.

Port Neville, Johnstone strait. Named by Vancouver in July, 1792, having been examined by Lieutenant Puget and Mr. Whidbey on the 17th of that month. Probably named after Lieutenant John Neville, Royal Marines (Queen's Regiment), who was afterwards

killed on board Lord Howe's flagship *Queen Charlotte*, in the battle of the "Glorious First of June," 1794. Captain Richards named the mountains round Port Neville, in memory of the battle of Trafalgar, viz., Nelson range, Collingwood, Hardy, and Victory mountains. The mountain at the head of the harbour is noted in his journal, 4 May, 1860, as being named Hat island on account of its shape.

See Howe sound; Atkinson point; and Victory mountain.

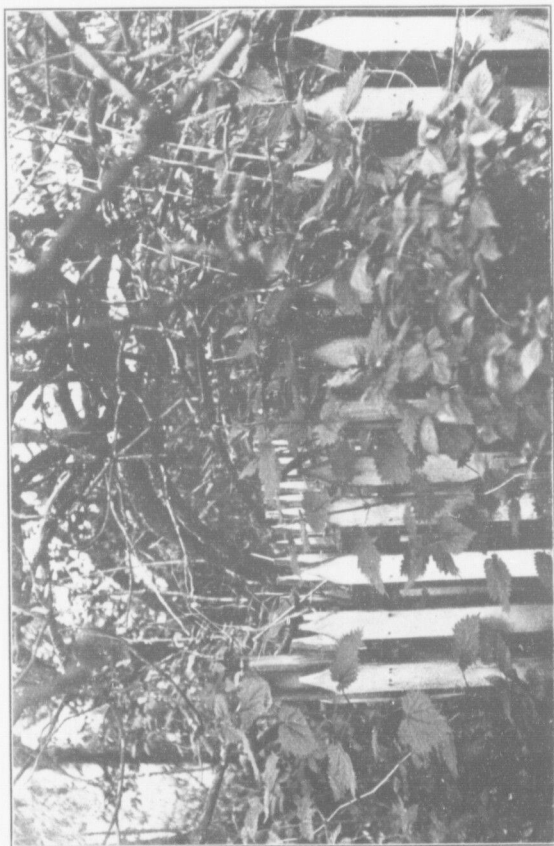
Port San Juan ("Puerto de San Juan o (or) de Narvaez"). Named by Sub-lieutenant Manuel Quimper, commanding the sloop *Princess Royal*, June, 1790. The *Princess Royal*, under the Spanish name of *Princesa Real*, was one of the three vessels of Eliza's expedition to Nootka, from which port she had lately sailed on this cruise. Port San Juan surveyed, 1847, by Lieut. Commander James Wood, H.M. surveying vessel *Pandora*. (q.v.)

It was in Port San Juan that the long-boat of the *Felice*, in charge of Mr. Duffin, first mate, was furiously attacked by the natives and nearly captured on July 17, 1788. (Meares, 4°, pp. 176-178, and Appendix No. 4.) Captain Meares in 1788 named Port San Juan, Port Hawkesbury.

See Quimper peninsula; Port Eliza; Princess Royal island; and Port Effingham.

Port Simpson. After Captain .Emilius Simpson, a lieutenant in the Royal Navy, with seniority of 2 March, 1815, and later an officer in the marine service of the Hudson's Bay Company, on this coast, and a chief trader of that company, who died in September, 1831, at the trading post on the Nass river, then known as Fort Nass, and which, shortly after his death, was named after him, Fort Simpson. The position of this trading post was ultimately found unsuitable, as too far from the ocean and difficult of approach by sea-going vessels, so the present site of Port Simpson was decided on, and the fort built in 1834, in what was then known as McLoughlin's bay. Captain Simpson's body was removed when the Nass establishment was abandoned, and reburied on the east side of the new fort. The first Fort Simpson was about twenty miles up the Nass river and near the large Indian village then known as Ewen Nass. The selection of the post was made by Captain Simpson in the *Cadboro*, and Captain John Costello Grave in the Hudson's Bay brig *Eagle*, the latter vessel one of the London fleet and just out from England. The following extract taken by the writer from the log book of the *Eagle*, 1829-1831, refers to this selection:—

"Remarks, Monday, August 30, 1830. A.M. A light southerly wind and fine clear weather. At 6 sent two boats (well armed) to assist the *Cadboro* as high up the river as possible. At 6.30 the



Captain Simpson's Grave, Fort Simpson. Died at Fort Nass, Sept. 1831.

Cadboro weighed and turned up the river, the boats sounding occasionally. At 11.30 a.m., the *Cadboro* came to on the ebb in $4\frac{1}{2}$ fathoms; Nass point, S.W. by W. $\frac{1}{2}$ W. about 4 leagues; Long point, E.N.E. $2\frac{1}{2}$ miles; and Shoal Water point, W. by S. $\frac{1}{2}$ S. about 6 miles; and one mile from south shore. Many canoes and natives about the ship. At 4 p.m. the boats proceeded from the *Cadboro* to sound and find a channel higher up and a convenient place for forming an establishment. At 9.30 the boats returned to the *Cadboro* having sounded about two leagues higher up, and could only find a channel for small vessels at half tide, and the only place fit to form an establishment was the point on which the large village of Ewen Nass stands, of which they took possession by landing."

The next day an entry is made that good anchorage in $3\frac{1}{2}$ fathoms had been found by the boats off the village of Ewen Nass a ship's length from the shore; and that the *Cadboro* was $1\frac{1}{2}$ hours running down over the flood tide from her anchorage (recorded the previous day), with a fresh northeasterly wind, to where the *Eagle* was lying at the mouth of the river, off what is now known as Kincolith. The vessels sailed for Fort Vancouver on the 3 September. In May of the following year the post on the Nass was established by Captain Simpson in the *Dryad*, accompanied by Captain William Ryan in the schooner *Vancouver*, which vessels met, when on the voyage to the Nass, at Kigarnee (Kaigahnee strait), Dixon entrance, 8 May, 1831, the American brig *Lama* (sic, *Dryad's* log), Captain McNeill, on a trading expedition to this coast, five months out from Boston; all duly recorded in the *Dryad's* log. On board the *Dryad* on this passage from the Columbia, Captain Simpson had with him several young men, clerks and others, to assist at the intended new post, and of these young men and their conduct, the following note appears in the ship's log under date, 2 May, 1831:—

"Among the company's servants going to establish Nass there are several who could render timely assistance; occasionally they have, but only as their inclination led them, not as a matter of duty. From which it appears to be understood that there is no obligation upon them to perform duty while on board the vessel, thus rendering them entirely independent of the control of the captain and officers.

I appeal to any man of sense whether this system is not calculated to create dissension."

Captain Simpson's trading book on the *Dryad* ends 16 August, 1831, when the vessel was at Skitigate (sic), from which place she sailed on the 31st for the Nass. Apparently on or about the 16th the commander was taken ill, for in a different handwriting under

the last item it is recorded:—"Here ends Captain Simpson's trade, 16 August, 1831, sailed from Skittegate for the Nass, 31st."

One of the last entries in this interesting book is the following note of the trade given, on 14 August, for one sea otter skin:—

"13 blankets, 3½ point, Blue Bar, 12 gallons rum, 2 gallons molasses, 2 gallons rice, 1 looking glass, 1 file, 10 gills of musket ball, 1 comb, 1 knife, 2 heads of tobacco, 10 flints, 6 papers mixed paints, and 1 sheet of packing paper."

The value of these articles in 1831 would approximate on this coast about ten pounds sterling. (Records in the Hudson's Bay House, Victoria, B.C.)

It is stated in Dunn's Oregon, p. 274, that Fort Simpson was named after Sir George Simpson, governor of Rupert's Land, but this is evidently a mistake on the part of Dunn, as the writer has consulted all the records in the Hudson's Bay House, Victoria, on the establishment and naming of Fort Simpson, as well as a note on the subject from the son of Alexander Macleod, chief factor, who said that his father, then in charge of the district, informed him he named the fort after Captain Simpson, and the evidence points conclusively to the latter statement being correct. There was a fort in northwestern Canada named after Sir George Simpson, which was established on the Mackenzie river in the first quarter of the last century.

The site of the fort in McLoughlin's bay (Port Simpson) was selected, 12 July, 1834, by Messrs. James Birnie, Alexander C. Anderson, clerks, and Dr. William F. Tolmie, clerk and surgeon, in the service of the Hudson's Bay Company, and Captain Alexander Duncan of the company's brig *Dryad*. On the 14th the work of clearing the land was commenced, Mr. Birnie being in charge. Fort Simpson on the Nass was finally abandoned, 30 August, 1834, a Saturday night, and such a Saturday night the Indians never had before, as the "Tyces" (chiefs) of the company had made them a parting present of a twenty-five gallon cask of rum, and, with this aid to festivity, the Indians duly celebrated the event. No sleep could be obtained on the *Dryad*, anchored a short distance from the shore, a drunken orgy of the wildest kind taking place, firearms were discharged and shrieks and yells filled the air. Among it all could be heard the ripping and hammering of timber, and when the short summer night was over the destruction of the fort was nearly complete. On the tide suiting in the morning the *Dryad* sailed. (Extract from Dr. Tolmie's diary.) The following description of Captain Simpson is given in a footnote by Bancroft in his N. W. Coast, II, p. 477:—

"For a British tar and a brave man on duty, dealing rum, molasses, beads and blankets to savages for wild beasts' skins, Simpson was excessively the gentleman. Though an efficient officer he was somewhat eccentric. For example, his hands must be incased in kid before he could give an order on his own deck in the daylight, and if the occasion was perilous or peculiar, his gloves must be white kid. Form was nine-tenths of the law with him and the other tenth was conformity."

In connection with the above the writer might state that he has seen several of Captain Simpson's accounts with the company relating to his personal affairs, and though a valuable silver chafing dish, &c., is purchased by Simpson, also ribbon, blue cloth and brass buttons, there is no item regarding gloves.

It is believed that Captain Simpson was the means of bringing the first apple trees to this coast. At a dinner party in England just before sailing a lady laughingly slipped some apple pips into his waistcoat pocket and told him to carry them out to his far off destination and then plant them. The incident was forgotten by Simpson till he arrived at Fort Vancouver, when, wearing the same waistcoat at a formal dinner at the fort, the pips were found, duly planted and produced apple trees. (Bancroft, N. W. Coast, II, p. 441.)

The first survey of Port Simpson was made in the summer of 1853 by Mr. George H. Inskip, R.N., master, H.M.S. *Virago*, while the vessel was being repaired on the beach near the fort, the result of striking a rock in Porlier pass. Mr. Inskip was assisted in the survey by Henry W. Knox, R.N., and William E. Gordon, R.N., mates (sub-lieutenants), whose names are given to points on Birnie and Finlayson islands. Inskip passage was named by Captain alty, Sir Philip Stephens. Captain Duncan anchored in this harbour. The harbour was again surveyed in the summer of 1906 by Commander Frederick Learmonth, H.M.S. *Egeria*.

See Nass river; Kincolith; Dryad point; Cadbore bay; Tolmie channel; *Birnie island; Anderson island; Inskip passage; Virago sound; Lama passage; Port McNeill; and McLoughlin bay.

Port Stephens, Pitt island. Named by Captain Charles Duncan in the sloop *Princess Royal*, after the secretary of the British Admiralty, Sir Philip Stephens. Captain Duncan anchored in this harbour, 15 June, 1788, and stayed here until the 19th, when he continued his cruise for sea otter skins, and that night tied up to some trees, there being no anchorage. Name adopted by Vancouver in 1793, who passed and noted the port on his passage northward through Principe channel.

See Duncan rock; Princess Royal island; and Stephens mountain.

Portland canal. Named by Vancouver in July, 1793, after the noble house of Portland. The head of the house was then William Henry Cavendish Bentinck, third duke of Portland. Born in 1738. During the American war he acted with the opposition, and was appointed lord lieutenant of Ireland in 1782, but continued in that office only three months, owing to the breaking up of the administration by the death of the Marquis of Rockingham. In 1792 he was appointed chancellor of Oxford, and soon after joined Mr. Pitt's party. He held the office of home secretary from 1794 to 1801, and succeeded Lord Grenville as first lord of the treasury in 1807, but shortly after resigned, and died in 1808.

Captain Brown, of the trading ship *Butterworth*, having informed Vancouver that this channel, from all he could gather from the natives, was the opening to an extensive inland navigation, Captain Vancouver decided to examine it himself. He states in his journal, under date 23 July, 1793, as follows:—"The account I had received of this famous inlet from Mr. Brown, inducing me to undertake the principal examination of it myself, the *Discovery's* yawl and launch were equipped with supplies for a fortnight, being as much as they could possibly stow. Lieutenant Swaine was directed to attend me in the latter, and Mr. Puget, with Mr. Menzies, accompanied me in the yawl. The appearance of the country, on the western side of this inlet, left me little doubt of its being the continent; and we departed in full expectation that, during this excursion, we should finally determine the reality of the discoveries attributed to the labours of Admiral de Fonte."

Portland canal in 1903 was declared, by the international Canada-Alaskan Boundary Commission, to be the boundary between British and American territory, which boundary had for years been a disputed point. The line runs along the middle of the channel, from Eagle point, at the head of the inlet, to the ocean, northward of Pearse and Wales islands and westward of the latter. The inlet and neighbourhood was surveyed in 1868 and 1869 by Staff Commander D. Pender, R.N., in command of H.M. hired surveying vessel *Beaver*.

See Brown passage; Observatory inlet; Pearse island; Wales island; Bentinck arms; Grenville channel; and Pitt island.

Portland island, Moresby passage, Haro strait. After H.M.S. *Portland*, 50 guns, Captain Henry Chads. Built at Plymouth, 1822, and designed by the surveyors of the navy. 1,476 tons. Flagship of Rear Admiral Fairfax Moresby, commander in chief, Pacific station, 1850-1853. Chads island, lying off the northern shore of Portland island, named after the captain of the frigate when on this station. Named by Captain Richards, H.M.S. *Plumper*, 1858.

See Moresby island; and Chads island.

Portlock point, Prevost island. After Captain Nathaniel Portlock, R.N., and his talented son, Major General Joseph Ellison Portlock, R.E. Captain Portlock was born about 1748. He entered the navy in 1772 as an "able seaman" on board the *St. Albans* with Captain Douglas. Portlock had probably been previously mate or master of a merchantman, and Douglas recognizing his worth placed him on the quarterdeck as a midshipman. In 1776 was master's mate on the *Discovery*, Captain Charles Clerke, and thus a shipmate of Vancouver. He was in her during a portion of Cook's third and last voyage round the world, being transferred to the *Resolution* in August, 1779. He passed his examination for lieutenant on his return home, 7 September, 1780, when he was officially stated to be more than thirty-two years of age.

In May, 1785, he was appointed by the King George Sound Company to the command of a fur trading expedition to this coast, consisting of the ship *King George*, 320 tons, and the snow *Queen Charlotte*, 200 tons, Portlock commanding the *King George* and Captain George Dixon the smaller vessel. Dixon had been armourer of the *Discovery* when Portlock was master's mate. The vessels left Gravesend, 29 August, 1785, and arrived at Cook's river, 19 July, 1786. The voyage was successful, the furs collected, numbering 2,552 skins, realizing \$54,357 in China. Thence the ships returned home with tea for the East India Company, arriving in London, September, 1788. Portlock and Dixon each published a narrative of the voyage; the former dedicated his to King George III, and the latter to Sir Joseph Banks. Captain Dixon's is the more interesting work; published in 1789.

On returning home Portlock was appointed to command the *Assistant*, brig, going out with the *Providence*, Captain Bligh, commonly known as "Bread fruit Bligh," to the Pacific to bring the bread fruit plants to the West Indies. The ships returned to England in 1793: Portlock, on 4 November, being promoted to commander. In 1799 he commanded the *Arrow* sloop, and captured the Dutch ship *Draak*. Advanced to post rank, 28 September, 1799, but had no further employment afloat. In 1816, his health being very much broken, he was admitted to Greenwich hospital, where he died, 12 September, 1817.

Captain Portlock's only son, Joseph Ellison Portlock, Major General, Royal Engineers, and geologist, was born at Gosport, 30 September, 1794. He was employed for years on the ordnance survey of Ireland, and in 1849 was appointed commander of the Royal Engineers, Cork district.

Sir Roderick Impey Murchison observed of General Portlock's

work in geology and natural history: "His energy and powers of critical research enabled him to enter with success the field of professed naturalists. . . . He was a geologist after my own heart."

General Portlock retired from active service, 25 November, 1857, and died at Blackrock, near Dublin, 14 February, 1864. Portlock point named, circa 1861.

See Bligh island; Dixon entrance; Queen Charlotte islands; and Murchison island.

Powell lake, Sliammon, Malaspina strait. After Israel Wood Powell, M.D., Indian commissioner, British Columbia, 1872-1889. Residing in Victoria, 1906. Dr. Powell is a native of eastern Canada, of a United Empire Loyalist family; he arrived in Victoria, 1862. Named by Lieut. Commander Vere Bernard Orlebar, H.M. gun vessel *Rocket*, 1880.

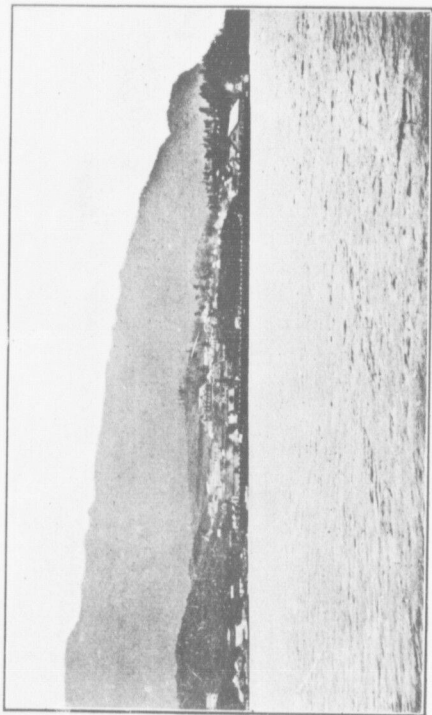
See Rocket shoal.

Powell point, Skeena river. After Edward J. Powell, chief draughtsman, Hydrographic department, Admiralty, for many years, 1860-1878, et seq. Named by Commander John G. J. Hammer, H.M.S. *Daring*, 1877.

See Hammer point.

Preedy harbour, Thetis island. After Lieutenant George William Preedy, of H.M.S. *Constance*, Captain Richard W. Courtenay. On this station, 1846-1849. Captain, 1855. C.B. (civil), 1858. In 1868, Captain Preedy, C.B., was in command of the flagship *Royal Adelaide*, Admiral Martin, Devonport. C.B., 1869. Retired, as captain, 1870. Rear admiral, 1874. Vice admiral, 1879. Died, 1894. Named by the Hydrographic office, Admiralty, 1853.

Prevost island, Swanson channel. **Prevost passage**, Haro strait. **Prevost harbour**, Stuart island, state of Washington, U.S. After Captain James Charles Prevost, H.M.S. *Satellite*, on this station, 1857-1860. Born 1810 and entered the navy in 1823. Lieutenant, 1835. Commander, 1845. As commander he was on this station, in 1850, in the *Portland*, flagship of Rear Admiral Fairfax Moresby, whose daughter, Ellen, Commander Prevost had married, and he was transferred at Valparaiso in December, 1852, to the command of the paddle sloop *Virago*, where he remained till January, 1854. Captain, 1854. At the close of 1856 Prevost was appointed to the command of the *Satellite*, and was also appointed first British commissioner for settling the San Juan boundary question between British Columbia and the United States, which had been in abeyance since 1846, and on his return to England he was an important



Prince Rupert, from the Harbor, 1908.

witness before the Emperor William of Germany, the arbitrator in the dispute. Superintendent of the naval establishment at Gibraltar, December, 1864-1869. Rear admiral, retired, 1869. Vice admiral, 1876. Admiral, 1880. Died in London, 1891. James bay, Prevost island, and Charles rocks in the vicinity are also named after him. Named by Captain Richards, H.M.S. *Plumper*, 1859.

See Satellite pass; Portland island; Virago sound; Nanaimo; Moresby island; San Juan island; Dallas mountain; and Richards, Admiral Sir G. H.

Price island, Milbank sound. After Captain John Adolphus Pope Price, R.N., H.M.S. *Scout*, 21 guns. On this station, 1865-1868. Was present at the siege of Acre, in 1840, as mate (sub-lieutenant) of H.M.S. *Thunderer*, 84 guns, and in the Russian war in 1854 was 1st lieutenant of the *Nile*, 91 guns, one of the Baltic fleet, and subsequently commander of her, 1855. Entered the navy, 1829. Lieutenant, 1842. Commander, 1854. Captain, 1860. In 1869 was commodore and senior officer at Hong-Kong, flagship *Princess Charlotte*. Retired, 1870. Died 1874. Named by Captain Pender (master, R.N.), in the *Beaver*, 1860.

See Aldrich point; Buckley point; Dowager island; Bulley bay; Jermaine point; Jocelyn range; Miall point; and Parker point.

Prince of Wales reach, Jervis inlet. After His Majesty King Edward VII, when Prince of Wales. Born 9 November, 1841. Married, 10 March, 1863, Princess Alexandra, eldest daughter of the King of Denmark. His Royal Highness succeeded to the British throne on the death of his mother, Queen Victoria, 22 January, 1901. Named by Captain Richards, H.M. surveying vessel *Plumper*, circa 1859.

Prince Rupert, Chatham sound. The townsite and the harbour of Prince Rupert were named in 1906 by the officers of the Grand Trunk Pacific Railway Company on the establishment of the western terminus of the company's transcontinental line, after Prince Rupert, the dashing cousin of King Charles II of England, and the first governor of the Hudson's Bay Company. Like the old post at Fort Rupert, the name will always call to mind the great trading corporation which has done so much to extend the influence of Britain in the Dominion of Canada.

The name of Prince Rupert for the new city was selected by open competition in the public press, the prize offered by the Grand Trunk Pacific for a suitable name being \$250. "Out of about twelve thousand names which were received, the name selected, 'Prince Rupert,' was suggested by Miss Eleanor M. Macdonald, of Winnipeg.

who was the only one submitting this name. Under the terms of the competition that the name should not contain more than three syllables, nor exceed ten letters, the name suggested, which complied with the conditions and most resembled that selected, was Port Rupert, this name having been suggested by Mrs. John Orme, of Bonnechere, Ontario, and by Mr. R. Kirkwood, of Copper Cliff, Ontario. As against Port Rupert, however, Prince Rupert constitutes the title and name of that illustrious soldier and explorer, but it exceeds the conditions of the competition by two letters; on account of its selection, therefore, and with the desire to accord fair treatment to all, the company awarded the full amount of the prize, \$250 to each of the two who suggested Port Rupert, as well as to the one who suggested the name which has been adopted." (Communicated to writer by Henry Philips, secretary, G.T.P.R. Company.) The post office at Prince Rupert was established 23 November, 1906, and the first survey of the harbour was made in that year by G. Blanchard Dodge, of the Hydrographic branch of the Marine department, Ottawa.

See Fort Rupert; Tuck inlet; Kaien island; and Oldfield mountain.

Princess Royal island. Named by Captain Charles Duncan, in 1788, after his sloop *Princess Royal*, 50 tons burden. This small vessel, belonging to Messrs. Etches & Co., of London, had quite an adventurous career on this coast. She left England in September, 1786, manned by fifteen men, in company with the *Prince of Wales*, Captain Colnett. After calling at Staten island they rounded cape Horn and arrived at Nootka in July, 1787. Here they found that the *Imperial Eagle*, a large fur trading ship, had anticipated them, and in consequence trade was very slack, and they soon sailed for King William's sound, meeting off Nootka, 8 August, the *Queen Charlotte* of the same firm, when Dixon advised them to steer for the Queen Charlotte islands, where he had met with such a good market.

The following winter the *Prince of Wales* and her little consort spent at the Sandwich islands, and in the spring of 1788 returned to the coast. Here they parted, the *Prince of Wales* for King William's sound and the *Princess Royal* for Nootka and Queen Charlotte islands. Duncan spent from the 14 May to the 5 August, 1788, trading for sea otter skins, between Queen Charlotte islands and the large islands to the eastward off the continental shore. This group was named after the sloop, *Princess Royal* isles. Duncan sailed into the inner channels, and on several nights, like Vancouver did afterwards, moored his vessel to the trees, there being no available anchorage. The natives attacked him in these inner channels and he nearly lost his boat's crew. Duncan anchored in Safety cove 22 July, and

sailed for the southward on the 3 August. The sloop fell in with Captain Meares off Ahousat, and after anchoring there, left the coast for China, via the Sandwich islands, on the 17 August, rejoining the *Prince of Wales* at the islands.

On arrival in China, Captain Duncan sailed for England in the *Prince of Wales*, having made a prosperous voyage in his little vessel. The *Princess Royal*, in charge of Captain William Hudson, returned to this coast in company with the *Argonaut*, Captain Colnett, and, arriving at Nootka after the Spaniards had taken possession of the place, both vessels were most unjustifiably, in July, 1789, seized by them. The crew, cargo and stores were turned out of the *Princess Royal*, and the vessel placed in the Spanish naval service with Sub-lieutenant Quimper in command. In 1790 Quimper was sent to explore in her the strait of Juan de Fuca.

Owing to the vigorous measures taken by the British government on hearing of the capture of their merchant vessels, the *Argonaut* and the *Princess Royal* were released, the former at Monterey with the crews of the two vessels, and the latter by Quimper at the Sandwich islands in March, 1791.

The account of Captain Duncan's cruise between Queen Charlotte islands and the continental shore is taken from a letter of his published in Captain Dixon's pamphlet, "Further Remarks on the Voyages of John Meares, Esq.," published, 1791.

See Duncan rock; Esquimalt; Quimper peninsula; Meares island; Estevan point; Rose point; Johnstone strait; Dixon entrance; Colnett mountain; Port Stephens; Skeena river; and Safety cove.

Princess Royal reach, Jervis inlet. After the late Empress Frederick of Germany, Princess Royal of England. Born, 21 November, 1840. Married, 25 January, 1858, to Frederick, Crown Prince of Prussia, afterwards German Emperor (died 1888). She died 5 August, 1901. Named by Captain Richards, H.M. surveying vessel *Plumper*, circa 1860.

Principe channel. Named by Lieutenant Commander Jacinto Camaño, of the corvette *Aranzazu*, who made use of this channel returning southwards when searching for the supposed strait of De Fonti, 1792.

See Gil island; Camaño island; and Portland canal.

Protection island, Nanaimo. First named by the officers of the Hudson's Bay Company, Douglas island, after Governor Douglas. Changed to the present name in 1853 as descriptive of the island protecting the harbour of Nanaimo. Execution (as it was first

named) now Gallows point, on the south side of the island, was the scene of the execution of two Indians in January, 1853.

See Nanaimo; and Gallows point.

Puget sound (Whulge), U. S. territory. Named by Vancouver, in 1792, after Peter Puget, R.N., 2nd lieutenant of the *Discovery*, who examined this inlet in May of that year. On Lieutenant Mudge leaving for England from Nootka with despatches in September, 1792, Puget was appointed by Vancouver 1st lieutenant of the *Discovery*, and when Broughton in command of the *Chatham* also left with despatches in January, 1793, he was placed in command on the 14th of that month of the armed tender, and remained in her till the termination of the commission, 17 October, 1795.

Puget entered the navy, 1 August, 1778, as midshipman in the *Dunkirk*, and after serving in several vessels joined the *Europa* as midshipman, 16 May, 1783. In this ship in 1786 he went out to the West Indies under the broad pennant of Commodore Alan Gardner, and of the same ship Vancouver was one of the lieutenants. Puget returned to England in 1787, the *Europa* returning the following year. On the 11 June, 1790, directly after his return from a voyage in the East India trade as midshipman on a ship named the *Prince*, he was appointed master's mate (sub-lieutenant) on the *Discovery*, which vessel had been selected under the command of Captain Roberts for a voyage of discovery to this coast, but the Nootka difficulty, known in naval annals as "The Spanish Armament," supervening, the *Discovery* remained at Deptford, and Puget, after joining, remained by her. The difficulty being ultimately amicably settled, Puget was promoted, 23 November, 1790, to lieutenant, and remained in the *Discovery*, in which he sailed with Vancouver for this coast. Post captain, 29 April, 1797. While in command of the *Foudroyant*, 80 guns, in 1804, he was noted for his daring scheme to destroy the French fleet in Brest, then blockaded by Admiral Cornwallis. Commanded the *Goliath*, 74 guns, in the Copenhagen expedition of 1807, which brought about the surrender of the Danish fleet, and was hotly engaged inside the Trekroner. Commissioner at Madras, 1810-1818. C.B., 1815. Rear admiral of the Blue, 1821. (Naval Chronicles. Admiralty Records, P. R. Office, London. "Blockade of Brest," Navy Records Society, 1902, II, p. 3.) Admiral Puget's death took place at Bath in 1822, and is noted in the *Bath Chronicle* of 7 November, 1822:—

"Died on Thursday, 31 October, 1822, at his home in Grosvenor Place, after a long and painful illness, Rear Admiral Puget, C.B. This lamented officer had sailed round the world with the late Captain Vancouver, had commanded various men-of-war, and was

many years commissioner at Madras, the climate of which place greatly contributed to the destruction of his health."

See Roberts point; Vancouver island; Cape Mudge; Broughton strait; Baker mountain; Cape Swaine; Gardner inlet; Whidbey island; Johnstone strait; Vashon island; and Goliath bay.

Pulteney point, Malcolm island. After Admiral Sir Pulteney Malcolm. A lighthouse was established on this point on the 12 September, 1905.

See Malcolm island; and Donegal head.

Punta de Magallanas. See cape Mudge.

Puntledge river, Comox district, Vancouver island. After the Puntledge tribe of Indians living on the banks of this stream. The tribe has dwindled to a very small number, and is now designated, by the Indian Department, with the Shoshutes, under the general name of Comox. Name adopted in 1864. (See Brown's pamphlet, Vancouver island, 1864.)

See Brown river; and Comox.

Purvis point, Mudge island, Dodd narrows. After Lieutenant John Child Purvis, H.M.S. *Pylades*, Captain Michael De Courey. On this station, 1859-1861. Purvis came of an old naval family. In 1805, John Child Purvis held the rank of Rear admiral of the White. The subject of this note was born in 1832, entered the navy in 1845, and promoted to lieutenant, 28 June, 1854. Commander, 1865, and the following year was again on the station in the *Topaze*, Captain Powell, when he was one of the officers who erected the tablet on Juan Fernandez to the memory of Alexander Selkirk. Captain, 1872. Rear admiral, retired, 1888. Vice admiral, 1894. Died 1904.

During the latter part of the Russian war, Lieutenant Purvis was serving on board the *Royal Albert*, 131 guns, flagship of Admiral Sir Edmund Lyons, Bart., when an extraordinary accident happened to this noble ship while returning from the Crimea to Malta in December, 1855. The stern gland unexpectedly carried away, and to keep the ship from sinking she had to steam round an island in the Grecian archipelago all night, thus keeping her large pumps at work, and was beached at daylight. (See Life of Sir George Tryon, 1898, pp. 55-57.)

Named by Captain John F. Parry, R.N., *Egeria*, on resurveying the neighbourhood, 1905.

See Pylades channel; and Topaze harbour.

Pylades channel, Dodd narrows. After H.M. screw corvette *Pylades*, 21 guns, built at Sheerness in 1854. 1,267 tons, 350 h.p.,

Captain Michael De Courcy. On this station, 1859-1861. On 7 December, 1858, Rear Admiral Baynes, commander in chief, writing to Governor Douglas, informs him that the *Tribune* and *Pylades* are hourly expected from China. On the 28 April, 1859, the paymaster of the latter vessel, Mr. John Jeffries, was buried at Victoria, the pall being borne by four officers in full uniform, with the captains of the *Pylades* and *Tribune* as mourners. Judging from the remarks in the *Colonist* (of 30 April), this was one of the first naval funerals to take place in Victoria. The *Pylades*, Captain Cecil W. Buckley, V.C., was again on the station in 1868, arriving at Esquimalt 25 August. Among her officers as a sub-lieutenant was a son of Charles Dickens, the novelist. Named by Captain Richards, H.M.S. *Plumper*, circa 1859.

See De Courcy group; Mudge island; Buckley point, Skeena river; and Dickens point.

Pym island, Satellite channel. After Lieutenant Frederick Whiteford Pym, R.N., who as mate (sub-lieutenant) in the Arctic exploring vessel *Assistance*, Captain Sir Edward Belcher, accompanied Captain Richards, who was commander of that vessel, to the polar regions in the search for Sir John Franklin, 1852-1854. The *Assistance*, with several other vessels engaged in the search, was abandoned in the ice and the crews returned home in the *North Star* and the *Phoenix*, 1854. Lieutenant, 21 October, 1854. Lieutenant Commander, gunboat *Skylark*, 1856. Named by Captain Richards, H.M.S. *Plumper*, circa 1858.

See Piers island.

Qlawdzeet anchorage, Stephens island. This is the old Tsimpsian Indian name for this bay, the word meaning "The place of the hissing sound," from the sound made by clams when squirting up liquid through the sand. This bay is a noted place among the Indians for these shellfish, and from the abundance of them derives its peculiar name. The last syllable of the word "zeet" is supposed to represent the hissing sound of the clam. Hence in English, "Clam bay." (Mrs. Odille Morison.)

This anchorage is where Captain Vancouver first met Captain W. Brown of the British trading ship *Butterworth* of London, who was at anchor here with his little squadron of three vessels, *Butterworth*, ship; *Jackal*, schooner, Captain Stewart, and *Prince Le Boo*, sloop, Captain Sharp, 20 July, 1793.

See Brown passage; Butterworth rocks; and Stephens island.

Quadra island, Discovery passage. **Quadra hill** (748 feet), Galiano island. The northern Valdes island on this coast having of late years been ascertained to consist of a group of three islands.

one of the group was named "Quadra" by the Geographic Board of Canada in 1903 to perpetuate the name of Juan Francisco de la Bodega y Quadra, Knight of the Order of Santiago, a Spanish naval officer ("capitan de navio"), commanding, in 1791, the marine establishment of San Blas, and also, in 1792, governor of Nootka. The other two islands are named Maurelle and Sonora. (*q.v.*) Quadra was deputed, in 1792, by the Viceroy of Mexico, Count de Revillagigedo, to meet Vancouver at Nootka and restore to the British crown the lands taken by the Spaniards from British subjects in 1780. The two officers met, with the result as stated under Vancouver island, (*q.v.*). Though disagreeing on this one point of restoring the land, the most cordial friendship existed between Quadra and Vancouver, the latter thus speaking of the former in his journal, December, 1792:—"The well known generosity of my other Spanish friends, will, I trust, pardon the warmth of expression with which I must ever advert to the conduct of Senor Quadra; who regardless of the difference in opinion that had arisen between us in our diplomatic capacities at Nootka had uniformly maintained towards us a character infinitely beyond the reach of my powers of encomium to describe. His benevolence was not confined to the common rights of hospitality, but was extended to all occasions, and was exercised in every instance where His Majesty's service, combined with my commission, was in the least concerned." (Vancouver, 8°, III, p. 77.) He was born at Lima, circa 1744, the son of Don Tomas de la Bodega, the descendant of a noble house in Spain, and his wife, Francisca Mollinedo, a native of Lima but of Galician descent; he added "Quadra" to his name because his father adopted it when he emigrated to Peru at the wish of his relative Don Antonio de la Quadra, who was residing there. The paternal grandmother of Don Tomas de la Bodega was Dona Isabel de la Quadra. (Historical Archives, Madrid.)

While a lieutenant ("teniente de navio"), Quadra made two exploring voyages along this coast; the first one, in 1775, was in command of the schooner *Sonora*, when he discovered Port Bucareli, which he named after the then Viceroy of Mexico, and proceeded as far north as 58° latitude. On sailing southwards after passing what is now known as the Queen Charlotte islands the *Sonora* kept too far off the coast to make any useful observations until southward of the strait of Juan de Fuca. On his second voyage, in 1779, Quadra, in command of the *Favorita*, sailed under the orders of Commander Arteaga in the *Princesa*, when mount St. Elias was seen, the Prince William sound of Cook, named by him in 1778, was entered by Arteaga and Quadra and named by them Ensenada de

Regla. After this voyage, Spain having become involved in war with Great Britain, no further explorations were made on this coast till Nootka was occupied in 1789. (Greenhow, "History of Oregon and California," 1844, pp. 117-126.)

In 1792, Quadra, then a post captain ("capitan de navio"), was governor of Nootka, from which place, after finishing his negotiations with Vancouver, he sailed for Monterey in the *Activa*, 22 September in that year. On Vancouver proceeding southwards for the winter he called at Monterey, where he again met Quadra and again experienced the same kindness and assistance from him. Quadra and Vancouver left Monterey together, 15 January, 1793, the former for San Blas and the latter for the Sandwich islands, and on the 18th, when the little squadron separated, Vancouver gave a parting dinner on board the *Discovery* to his friend Quadra, when he again in his journal refers to Quadra's kindness, and that the prospect of never again meeting him was a "painful consideration." (Vancouver, 8^o, III, p. 173.) They never did meet again, for Quadra died in March, 1794, at San Blas, or possibly at his home in Tepic, a pleasant town some sixty miles from the seaport. Quadra hill named after the subject of this note by Captain Richards, H.M.S. *Plumper*, circa 1859.

See Vancouver island; Sonora island; Maurelle island; Juan Perez sound; Port Inghram; Esquimalt; and Nootka sound.

Quadra rocks, Houston Stewart channel, Q. C. Ids. After the Canadian government steamer *Quadra*, which struck on these rocks, hitherto unknown, May, 1892, while on a cruise to the Bering sea in the interests of the sealing industry. The *Quadra*, named after Captain Quadra, commandant of Nootka in 1792, was built at Paisley, Scotland, 1891, and came out, via strait of Magellan, in command of the writer. Left Greenock, 15 October, 1891. Arrived at Esquimalt, 5 January, 1892. Under steam 69 days. Built of steel, 265 tons register, length 174.5 feet, beam 31.1 feet. Quadruple engines, 120 h.p., speed 11 knots.

See Quadra island.

Quasquilla bay, Smith inlet. After a tribe of Indians once residing there. The village was on a detached rock, where the ruins of the houses are still to be seen, 1903. Visited by Vancouver's officers, Puget and Whidbey, in August, 1792, who noted that the inhabitants numbered about 250 persons, and were desirous that the strangers should call on them, which, however, they declined to do. The whole tribe now reside at Takush harbour, and in 1904 consisted of 36 souls. Named by the writer in 1890, and adopted by the Hydrographic office, London.

Quatsino sound, Vancouver island. An adaptation of the word "Koskimo," the name of the tribe of Indians residing there. The sound is shown, without being named, on Galiano's chart of 1792, and it is also shown on Vancouver's, without a name, 1792-1794. On the Admiralty chart of 1849 it is named Quatsinough harbour. The once numerous and powerful Koskimo tribe, in the last census taken by the Indian Department, in 1904, numbered eighteen persons. On the western shore of Quatsino narrows is a large burial cave of this tribe. The sound was surveyed by Captain Richards in H.M. ships *Plumper* and *Hecate*, 1860-1862.

See Galiano island; and Vancouver island.

Queen Charlotte channel, Howe sound. After H.M.S. *Queen Charlotte*, 110 guns, flagship of Admiral Lord Howe at the battle of the "Glorious First of June," 1794. Flag captain, Sir Roger Curtis, Kt., Captain Sir Andrew Snape Douglas. When flag-ship of Admiral Lord Keith on the Mediterranean station, she was accidentally burnt off Leghorn, 17 March, 1800, with great loss of life. Named by Captain Richards, H.M.S. *Plumper*, circa 1860.

See Howe sound; Bowen island; and Roger Curtis point.

Queen Charlotte islands. In May 1785 Richard Cadman Etches and other British traders entered into a commercial partnership, under the title of "The King George's Sound Company," for carrying on a fur trade from the western coast of America to China. For this purpose they obtained a licence from the South Sea Company, who, without carrying on any traffic themselves, stood in the way of more adventurous merchants. They procured also a similar licence from the East India Company, who at the same time engaged to give them a freight of teas from Canton. In order to execute this design, "The King George's Sound Company" purchased a ship of 320 tons, and a snow of 200 tons; having thus a size and burden which Captain Cook, after adequate trials, recommended as the fittest for distant employments. Nathaniel Portlock, R.N., was appointed commander of the larger vessel, and of the expedition; and George Dixon of the smaller; both of them having accompanied Cook in his last voyage to the Pacific. The novelty of this enterprise attracted the notice of several eminent persons who countenanced the voyage by their approbation. When Lord Mulgrave and Sir Joseph Banks, Mr. Rose and Sir John Dick came on board, the Secretary of the Treasury named the larger vessel *King George*, and the President of the Royal Society called the smaller, *Queen Charlotte*. The vessels finally left England, 17 September, 1785. The following are the names of the officers of the *Queen Charlotte*: John Ewen Carew, 1st mate; James Turner, 2nd mate; George

White, 3rd mate; William Lauder, surgeon; William Beresford, assistant trader; Henry Forrester (hence Forrester island off Dixon entrance), steward; John Gatenby, boatswain; John Sadler, carpenter;* and 24 seamen. The Queen Charlotte islands were named after the vessel by Captain Dixon in July, 1787. In the *Queen Charlotte* during this month he sailed along the western shore of the islands, rounded Cape St. James, and sailed up the eastern shore as far as Skidegate. He named North island; Cloak bay; Hippa island; Rennell's sound; Cape St. James; and Ibbertson's sound; with the exception of the last, now called Houston Stewart channel, all these names are still in use. Dixon was most successful in the purchase of sea otter skins on these islands, his trader, William Beresford, giving, under date 12 July, a glowing account of their trading transactions.

Captain Gray in the American sloop *Washington*, named these islands, in June, 1789, under the impression it was one large island, Washington's island, and thus it was for a long period always distinguished by the fur traders of the United States. Captain Ingraham in his chart, 1791-1792, gives them the name of Washington islands.

The natives of the Queen Charlotte islands are known as Haidas which means in their language "People"; this word is pronounced by the natives of Masset, hadai-i; and by the Skidegates, haidai-gai.

A complete survey of these islands has not yet (1909) been made by the British Admiralty. (Portlock's *Voyage*, 4°, pp. 4, 5 & 6. Dixon, 4°, Letter XXXV. Greenhow, p. 199. Ingraham's *Journal*. Swanton, "The Haida.")

See Dixon entrance; Juan Perez sound; Masset; Skidegate inlet; Bolkus islands; Houston Stewart channel; Portlock point; Princess Royal island; Rose point; Banks island; Graham island; Moresby island; Kunghit island; Virago sound; Inskip passage; Port Ingraham; Frederick island; and Dawson harbour.

Queen Charlotte sound. Named, in 1786, after Queen Charlotte, wife of George III. Her Majesty, Charlotte Sophia, was the daughter of the Duke of Mecklenburg, and married King George in 1761. Died 1818. Vancouver mentions that the sound was named by Mr. S. Wedgborough, commander of the *Experiment*, in August, 1786, and that he, Vancouver, adopted the name in his journal and

* A survey was made of the coast of the Queen Charlotte islands from Rose point to Frederick island, in 1907, by Captain F. C. Learmonth of H.M.S. *Egeria*, when these names were added to the chart. Dalton point on Frederick island was also named at the same time after the artificer engineer of the *Egeria*; Ellis point after one of the coxswains of the sounding boats; and Morgan point, near the island, after a seaman of the *Egeria* who was painfully injured by falling down a cliff in the neighbourhood, while on duty. Hope point, Frederick island, after Captain Ingraham's vessel. Other names were also added in various places, the origin of which will be recognized by the readers of this book. (See several of the references for the Queen Charlotte islands.)

charts. (Vancouver, 8°, II, p. 308.) There is some uncertainty as to who was the commander of the *Experiment* when this name was given. Dixon states that Lorie (sic) and Guise in the *Captain Cook* and the *Experiment* named Queen Charlotte sound. (Dixon, p. 317.) Meares also states in his "Introduction," p. liii, that Lowrie and Guise commanded, respectively, the *Captain Cook* and *Experiment*, in 1786, and gives an account of the vessels and their commanders; and in the body of his work is a plan of Friendly cove made by Mr. Wedgborough of the *Experiment*. (Meares, 4°, p. 108.) The writer is of opinion that Wedgborough was either in temporary command of the vessel when the sound was named or an officer on board.

See Scott cape; Dixon entrance; and Meares island.

Quimper peninsula, Port Discovery, U.S. territory. After sub-lieutenant Manuel Quimper ("alferez de navio") in command of the captured British sloop *Princess Royal* (bilandra, *Princesa Real*) who was instructed by Lieutenant Eliza, commandant of Nootka, to explore the strait of Juan de Fuca. Quimper sailed from Nootka 31 May, 1790, and explored not only the strait proper, but the widening farther east which he called Seno de Santa Rosa. His progress was slow and his examination a careful one. By the end of June he had examined the northern shore as far as Esquimalt harbour, where he anchored, naming it Puerto de Cordova, after the 46th viceroy of Mexico, having given as he came along, the Spanish names of Bonilla point, Port San Juan, Sombrio river, and Jordan river, and also Spanish names to Sheringham point, Otter point, Sooke harbour, Pedder bay, Parry bay, and Royal roads. With the exception of the first four these Spanish names do not appear on the present charts. From Esquimalt he proceeded eastward, discovering and naming Gonzales point and Haro strait, which still bear the names he gave them in honour of his first mate, Gonzalez Lopez de Haro (*q.v.*). Quimper then crossed over to the south shore examining and naming there many places, among them the opening to Admiralty inlet, calling it Ensanada de Caamaño; Port Discovery, Boca de Bodega y Quadra; and New Dungeness, Puerto de Quimper. Thence he returned westward along the southern shore to Neah bay, which he called Boca de Nunez de Gaona. Here, like Vancouver did farther eastward two years afterwards, Quimper took formal possession of the country in the name of his King. He left Neah bay with the intention of proceeding to Nootka, but stormy weather prevented him making that port, so he kept away for Monterey where he arrived 2 September, 1790. Quimper remained in command of the *Princess Royal* until she was delivered up to her British owners at the Sandwich islands, 1791. On her way down

the coast to Monterey the *Princess Royal* must have passed the released *Argonaut* in charge of her irate British commander, Colnett, with the order in his possession for the sloop to be delivered up to him at Nootka, and when he arrived there and found she was not in port, owing to the circumstances above related, he thought the Dons had again deceived him and did not intend to give her up, of which charge, however, the Spaniards were innocent, because he received his sloop the following year as above stated. Named by Captain Kellett, H.M. surveying vessel *Herald*, 1846.

See *Princess Royal* island; Esquimalt; Gonzales point; Haro strait; Port Eliza; Juan Perez sound; Gil island; and Colnett mountain.

Race rocks, strait of Juan de Fuca. Named by the officers of the Hudson's Bay Company, circa 1842, and name adopted by Captain Kellett, H.M.S. *Herald*, when engaged in surveying duties on this coast, 1846. Captain Kellett states in his journal: "This dangerous group is appropriately named, for the tide makes a perfect race round it." The British government erected a lighthouse here, 1859-1860, Mr. Morris, civil engineer, architect. The following gentlemen selected the site for this lighthouse and another on Fisgard island, Esquimalt harbour, 10 August, 1859: Captain Richards, H.M.S. *Plumper*; Captain Fulford, H.M.S. *Ganges*; Captain Cooper, harbour master for British Columbia, Esquimalt; Captain Nagle, harbour master for Vancouver Island, Victoria; Captain Mouat, Hudson's Bay Company's steamer *Otter*, and Surveyor General Pemberton. (*Colonist*, 12 August, 1859.) For the two lighthouses the British government appropriated the sum of 7,000 pounds sterling. Race rocks light was placed in operation, 26 December, 1860. (*Colonist*, 27 December, 1860, and 29 January, 1861, the latter being an official "Notice to Mariners.")

A fatal accident occurred at Race rocks on Christmas day, 1865, about noon, when one Warner (brother-in-law to Davies the lighthouse keeper), his wife and three men, Linton, W. Saunders, and Fred. Simmons, on a visit to the light station to commemorate the season, were all drowned in making a landing, in full view of their relatives and friends on the rocks. The boat was caught in a tide rip and capsized, precipitating the unfortunate occupants into the water. One of the occupants, Saunders, clinging to the boat, was drifted within twenty feet of land, but there being no rope, life-buoy or boat at the station he drifted away and was lost. The life-boat originally used at the station had been withdrawn by the surveyor general, for some reason, and never replaced. (*Colonist*, 28 December, 1865.)

See Fisgard island; Richards, Admiral Sir George H.; Fulford harbour; Cooper inlet; Mouat point; Kellett bluff; Herald rock; and Pemberton point.

Rada de Eliza. *See* Pedder bay.

Rada de Solano. *See* Parry bay.

Rada de Valdes y Bazan. *See* Royal roads.

Rafael point, Flores island. Named in 1791 by Lieutenant Francisco Eliza, of the Spanish navy, and commandant of Nootka. Given on the combined chart of Eliza and Malaspina, dated 1795, as Punta de San Rafael.

See Malaspina inlet; and Port Eliza.

Raglan point, Balaklava island. After Fitzroy James Henry Somerset, Baron Raglan. Field marshal in the British army. Youngest son of the fifth Duke of Beaufort by his wife, the daughter of Admiral Boscawen. He entered the army, 1804, and obtained his company, 1808. Served through the Peninsular war with Wellington, principally on his staff, and received the cross with five clasps at the termination of the campaign. In 1814 appointed lieutenant colonel, and the same year married Wellington's niece. After Napoleon's first abdication Wellington went to Paris as ambassador and Lord Somerset accompanied him as secretary until the return of Napoleon. At Waterloo (18 June, 1815), towards the close of the day, as he was standing beside Wellington, his right elbow was struck by a bullet from the roof of La Haye Sainte, and the arm had to be amputated. He bore the operation without a word, but when it was ended, called to the orderly, "Hallo! don't carry away that arm till I have taken off my ring"—a ring which his wife had given him. Appointed aide-de-camp to the Prince Regent with the rank of colonel, August, 1815. When the Duke of Wellington became commander in chief on the death of the Duke of York, 1827, Somerset was made military secretary, and held the post for more than twenty-five years. Wellington used to describe him as "a man who wouldn't tell a lie to save his life." On Wellington's death (14 September, 1852), Hardinge succeeded as commander in chief, and Lord Somerset succeeded him as master-general of the ordnance. Raised to the peerage as Baron Raglan of Raglan, 1852. Appointed commander in chief of the British army at the commencement of the Russian war, 1854, and left England for the east in April of that year. He never returned, for the long wintry siege of Sebastopol, the many deaths, and terrible hardships his troops had to endure, with the unprepared state Britain was in for any long campaign, gradually undermined his health, and shortly after the failure of the attack on the Redan, he died (28 June, 1855), in the words of Sir Evelyn Wood, "the victim of England's unreadiness for war."

His body was brought to England in H.M.S. *Caradoc*, and buried at Badminton. Named in 1864.

See Balaklava island; Cardigan rocks; Scarlett point; and Nolan point.

Rainier, mount (14,444 feet), Puget sound, U. S. territory. Like mount Baker, also in the U. S. territory, this mountain was discovered by Vancouver's expedition in May, 1792, a very short time after arriving in the strait of Juan de Fuca, and named by Vancouver after Captain (afterwards Admiral) Peter Rainier, R.N., who, in 1790-1791, commanded the *Monarch*, serving in the channel fleet, and in 1793 the *Suffolk*, 74-gun ships. In this latter vessel, in 1794, he went out to the East Indies as commodore and commander in chief, taking with him a large convoy. He was born about the year 1741, grandson of Daniel Regnier, of a Poitevan family, who came to England on the revocation of the Edict of Nantes, and son of Peter Rainier (name thus changed) of Sandwich by his wife Sarah Spratt. Entered the navy in 1756 on board the *Oxford*. Lieutenant, 2 February, 1768, his passing certificate stating that he was then over twenty-six years of age. Commander, 1777. Specially promoted to post captain, 29 October, 1778, for capturing, when in command of the *Ostrich* sloop, a large American privateer, after a hard fought action, in which Rainier was severely wounded. Rear admiral, 1795. Vice admiral, 1799. He remained on the East India station as commander in chief till 1805, during which time he assisted, in August, 1795, at the reduction of Trincomali, and in February and March, 1796, took possession of Amboyna and Banda Neira with enormous booty, his share of which laid the foundation of a princely fortune.

Before leaving India in March, 1805, Vice Admiral Rainier was royally entertained at Madras by the civil servants of the Hon. East India Company in the Pantheon at Madras. A long account of the dinner, with the toasts drunk and the tunes played at the drinking of each toast, is given in the *Madras Gazette*, 2 March, 1805. The tune considered suitable to the Hon. East India Company being "Money in both Pockets," and to Admiral Rainier, "Hearts of Oak." Some impromptu verses were composed for the occasion, which are given in the *Naval Chronicle*; the last, alluding to Admiral Rainier, is as follows:—

" 'Yet not enough'—the goddess cried—
 'One veteran still I pant to see,
 Alike his grateful country's pride,
 Alike thy boast, Oh victory!
 And tho' relentless time has spread
 His silver honours o'er his head,
 While commerce triumphs in her India's fame,
 RAINIER! Her happy sons shall venerate thy name."

(*Naval Chronicle*, 1806, XV, pp. 21-24.)

On his way home from India in the *Trident*, Admiral Rainier took under his convoy from St. Helena the China fleet, and arrived safe in the Downs with the most valuable fleet that ever came from India. It consisted of thirty-nine ships, and was estimated in value at fifteen millions sterling. Admiral Gantheaume was supposed to have been most anxious to intercept this fleet, but Cornwallis and Gardner kept too close to Brest to admit of his moving; and the gallant veteran, Rainier, completed his long and meritorious services by bringing the convoy in safety to the ports of this country, from which he had been absent eleven years and four months. During the whole of that time he held command in India, and no officer had ever possessed it for so long a period nor with such success. On his return he retired from active service, Admiral, 1805. M.P. for Sandwich, 1807. Died, 7 April, 1808, at his house, Great George street, Westminster. He left one-tenth of his estate, proved at £250,000, towards the reduction of the National debt. (Brenton, "Naval History," 1837, II, p. 11; Diet. Nat. Biog., XLVII, pp. 179-180; and Annual Register, 1808, L, p. 150.)

In regard to Rainier's singular bequest, Brenton in a footnote makes the following remark:—"With the highest respect for the memory of this excellent officer and man, I should humbly suggest that if in future any of our admirals should happen to have more money than they require, they would think of the widows and orphans of their brother officers 'at the thatched house.' The bequest of ten per cent. was like a drop of water in the ocean whereon it had been gained, and was received without thanks, for none could be grateful for that which being spread over so large a surface was unfelt and unseen." (II, p. 11.)

A portrait of Rainier as Admiral of the Blue is given in Brenton's naval history (I, p. 639), taken from an original picture in the possession of Hon. Basil Cochrane, in which the admiral is wearing a broad rimmed pair of spectacles, giving him a most extraordinary appearance. Rainier's sister, Sarah, married Admiral James Vashon as his second wife, and thus Rainier in a way became related by marriage to the namesake of mount Baker.

In connection with the naming of mount Rainier, the writer is under the impression that many of Vancouver's names were given after his return to England in 1795, and not at the time recorded in his journal, as the rank of the officer after whom the place is named at the date given in the journal does not agree with the position then held by the person honoured. For instance, Vancouver records under date, 8 May, 1792, that mount Rainier, "the snowy round-topped mountain forming the southern extremity of the range," was named after his friend, Rear Admiral Rainier; this rank

Rainier did not attain until 1 June, 1795, a few months before Vancouver arrived in England. Port Gardner, now Saratoga passage, Puget sound, was named according to Vancouver after Vice Admiral Sir Alan Gardner, and also Gardner inlet after the same officer, in June, 1792, and July, 1793, respectively; Gardner was neither a baronet nor vice admiral till 1794. Again, Port Essington was named, according to the journal, in 1793, after Captain Essington, of the navy; Vancouver may have known Essington previous to 1793 and thus honoured him, but if so it is rather a singular coincidence that Vancouver should meet this naval officer in charge of a convoy when the former was on his way home in 1795, and accompany Essington the remainder of the voyage. Other instances might be pointed out where this discrepancy exists, but none are so clear as Rainier and Gardner.

The names in this book, as stated in the preface, are in accordance with the position the person held at the time the name was bestowed.

See Baker mountain; Port Essington; Puget sound; Gardner inlet; Vashon island; Malcolm island; Atkinson point; and Vancouver island.

Raley point, Kitimat arm. After the Rev. George Henry Raley, in charge, since 1893, of the Methodist mission at Kitimat. Native of Barnsley, Yorkshire, and came to Canada, 1883. Mr. Raley has brought the Indian village and its inhabitants, during his residence at Kitimat, into a state of cleanliness and order most creditable to him and his assistants. He has also organized a paper, published monthly by the Indians, called "Na-na-kwa," or, "Dawn on the Pacific coast." Named by the writer in 1898, and adopted by the Geographic Board of Canada.

See Kitimat arm; and Clio bay.

Ramillies channel, Howe sound. After H.M.S. *Ramillies*, 74 guns, Captain Henry Harvey, engaged in the battle of the "Glorious First of June," 1794. Harvey came to his brother's assistance when the *Brunswick* was engaged in the naval dual with the *Vengeur*, and thus had a share in the destruction of the latter. Named by Captain Richards, H.M.S. *Plumper*, circa 1859.

See Harvey mountain; Brunswick mountain; Howe sound; and Port Graves.

Ramsay island, Juan Perez sound, Q. C. Ids. After Andrew Crombie Ramsay, an eminent geologist. Born 1814. Devoted himself to the study of geology from an early age, and in 1841 obtained employment on the geological survey of Great Britain. Became senior director for England and Wales, 1862, and director-general, 1871. F.R.S., 1862. President of the Geological Society, 1862-1864.

Retired from the geological survey and was knighted, 1881. Died 1891.

Named by George M. Dawson, Geological Survey of Canada, on making an examination of the eastern coast of Moresby island, Queen Charlotte islands, 1878.

See Dawson harbour.

Ramsden point, Observatory inlet. Named by Vancouver in July, 1793, after Jesse Ramsden, F.R.S., a celebrated mathematical instrument maker. Several of the nautical instruments in use on the *Discovery* and *Chatham* were supplied by Mr. Ramsden, and Captain Vancouver speaks highly of the accuracy of their construction. (Vancouver, 8°, Vol. III, p. 83.) He was born at Salterhebble, a suburb of Halifax in Yorkshire, 1735, and commenced his career as a mathematical instrument maker in 1758 in Piccadilly, London. His skill and inventive genius soon displayed itself, and his instruments were sought for in all observatories. The clockwork movement of one of his instruments, a heliostat, was so accurate that a celebrated astronomer once followed Sirius with it for twelve hours. He invented an engine to divide mathematical instruments with great accuracy, for which he received a premium of £615 from the government. Sextants before Ramsden's invention of dividing the arc were untrustworthy to 5' of arc, and he succeeded in reducing the error to 30". He made a new instrument of the theodolite, and before 1789 had constructed nearly a thousand sextants, greatly improved from Hadley's design. The demand for his incomparable instruments was at last so large that the constant labour of sixty workmen could not fulfil the orders. The artist's genius disdained time restrictions in the making of his instruments. On one occasion Ramsden attended at Buckingham Palace, presumably, he supposed, at the time named. The King remarked that he was punctual as to the day and hour, while late by a whole year. If a completed instrument fell short of his ideal it was invariably rejected or destroyed. In consequence of this disregard of gain, he left but a small fortune, mostly divided among his workmen. Married the youngest daughter of John Dollond, F.R.S., the optician. Died at Brighton, 5 November, 1800.

Raphoe point, Dean channel. Named in 1793 by Vancouver after the ancient episcopal city of Raphoe, county Donegal, Ireland. Captain King's father, after whom Vancouver named Dean channel, was dean of Raphoe in 1793, hence the association of Raphoe point and Dean channel.

See King island; and Dean channel.

Raspberry islands, Skeena river. Named by Vancouver in July, 1793, from a report made to him by Mr. Whidbey and Mr. Barrie, officers of the *Discovery*, of the quantities of raspberries (doubtless salmon-berries) they found on one of the islands, 7 July, 1793. Mr. Whidbey's examination of the river did not proceed beyond these islands. He described the channel above the islands as a large opening full of sandbars and boulders, not worth examination.

See Skeena river.

Ray point, Chatham channel, Havannah channel. After Henry Johns Ray, R.N., assistant paymaster, H.M.S. *Havannah*, Captain Harvey. On this station, 1855-1859. Assistant paymaster, 1854. Paymaster, 1863. Fleet paymaster, 1886. On this station, flagship *Triumph*, 1885-1888, Rear Admirals John Baird, Sir M. Culme Seymour, Bart., and Algernon C. F. Heneage. Retired as chief paymaster, 1889. Died, 1903. Named, circa 1860.

See Port Harvey; Havaannah channel; and Hull island.

Raymond channel. Named by the officers of the Hudson's Bay Company, stationed at Fort McLoughlin (Bella Bella), in 1834, after Captain Raymond, of an American trading brig which arrived at the trading post from sea by this channel, which is obstructed at its southern end by numerous islets and rocks. (Dr. Tolmie's diary, 1834.) Formerly Hecate channel, changed to original name by Geographic Board of Canada, 1903, to avoid duplication of names.

Read island, Sutil channel. After Captain William Viner Read, R.N., naval assistant, Hydrographic office, Admiralty, 1863. Lieutenant, 1823. Commander, 1846. Captain, 1860. Named by Captain Pender (master, R.N.), H.M. surveying vessel *Beaver*, circa 1864. Hence Viner point, in association with this island.

See Evans bay.

Reba point, Joassa channel, Seaforth channel. After Rebecca Kissack, native of Paisley, Ontario, who was the first nurse at the hospital established by the Methodist mission at Bella Bella (new townsite), 27 October, 1902. Married, in 1903, William B. L. Donald, M.D., stationed at Fort Saskatchewan, Alberta. Named by the writer on making a sketch survey of Joassa channel, 1902, and adopted by the Geographic Board of Canada.

See Isabel point.

Rebecca spit, Drew harbour, Quadra island. After the British trading schooner *Rebecca*, 35 tons, built at New Dungeness and launched in April, 1860. Owned and commanded by Captain McAlmond, and engaged on this coast for several years. When the barque *Nanette* was wrecked on Race rocks, in December, 1860, the

Rebecca assisted with many other small craft in salving the cargo, and also, like others, the master was called upon by the authorities in Victoria to give an explanation of what he had done with a portion of the goods salved by him. Captain McAlmond was enabled, however, unlike others, to give a satisfactory account of his actions. (*Colonist*, 15 and 25 January, 9 February, and 5 March, 1861.) In March, 1861, the *Rebecca* while lying in Victoria harbour was boarded at night by "harbour pirates," and money and goods were stolen from the captain. (*Colonist*, 13 March, 1861.)

The coasting trade at this period and for years afterwards was carried on nearly exclusively by sloops and schooners of the class of the *Rebecca*, the crews of which often experienced on their lonely voyages hair-breadth escapes from Indian attacks, and at other times the attacks were lamentably successful. They often originated from the effect on the Indians of the ardent spirits which some of the coasters traded to them, in spite of all warnings, and many a white man's death can be directly traced to this illicit traffic. Name adopted by Captain Pender (master, R.N.), in the *Beaver*, circa 1864.

See Pike island; Clio bay; Owreckayno lake; Matilda creek; Cowichan bay; Nakwakto rapids; Carolina channel; Alpha passage; Harriet harbour; Alarm cove; Goldstream harbour; Arrow passage; Surprise reef; and McCulloch rock.

Redfern island, Q. C. Sd. After Thomas Redfern, M.D., assistant surgeon, H.M.S. *Scylla*, 16 guns, Captain Frederick A. Herbert. On this station, 1870. Also on this station, surgeon of H.M. gunboat *Rocket*, Lieut. Commander Charles R. Harris, 1874-1879. Redfern island is Captain Vancouver's Alleviation island, from which Mr. Johnstone, master of the *Chatham*, and Mr. Swaine, had a clear and distinct view of the ocean, 10 July, 1792. Named by Staff Commander Pender, 1870.

See Rocket shoal; Johnstone strait; and Cape Swaine.

Redonda island, Desolation sound. Named by Galiano and Valdes, commanding the Spanish exploring vessels *Sutil* and *Mexicana*, 1792, presumably from the shape of the island as shown in their large chart of 1795, where it is named Isla Redonda. When this island was examined, Galiano and Valdes were exploring the coast in company with Vancouver.

See Cordero channel; Turtle island; and Crescent inlet.

Reid island, Trincomali channel. After Captain James Murray Reid, for twenty-eight years in the service of the Hudson's Bay Company. Born 15 October, 1802. Native of the Orkney islands. He came out to this coast, 1852, in command of the

Company's brigantine *Vancouver*, but was not long engaged trading here when she unfortunately ran on Rose spit, Q. C. Ids., in August, 1854, bound from Victoria to Port Simpson. A boat was sent to Port Simpson and the *Beaver* despatched to the scene of the disaster. The Indians claimed the vessel and greatly interfered with the efforts made to float her, wherefore Captain Dodd of the *Beaver*, to prevent the cargo, consisting of rum and other commodities dear to the hearts of the Indians, from falling into their hands and thus spoiling trade, had her drenched with oil and burnt. (See *Colonist*, 6 April, 1861.) After the loss of his vessel, Captain Reid engaged in mercantile pursuits in Victoria, residing there until his death, 24 April, 1868. Named by Captain Richards, H.M.S. *Plumper*, 1859.

See Beaver harbour; Dodd narrows; Rose spit; Macdonald point; Catherine mountain; Adeane point; and Glendale cove.

Resolution cove, Bligh island, Nootka sound. After H.M. exploring ship *Resolution*, in which Cook circumnavigated the globe, 1772-1775, and on his third and last voyage refitted, in company with the *Discovery*, in this cove, 31 March to 26 April, 1778, when he continued his voyage to the northward. (Cook's 3rd Voyage, 4^o, II, pp. 271-286.) The *Resolution*, 462 tons, was built by Fishburn at Whitby in 1770, and was purchased by the Admiralty from Captain W. Hammond, of Hull, in 1771, for £4,151. She was received into the Royal navy under her original name of the *Drake*, and was fitted for her special duties at Deptford. On Christmas day, 1771, her name was changed to the *Resolution*. She was ship-rigged but rated as a sloop in His Majesty's service, and carried 12 six-pounders and 12 swivels. The *Discovery*, 229 tons (Cook states 300), the *Resolution's* consort, was built by Messrs. Langborne at Whitby in 1774, and was purchased by the Admiralty early in 1776 from Mr. W. Herbert, of Scarborough. Lieutenant Burney says that the two ships were splendid company as regards their sailing qualities, but he thinks any advantage there was lay with the *Discovery*. (Kitson, 1907, "Captain James Cook, R.N.," pp. 226 and 347.)

The Indian name of Resolution cove is "Kathni-aktl," meaning "a place of drift wood." (Rev. A. J. Brabant.)

During his stay in this cove Cook made a survey of Nootka sound, which is published in his 3rd Voyage, and the plan was not superseded till Richards' survey of 1862. Named by the Hydrographic office, Admiralty, circa 1849.

See Cape Cook; Gore island; King island; Williamson passage; Bligh island; Vancouver island; Nootka sound; and Brabant island.

Restoration bay, Burke channel. Named by Vancouver, in 1793, from his having celebrated there the 29 of May, Restoration



Henry Richards
Captain

Captain Richards, R.N., 1861.

day. On this day, 29 May, 1660, also his birthday, King Charles II entered London and was restored to the throne of his ancestors. Known in England as "Royal Oak Day," in remembrance of the incident of King Charles hiding in an oak tree, after the battle of Worcester in 1651, and thus escaping from his enemies. Restoration point, Puget sound, U. S. territory, was named by Vancouver for the same reasons, his ship the *Discovery* being anchored under the point when they celebrated the day in 1792.

Richard point, Nanoose harbour. After Richard P. Wallis.

See Wallis point.

Richard rock, Mayne bay, Barkley sound. Named in association with the bay after Richard Charles Mayne, R.N., 2nd lieutenant, H.M. surveying vessel *Plumper*, 1857-1861, and 1st lieutenant, H.M. surveying vessel *Hecate*, 1861, when, on being promoted to commander in August, he returned to England, October, 1861.

See Mayne bay.

Richards island, Plumper bay, Esquimalt. After Lieutenant Fleetwood John Richards, Royal Marines, H.M.S. *Fisgard*, Captain John A. Duntze. On this station, 1843-1847. Captain, 1853. Lieutenant colonel, 1865.

See Esquimalt.

Richards, Admiral Sir George Henry, K.C.B., F.R.S. Son of Captain George Spencer Richards, R.N. Born, 1820. Entered the navy, 1833. After two years' service in the *Rhadamanthus*, was appointed to the *Sulphur*, Captain Beechey, then proceeding on surveying service to the Pacific, and afterwards was constantly employed on surveying duty in all parts of the world. While in the *Sulphur* he took an active share in the Chinese war, 1838-1840, for which he obtained great credit. Employed in the *Philomel* surveying on the southeast coast of America, 1842-1845, being then promoted to commander for gallantry in storming the forts in the river Parana. In 1847-1852 was employed in the *Acheron* surveying the coasts of New Zealand, and in 1852 was appointed to the *Assistance*, under Sir Edward Belcher, which vessel together with the *Resolute*, *North Star*, *Intrepid* and *Pioneer*, sailed for the polar regions in search of Sir John Franklin, and also for the relief of the *Enterprise* and *Investigator*, which vessels had entered the Arctic sea through Bering strait. During this voyage Commander Richards made one of the most extraordinary sledging journeys on record. Promoted to captain on his return, 1854.

Captain Richards, 1856, commissioned the steam sloop *Plumper* for the survey of these waters, arriving at Esquimalt 9 November,

1857. In 1859 the *Plumper* proving too small and defective, the paddle sloop *Hecate* was sent out to replace her, and arrived here 23 December, 1860. The survey of British Columbian waters was continued in the *Hecate* till 1863, when Captain Richards took her home, leaving the survey in charge of Mr. Daniel Pender, R.N., master of the *Hecate*.

In 1864 Captain Richards was appointed Hydrographer, and held this important post till 1874, when he retired. Rear admiral, 1870. Created C.B., 1871. Knighted, 1877. Vice admiral, 1877. K.C.B., 1881. Admiral, 1884. Appointed Fellow of the Royal Society. Died, 1900.

See San Juan island; Belcher mountain; Kellett bluff; Piers island; Pym island; Plumper passage; Hecate channel; and Pender island.

Richardson point, Gardner inlet. **Richardson inlet**, Queen Charlotte islands. After James Richardson, of the Geological Survey of Canada, who was sent to the Pacific coast, in 1872, to make a geological report on the coal measures of Vancouver island. (Geological Survey annual reports, 1872-1873.) In May and June, 1874, Mr. Richardson acted in concert with the Canadian Pacific Railway surveyors in Gardner inlet, proceeding there from Victoria, in the sloop *Triumph*; the same year he reported on the coal measures of Queen Charlotte islands.

Born 29 March, 1810, a native of Perthshire, Scotland, he came to Canada early in life. He was a farmer at Beauharnois, when he first became interested in geology, and his intelligence in regard to that science made such an impression on Sir William Logan that he induced Richardson to join the Geological survey. Sir William in his works makes several allusions to Richardson's services, and Mr. Billings named several fossils, &c., after him. He was one of the first scientific men to make anything like a practical geological survey of northwest Canada, and his reports had undoubtedly a great deal to do with the rapid development of that region. He was cabinet keeper of the survey for some years, and was connected with the Geological Survey of Canada for thirty-six years. Died at Matane, P.Q., 18 November, 1883. Richardson point named by the officers of the Canadian Pacific Railway survey, 1874. Richardson inlet by G. M. Dawson, Geological Survey of Canada, 1878.

See Gardner inlet; Triumph bay; Port Fleming; Smith island; and Logan inlet.

Ridley island, Tuck inlet. After Right Rev. William Ridley, D.D., first Bishop of the diocese of Caledonia, which was separated from the diocese of British Columbia in 1879. Bishop Ridley made Metlakatla the see of the diocese, and during upwards of twenty years resided there. Soon after his arrival, owing to a difference of

opinion between Mr. William Duncan, who had established the mission, and Dr. Ridley, the former retired from Metlakatla, a large number of the Indians accompanying him, to a new home, called New Metlakatla, on Annette island, in Alaska. Bishop Ridley resigned the see in 1902, and was succeeded by Rev. F. H. Du Vernet, D.D., 1905. Named by the Geographic Board of Canada on the suggestion of the writer when the island was surveyed, 1905.

See Duncan island; Tuck inlet; and Fern passage.

Rio Blanca. *See* Fraser river.

Riordan point, Ursula channel. *See* Collins point.

Ripon point, Smith inlet. After the ancient city of Ripon, Yorkshire. This city has been incorporated upwards of one thousand years, the millenary being celebrated with great rejoicings, August, 1886. The first charter was granted by Alfred the Great, 886, the chief magistrate being a "vigilarius," or wakeman, whose duty it was to cause a horn to be blown at nine o'clock every evening; after which if any house was robbed, the sufferer was reimbursed from a fund to which all contributed. The old custom is still in existence, the horn being blown at nine o'clock, in front of the residence of the mayor.

Ripon Grammar School, where the writer was educated, was incorporated 27 June, 1555, by Queen Mary, and has had many notable scholars; amongst them Dr. Porteous, Bishop of London; Dr. Hutton, Archbishop of York; Thomas Balguy, Archdeacon of Winchester, and Admiral Gell of the British navy. This old scholar entered the navy at an early age, was a lieutenant in 1760, captain in 1776, and advanced to the rank of rear admiral, February, 1793. In that year, when in command of a squadron bound to the Mediterranean, his flagship the *St. George*, one of his fleet captured a Spanish treasure ship named the *St. Jago*, bound from the West Indies to Cadiz, which had been taken a few days before by a French privateer named the *General Dumourier*, also captured. The treasure ship was valued at £1,130,000, the fortunate admiral's share of which totalled £100,000. The *St. Jago* is noted in British naval annals as the richest prize ever captured. Many of the ingots of gold in her hold were found to be plated over with silver and marked "Fine pewter," with intent to deceive the Spanish customs authorities when the cargo was landed in Spain, there being a heavy duty on gold and silver. The Spanish government made strong opposition to her capture as a legal prize, that country not being, like France, at war with Great Britain, but the British prize court decided against the Spanish government and awarded the ship and cargo to the captors. This decision caused much dissatisfaction in Spain, and is said to

have been one of the causes of the total change of Spanish policy and of the war with England.

Named by the writer in 1903, and the name adopted by the Geographic Board of Canada.

See Foley mountain; Calder mountain; Thetis island; Horsfall island; and Walbran island.

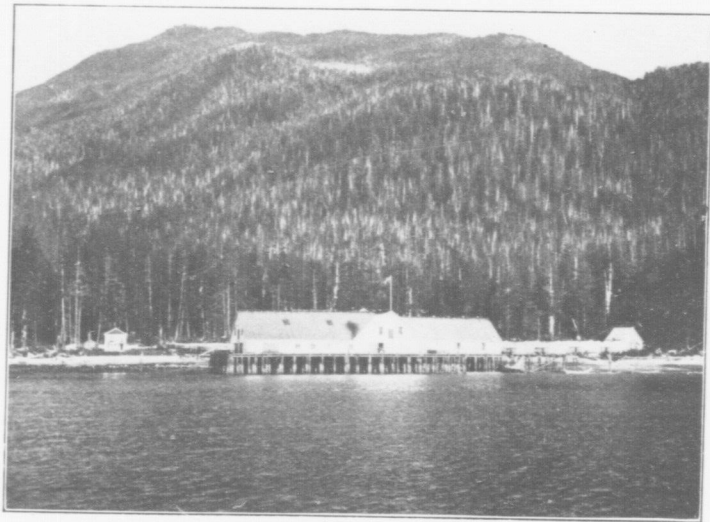
Ritchie point, Kaien island, Prince Rupert. After Joseph Frederick Ritchie, Dominion and Provincial land surveyor. Born at Aylmer, Quebec, 23 May, 1863. Educated for a land surveyor at the private school of Bolton Magrath at Aylmer, a well-known establishment for that study. Arrived on this coast in 1891, and commenced land surveying duties, in which he has since been engaged. Ritchie made a land survey of Kaien island and the adjacent islands in 1904-1905, with a view of a transcontinental railway terminus being established in Tuck inlet, when the northern point of Kaien island was named after him. Residing in Victoria, 1906.

See Tuck inlet; Kaien island; and Prince Rupert.

Rivers inlet. Named Rivers channel by Vancouver, in 1792, after George Pitt, first Baron Rivers of Strathfieldsaye, Hampshire. Born 1722. He married, in 1749, Penelope, heiress of the family of Atkins, baronets, of Clapham in Surrey. Created Baron Rivers of Strathfieldsaye, 20 May, 1776. Died 7 May, 1803. The barony of Strathfieldsaye expired on the death of George, second Baron Rivers, 20 July, 1828, and a second barony of Sudeley Castle, Gloucestershire, granted to Lord Rivers, 1 April, 1802, expired on the death of the sixth baron, 31 March, 1880, when the title became extinct. (Burke's peerage, 1900, p. 1275.) The estate of Strathfieldsaye was purchased by the British nation from the second Lord Rivers, in 1814, for the Duke of Wellington. A descendant of the House of Pitt was a midshipman with Vancouver when this inlet was named. In the Dictionary of National Biography, Vol. XLV, pp. 343, 344, it is said that the subject of this note was a very handsome man, and when young a great favourite with Lady Mary Wortley Montagu. (Walpole's Letters, 1857.) Walpole, who celebrated the charms of Penelope, Lady Rivers, in "The Beauties," never tires of praising the "lovely wife, all loveliness within and without," while he describes Rivers as "her brutal half-mad husband."

The inlet was examined, in August, 1792, by Lieutenant Peter Puget and Mr. Whidbey, while the *Discovery* and *Chatham* were lying at anchor in Safety cove. Rivers inlet, in the season, is a rich salmon fishery, and there are now (1906) nine canneries established here; the earliest, Oweekayno, was erected in 1882, and known as Shotbolt's cannery.

See Grenville channel; Vancouver island; Pitt island; Oweekayno lake; Shotbolt bay; and Wellington mountain.



Wadham Cannery, Rivers Inlet.

[Photo, by W.P.A.]

Robert hills, Broughton island. After Vice Admiral Robert Fanshawe Stopford, eldest son of the Hon. Sir Robert Stopford, G.C.M.G., Admiral of the Red, and grandson of the second Earl of Courtoun. Named, circa 1866.

See Stopford mountain; and Hornby island.

Roberts, point, U. S. territory, state of Washington. A prominent point in the waters of the strait of Georgia, the boundary line between British and United States territory passing through the peninsula about two miles northward of the point.

In 1789 an exploring voyage to this part of the world, then termed the South seas, was contemplated by the British government, and Captain Henry Roberts, R.N., who had served under Cook during his last two voyages and whose attention to the scientific part of his profession had afforded that great navigator opportunities of mentioning him with esteem, was called upon to take charge and to command the proposed expedition. For this purpose a ship then building was bought by the government and named *Discovery*, and, at Commodore Alan Gardner's suggestion, Vancouver was appointed second in command. She was nearly ready when the dispute about Nootka sound caused the organization of the fleet known as "The Spanish Armament;" the *Discovery's* men and officers were distributed in the fleet, and the exploring expedition was necessarily postponed. After the Nootka difficulty was satisfactorily settled, it was judged expedient that an officer should be sent out to Nootka "to receive back in form the territory on which the Spaniards had seized," and also to make an accurate survey of the coast northwards from the 30th degree of north latitude. As the *Discovery* was ready fitted and Roberts absent in the West Indies, Vancouver was selected for the duty, and appointed to the position previously held by Roberts. Vancouver and Roberts had sailed together on Cook's voyage to the South pole in the *Resolution*, Roberts being a midshipman, and on Cook's third and last voyage he was one of the master's mates on the same ship. Roberts was in charge of the pinnace when the fatal attack was made on Cook at Karakakoa bay in February, 1779, and on Cook's calling to the boats to cease firing and to come in, Roberts gallantly brought his boat close to the shore amidst showers of stones and an immense crowd of infuriated natives, but was unable to rescue his commander. (Kippis, "Life of Captain Cook," p. 392.)

Vancouver in his introduction states that Roberts had sailed with him under Captain Clerke in the *Discovery*. Roberts may have been transferred to the *Discovery* during a portion of the voyage, of which there is no official notice, but his name appears in the muster

book of the *Resolution* as one of the master's mates, and he was in that ship at the time of Cook's death.

Point Roberts was named by Vancouver, 12 June, 1792, "after his esteemed friend and predecessor in the *Discovery*." Vancouver examined this part of the coast personally in the *Discovery's* yawl, accompanied by Lieutenant Puget in the launch, while his vessels were lying in Birch bay.

See Cape Cook; Vancouver island; Discovery island; Gore island; Williamson passage; Resolution cove; Gardner inlet; Birch bay; Puget sound; Clerke reefs; Nootka sound; and Meares island.

Robinson island, Blunden harbour, Q. C. Sd. After George Robinson, master, R.N. Detailed for surveying duties on the coast of Newfoundland, 1864-1871. Served in H.M. surveying vessel *Acton* on the coast of China with Mr. William Blakeney, paymaster and surveying officer, H.M. hired surveying vessel *Beaver*. Staff commander, 1873. Engaged at Hydrographic office, Admiralty, 1873-1876. Retired commander, 1880. Named by Captain Pender at suggestion of Mr. Blakeney, 1863.

See Blackney passage.

Robson bight, Johnstone strait. **Robson island**, Quatsino sound. After Lieut. Commander Charles Rufus Robson, H.M. gunboat *Forward*, who died at Victoria, B.C., 5 November, 1861, from the effects of a fall from his horse. The accident occurred on Sunday afternoon, 27 October, while riding in the neighbourhood of Esquimalt. (*Colonist*, 29 October, 6 and 8 November, 1861.) He was succeeded in the command of the *Forward* by the Hon. Horace D. Lascelles, R.N., 1st lieutenant of H.M.S. *Topaze*, then on the station. Lieut. Commander Robson was a native of Yorkshire, and had distinguished himself in the service several times by his gallant conduct. Once he volunteered into the *Dauntless* in the West Indies, when no one else would, owing to her officers and crew suffering severely from yellow fever. Navigated a distressed American brig from Africa to Philadelphia, which had lost her officers from yellow fever, and for this service received the thanks of the United States District Court. In the Russian war, 1854-1855, was at the bombardment of Sveaborg, 1st lieutenant of the *Cruiser*, where his conduct was highly spoken of. On this coast, while in command of the *Forward*, for his prompt action in proceeding, December, 1860, from Nootka sound to the wreck of the American brig *Consort* in San Josef bay, the American residents of Victoria presented him with a handsome address, and sent a memorial to President Buchanan of the United States, recommending a national recognition of his services. (*Colonist*, 14 February, 1861.) Named by Captain Richards, H.M. surveying vessel *Hecate*, circa 1861.

See Florencia island; Forward inlet; and San Josef bay.

Roche harbour, San Juan island, U. S. territory. After Richard Roche, R.N., 3rd lieutenant, H.M.S. *Satellite*, Captain James C. Prevost. On this station, 1857-1860. Roche was also on this station before in 1846, as midshipman on the *Herald*, Captain Kellett; and mate of the Arctic exploring ship *Resolute*, 1852-1854, also under Kellett's command. In the sledge travel of 1853 he was seventy-eight days away from the ship, on various occasions, as auxiliary, and journeyed over 798 miles. Entered the navy, 1845. Lieutenant, 1854. Commander, 1864. Commander of H.M.S. *Hibernia*, stationed at Malta, 1873-1875. Captain, retired, 1879.

When this harbour was surveyed and named by Captain Richards, H.M.S. *Plumper*, in 1858, the ownership of the island was supposed by the Hudson's Bay Company and their settlers to be vested in Great Britain.

See San Juan island; Griffin bay; Dallas mountain; Kellett bluff; Piers island; Pym island; Franklin range; and Bazalgette range.

Rocket shoal, Clam bay. After H.M. gun vessel *Rocket*, 4 guns. On this station, 1874-1879, Lieutenant Commander Charles Reynold Harris, and 1879-1882, Lieutenant Commander Vere Bernard Orlebar.

This vessel was often engaged, during her commission, by the Indian Department to enable the British Columbia Indian commissioner to visit the coast Indians. During the summer of 1877 this vessel shelled the Indian village of Kimsquit and destroyed it, under the impression that the Indians connected with this village had been implicated in the massacre of the survivors of the steamer *George S. Wright*. The charge was never proved, the vessel having completely disappeared. Named by the Hydrographic office at the Admiralty, circa 1880.

Rodd hill; Rodd point; Esquimalt. After John Rashleigh Rodd, R.N., 1st lieutenant, H.M.S. *Fisgard*, Captain John A. Duntze. Entered the navy, 1830. Lieutenant, 1840. Commander, 1851. Captain, 1862. Retired, 1866. Rear admiral, 1877. Vice admiral, 1884. Admiral, 1888. Died, 1892.

See Esquimalt; and Fisgard island.

Roderick island, Finlayson channel. After Roderick Finlayson, chief factor, Hudson's Bay Company, 1859-1872. Named, in association with the adjoining channel, by Captain Pender (master, R.N.), in the *Beaver*, circa 1866.

See Finlayson channel; and Sarah island.

Rodney mountain (7,883 feet), Bute inlet. After George Brydges Rodney, first Baron Rodney of Stoke Rodney, a great

British admiral. Rodney's father, Henry Rodney, served as a captain in Holt's marines, of which regiment his father, Anthony Rodney, was lieutenant-colonel, and when the regiment was disbanded in 1713 settled down at Walton on Thames, where the subject of this note was born, 13 February, 1719. It is said he derived the name of George Brydges from his royal and noble godfathers, King George III and the Duke of Chandos. The story that his father was captain of the King's yacht is unsupported by evidence and is in itself improbable. (See Maunder's Biographical Treasury, p. 706, and National Biography, Vol. XLIX, p. 81.) Entered the navy in 1732 as a volunteer, or King's letter boy, and joined the *Sunderland* of 60 guns. Lieutenant, 1739. In 1742 promoted to captain of the *Plymouth*, 60 guns, and on arrival home his commission was confirmed without passing through the intermediate grade of commander. In 1749 was appointed governor of Newfoundland, and in 1753 returned to England. Rear admiral, 1759. Vice admiral, 1762. Baronet, 1764. In 1768 he was returned to parliament for Northampton; but the contest, which cost him £30,000, ruined his estate. Admiral, 1778. In 1779 he was placed in command of a fleet for the relief of Gibraltar, and on his way there, having left England 29 December, he fell in with a Spanish fleet of eleven vessels under Admiral Don Juan de Langara, and completely defeated it, 16 January, 1780. Night closed in as the action began and through it a fearful storm was raging, but neither darkness nor storm stayed the brilliant rush of the British fleet, and out of the nine Spanish ships engaged, two only escaped. The disproportion between the forces was great, Rodney having twenty-one sail of the line, but the darkness, the storm and the fact that he was near a lee shore with a large convoy in charge, enhanced the merit of Rodney's prompt decision. Gibraltar was relieved. In the West Indies on the 12 April, 1782, he obtained a decisive victory over the French fleet under Admiral de Grasse, capturing five and sinking one of his largest vessels; among the captured ships was the *Ville de Paris*, 110 guns, the flagship of De Grasse, the finest vessel in the French navy. A barony and a pension of £2,000 were bestowed upon him for his services; and on his decease, 23 May, 1792, a monument was voted to his memory, at the national expense, in St. Paul's cathedral.

Rodney's elder son by his second wife, John Rodney, born in 1765, affords a striking example of the abuse of favouritism. In 1779 he was entered in the navy on board the *Sandwich*, his father's ship, and in her was present at the defeat of Don Juan de Langara's fleet off cape St. Vincent; at the relief of Gibraltar; and in the action of 17 April, 1780. On the 30 July, 1780, his father writing to the boy's mother, states:—"John is very well and has been kept con-

stantly at sea to make him master of his profession. He is now 2nd lieutenant of the *Sandwich*, having risen to it by rotation; but still I send him in frigates; he has seen enough of great battles. All he wants is seamanship, which he must learn. When he is a seaman he shall be a captain, but not till then." (Mundy, *Life of Rodney*, Vol. I, p. 357.) By the 14 October, 1780, being then only fifteen, he was able to satisfy his father's requirements, and was promoted to be commander of the *Pocahontas*, and the same day to be captain of the *Fowey*. In compliment to his father these very irregular promotions were confirmed by the Admiralty to their original date on the 22 May, 1782. (Commission and Warrant book.) Captain John Rodney had a varied career at sea, and lost a leg, by an accident, in the service. From August, 1803, to 1832, he was chief secretary to the government of Ceylon. Died as a retired captain, 9 April, 1847. Named by Captain Richards, H.M.S. *Hecate*, 1862.

See Port Graves; Gower point; and North island.

Roger Curtis, cape, Bowen island, Howe sound. After Admiral Sir Roger Curtis, Bart., who, as flag captain to Admiral Lord Howe, H.M.S. *Queen Charlotte*, Captain Sir Andrew Snape Douglas, was in the action of "The Glorious First of June," 1794. Entered the navy in 1762 on board the *Royal Sovereign*. Lieutenant, 1771. Commander, 1776. While serving on the North American station in command of the *Senegal* sloop, 1777, he was posted by Lord Howe to the command of his flagship, in which he returned to England in 1778. Was present at Gibraltar when it was relieved by the grand fleet under Lord Howe, and Curtis being charged with some letters from the governor, General Elliott, went on board the *Victory*, and the attacking fleet preventing his return, he was carried to England, where he was knighted, and at General Elliott's request immediately sent out again to Gibraltar. In 1793 joined the *Queen Charlotte* as captain of the fleet (flag captain), and continued in that capacity so long as Lord Howe's flag was flying. After "The Glorious First" he was sent home with Howe's despatches; and the King on visiting the *Queen Charlotte* at Spithead threw over his neck a massive gold chain, desiring him to keep it in his family as a lasting proof of royal regard and friendship. Rear admiral, 4 July, 1794, and in September created a baronet. Had command of a detached squadron on the coast of Ireland, 1796-1797, and in 1798 joined the fleet off Cadiz under Lord St. Vincent. Vice admiral, February, 1799, and shortly after appointed commander in chief at the Cape. Admiral, 1803. Commander in chief, Portsmouth, 1809. G.C.B., 1815. Died, 1816, aged 70 years. Named by Captain Richards, H.M. surveying-vessel *Plumper*, 1859.

See Howe sound; Queen Charlotte channel; and Bowen island.

Rogers island, Port Kuper, Q. C. Ids. After William Rogers, R.N., clerk, H.M.S. *Thetis*, Captain A. L. Kuper, C.B. On this station, 1851-1853. Assistant paymaster, 1850. Clerk to admiral's secretary, H.M.S. *Victory*, Portsmouth, 1855-1856 (flagship of Vice Admiral Sir George F. Seymour). Named by Captain Kuper, 1852.

See Thetis island; Kuper island; Mitchell harbour; and Seymour narrows.

Romulus rock, Porlier pass. After the German steamer *Romulus*, 1,722 tons register, Captain Wilhelm Berndt, which struck this rock, hitherto unknown, on her passage from Nanaimo to sea, coal laden, at 10 p.m., 30 March, 1893. Beached in Esquimalt harbour the following morning, cargo partly discharged and steamer repaired in graving dock. Named by the writer, who examined and located the rock, July, 1893.

Rose point, Graham island, Q. C. Ids. **Rose harbour**, Moresby island, Q. C. Ids. The former named, in August, 1788, by Captain William Douglas, of the trading brig *Iphigenia*, after George Rose, M.P., political writer and statesman; the intimate friend, faithful follower and supporter of William Pitt. Rose was greatly interested in the development of the trade of Great Britain, and, in 1793, he published "A brief examination into the Increase of Revenues, Commerce and Navigation of Great Britain since the peace of 1783," which work passed through many editions. He held office under Mr. Pitt as president of the Board of Trade and treasurer of the Navy. Captain Dixon refers to Mr. Rose, showing the interest he took in the voyage of the *King George* and *Queen Charlotte* to this coast, in the introduction to the account of the *Queen Charlotte's* voyage, p. x, as follows:—

"So laudable a desire of embarking in this new channel of commerce, naturally engaged the attention of the world in general, and the undertaking was approved of, and encouraged by gentlemen whose names alone were sufficient to bring the voyage into public notice. The Right Hon. Lord Mulgrave, Sir Joseph Banks, and Mr. Rose, honoured us with a visit on board; and with that degree of goodness which ever distinguishes their characters, signified their approbation of the plan, and best wishes for its success."

Mr. Rose was born at Lithnet, near Brechin, Scotland, in 1744, and at an early age entered the navy, and served as a midshipman, 1758-1762, retiring from the service when the peace of Paris was impending. Through the interest of friends he procured employment in the record office at Westminster. Here his talents for business were soon discovered, and he was appointed to superintend the publication of the Domesday book and to complete the journals of

the Lords. From this period his advancement was rapid. M.P. for Launceston, 1784-1788, Lymington, Hampshire, 1788-1790, and at the general election of 1790 he was returned for Christchurch, and held that seat during the remainder of his life. King George paid Rose two visits at his residence of Cuffnells, and during the later visit, June, 1801, His Majesty stayed four days. The portrait of Rose, painted in 1802, is in the National Gallery. Died 13 January, 1818. (Dict. Nat. Biog., XLIX, pp. 226-230.)

Rose point is given on Vancouver's chart of 1798, under the Spanish name of Punta Ymbisibile (sic), a name he doubtless obtained from Caamaño, who gave Vancouver when at Nootka in 1792 a copy of his chart. The point is known to the Haidas as "Nai-kun," meaning "Long nose;" it is a remarkable point, long, low and treacherous, not only from its invisibility but on account of the shallow water that extends from it for some miles. The Hudson's Bay Company's schooner *Vancouver*, Captain Alexander Duncan, built on this coast, was lost here in 1834, and their brigantine *Vancouver*, Captain James M. Reid, in 1854, and many Indians on their canoe voyages have perished in the neighbourhood. The name of Vancouver was evidently an unfortunate one for a Hudson's Bay vessel, as the barque *Vancouver* belonging to the company was lost on the bar of the Columbia in 1848. For an interesting account of the voyages of Captain Douglas in this vicinity in August, 1788, and June, 1789, see Meares' Voyages, 4^o, pp. 330-331 and 364-369.

Rose harbour was named after the subject of this note in 1787, and, apparently, by Mr. James Johnstone, R.N., later one of Vancouver's officers, who, in the *Prince of Wales*, accompanied Colnett, also a naval officer, on a trading voyage to this coast, 1786-1789. Captain Charles Duncan, in the *Princess Royal*, the consort of the *Prince of Wales* in 1786 and 1787, anchored in Luxena bay (Luxana), near Rose harbour, 14 May, 1788, having doubtless anchored in the vicinity the previous year in company with the *Prince of Wales* when Rose harbour would have received its name. (Dixon, "Further Remarks," 1791; also an old chart in Congressional Library, Washington, D.C., per C. F. Newcombe, M.D.)

See Meares island; Dixon entrance; Colnett mountain; Johnstone strait; Duncan rock; Princess Royal island; Cape Edensaw; Queen Charlotte islands; Houston Stewart channel; Reid island; Duncan bay; Camaño island; Estevan point; Gil island; Banks island; and Pitt island.

Rosenfeld rock. Tumbo island, strait of Georgia. After the American ship *John Rosenfeld*, 2,268 tons register, Captain James G. Baker, that ran on this rock in tow of the American tug *Tacoma*, Captain Cameron, while proceeding from Nanaimo to San Francisco, coal laden, 20 February, 1886, and became a total wreck. The

John Rosenfeld, a wooden ship, built at Bath, Maine, 1884, at a cost of \$150,000, was owned by Arthur Sewill & Co., who six years previously had lost the ship *Thrasher* in these waters on Gabriola reef, where the beacon now stands, hence the local name of *Thrasher* rock. The *John Rosenfeld* is stated to have been the finest specimen of marine architecture ever seen in Nanaimo harbour, and left that port on the voyage on which she was lost, with the largest cargo of coal taken up to that date, 3,905 tons. (*Victoria Colonist*, 19 and 23 February, 1886.) The rock has been marked by a buoy since 1891.

Rosedale rock, Race rocks. After the British merchant ship *Rosedale*, Captain Phillips, which ran on this rock, at two a.m., 12 December, 1862, on her voyage from London to Victoria. The ship got off without assistance, but to prevent her from sinking was beached the same morning in Ross bay. Several vessels were afterwards engaged in her relief: the steamers *Thames* and *Otter*, brig *Sheet Anchor*, two schooners, and H.M. gunboat *Grappler*. The *Thames* and the *Sheet Anchor* kept the *Rosedale* afloat when towed off the beach, after her cargo had been discharged, and the *Otter* towed her to Esquimalt, 21 December, 1862. There was a lawsuit afterwards for salvage, when the court awarded the *Thames* £500 for her services. (*Colonist*, 23 May, 1863.) A buoy was placed on this rock in 1900.

See *Grappler* rock; *Otter* anchorage; *Thames* shoal; and Race rocks.

Ross island, Houston Stewart channel, Q. C. Ids. After William Ross, M.D., assistant surgeon, H.M.S. *Virago*, Commander James C. Prevost. On this station, 1852-1855. Surgeon, 1855. Staff surgeon, 1868. Deputy inspector general, Hospitals and Fleets, retired, 1881. Named by Commander J. C. Prevost, 1853.

See Houston Stewart channel.

Rowe stream, Esquimalt harbour. After Thomas Rowe, R.N., paymaster of H.M.S. *Fisgard*, Captain John A. Duntze. On this station, 1843-1847. Named by Lieutenant Commander James Wood, H.M. surveying vessel *Pandora*, 1847.

See Esquimalt.

Royal roads, Victoria. Originally named Royal bay by Captain Kellett, H.M. surveying vessel *Herald*, 1846, doubtless in association with the royal names of Victoria (city) and Albert (head), in close proximity. Sub-lieutenant Manuel Quimper, of the Spanish navy, in his exploring voyage along this coast, in command of the *Princess Royal*, 1790, named the roads, Rada de Valdes y Bazan. Royal roads or Royal bay, both names being given on the chart but the former

generally used, is much frequented by shipping, being a convenient and free rendezvous for vessels seeking freight or waiting orders.

See Albert head; Victoria; Cape Saxe; Quimper peninsula; Herald rock; Esquimalt; and Beacon hill. See also illustration facing Fiskard article.

Rudlin bay, Discovery island. After Captain George Rudlin, one of the best known seamen of late years sailing out of the port of Victoria, having had charge, from 1886 to his death, of the mail and passenger steamers *Yosemite*, *Islander*, and *Charmer*, engaged on the Victoria-Vancouver ferry. Born in Essex, 1836, he commenced his career at sea when twelve years of age in the fishing vessel *Colchester*. Served on the transport *Victoria*, 1854, in the Russian war, and was present in the great gale at Balaklava when many vessels and lives were lost, 14 November, 1854. Arrived on this coast in 1856, and was engaged in various pursuits, chiefly in connection with marine matters. In 1862-1863, Messrs. Jay and Rudlin had a logging establishment on Discovery island, and built at the time in Victoria, the schooner *Discovery*, named after the island, which was launched 8 April, 1836. Rudlin then had charge of her in the coasting trade, later had charge of the well-known schooner *Black Diamond*, chiefly employed in the coal trade between Nanaimo and Victoria. (*Colonist*, 22 April and 7 May, 1863; 29 December, 1868.) Subsequently joined steam, his first vessel in command being the *Emma*, followed among others by the *Grappler* and the historic *Beaver*. Joined the Canadian Pacific Navigation Company in 1883, the year of its formation, and remained with them until the company was purchased in 1901 by the Canadian Pacific Railway Company, in which service he continued until his death, his last command being the *Princess Victoria*. Died in harness, his death occurring suddenly at the city of Vancouver, during one of the short trips of the vessel, 23 September, 1903. (*Colonist*, 24 September, 1903.) Sea Bird point, the eastern extreme, and Commodore point, the western extreme of Rudlin bay, are named after two steamers engaged on this coast in 1858. Named by Captain Pender (master, R.N.), in the *Beaver*, circa 1863.

See Enterprise channel; Beaver harbour; Sea Bird point; and Commodore point.

Rupert, fort. See Fort Rupert.

Ruth islet, Maude island, Nanoose harbour. After Ruth Katinka, eldest daughter of Commander Eustace D. Maude, late R.N. Commander Maude, in 1865, was a midshipman in H.M.S. *Scout*, on this station, and is now a resident of Mayne island, 1906.

Named by Captain John F. Parry, H.M.S. *Egeria*, in association with the name of the island in close proximity to the islet, 1905.

See Maude island.

Ruxton passage, De Courcy group. After Lieutenant William Fitz Herbert Ruxton, H.M.S. *Pylades*, Captain De Courcy. On this station, 1859, 1862. Captain, 1865. Rear admiral, retired, 1882. Vice admiral, 1888. Admiral, retired, 1893. Named by Captain Richards, H.M. surveying ship *Plumper*, circa 1860.

Ryan point, Duncan bay, Metlakatla. After Right Rev. William Vincent Ryan, D.D., first Anglican bishop of the Mauritius. Born in Cork barracks, 18 December, 1816, his father, John Ryan, being an officer in the 82nd Regiment. Within three years he went with his parents to the Mauritius. Educated at Oxford, taking holy orders in 1841. Vice president of the Liverpool Collegiate Institute and curate of Edge Hill, Liverpool, 1847, and in 1850 was appointed principal of the Church of England Metropolitan Training College at Highbury, London, where Mr. William Duncan received his Church Missionary Society training, and hence came the naming of this point in 1862. Nominated bishop of Mauritius in 1854, and resigned in 1867, and after holding various livings in England, died at the rectory at Stanhope, Durham, 11 January, 1888. Bishop Ryan had pronounced evangelical views and had notable powers of organization. Named by Mr. William Duncan, of Metlakatla mission, and adopted by Captain Richards, H.M. surveying vessel *Hecla*, on surveying the harbour of Metlakatla and Duncan bay, 1862.

See Duncan island; Venn passage; and Metlakatla.

Sabine channel, Lasqueti island. Named, in 1861, by Captain Richards, after Major General Edward Sabine, R.A., president of the Royal Society, a well known scientist, engaged for many years in magnetic research, and a noted authority on that most important subject; afterwards he became General Sir Edward Sabine.

Born in Great Britain street, Dublin, 14 October, 1788, he joined the Royal Artillery, as 2nd lieutenant, 22 December, 1803. 1st lieutenant, 1804. On his return from America, in 1816, where he had been engaged in the Niagara campaign, he devoted himself to his favourite studies, astronomy and terrestrial magnetism. F.R.S., 1818. Proceeded to the Arctic regions with Lieutenant Commander Parry in the *Hecla*, as astronomer, 1819-1820, where he was of great service to Parry in tabulating all the scientific data of the expedition. When spending the winter in Winter harbour, Melville island, the sun was ninety-six days below the horizon, and

during this tedious stay Sabine edited a weekly paper entitled *The North Georgia Gazette and Weekly Chronicle*, which ran for twenty-one issues. 2nd captain, 1813. Captain, 1827. Brevet major, 1837. Lieut-colonel, 1841. In 1840, Sabine commenced the series of papers on "Contributions to Terrestrial Magnetism," which spread over thirty-six years. This gigantic work was a survey of the general distribution of magnetism over the globe at that epoch. Illustrated charts were prepared for it in the Hydrographical department of the Admiralty under the supervision of Captain (afterwards Rear Admiral Sir) Frederick Evans, R.N. (See *Philosophical Transactions*, Royal Society.) Colonel, 1851. Major general, 1856. Lieutenant general, 1865. General secretary to the British Association for twenty years. President, 1853. President of the Royal Society, 1861-1871. K.C.B., 1869. D.C.L., LL.D., F.R.G.S. General, 1870. Died 26 June, 1883. Sabine's only surviving nephew on the male side was Admiral Sir Thomas Sabine Pasley, Bart.

See Pasley passage; Pasley island; Malcolm island; Parry bay; and Evans bay.

Safety cove. Calvert island, Fitzhugh sound. Named Port Safety in 1788 by Captain Charles Duncan, of the *Princess Royal*, who stayed here in the summer of that year, after trading for some weeks between Queen Charlotte islands and the continental shore. Vancouver, who adopted the name of Safety cove, was at anchor here with his vessels, 10 to 19 August, 1792, while his boats examined the continental shore line from cape Caution to Menzies point.

See Rivers inlet; and Quascilla bay.

Sailor point. See Macaulay point.

Saint. See St. James; St. John; St. Vincent, after Stevens island article.

Salamanca point, Galiano island. After Lieutenant Secundino Salamanca (teniente de fragata), of the Spanish exploring schooner *Sutil*, Commander Dionisio A. Galiano, engaged in examining the channels between what is now Vancouver island and the mainland, 1792. Named by Captain John F. Parry, H.M.S. *Egeria*, on resurveying Active pass, 1905.

See Sutil point; Galiano island; and Birch bay.

Salmon cove. See Observatory inlet.

Salmon channel, Q. C. Sd. After Captain Nowell Salmon, R.N., V.C. Born 20 February, 1835, son of the Rev. H. Salmon, rector of Swarraton, Hampshire, and educated at Marlborough.

Entered the navy in 1847, and as a midshipman of the *Thetis*, on this station, 1851-1853, made an exploration in 1852 of the interior of Moresby island with Lieutenant John Moresby. Served as mate (sub-lieutenant) in H.M.S. *James Watt*, 91 guns, in the Baltic during the Russian war, 1854-1855, and subsequently as lieutenant in the Shannon Naval Brigade in the Indian mutiny, 1857, where he gained the Victoria Cross. "On 16 November, 1857, at the attack on the Shah Nujjif, during the relief of Lucknow, a very severe fire was poured upon the Naval Brigade by the rebels who were posted behind the gateway. As no sufficiently effective reply could be given from the front, Captain Peel, R.N., V.C., called for volunteers to climb a tree overlooking the gate and fire at the enemy. Lieut. Salmon promptly answered, and, in company with Boatswain Harrison (V.C.), shot so well from the advantageous position that the enemy's defence was considerably weakened, and shortly afterwards the place was captured." (*Gazette*, 24 December, 1858. Wilkins, "History of the Victoria Cross," 1904, p. 140.) Lieutenant, 1856. Commander, 1858. Captain, 1863. C.B., 1875. Rear admiral, 1879. Vice admiral, 1885. K.C.B., 1887. Admiral, 1891. Commanded the fleet at Portsmouth at the Grand Naval Review, 26 June, 1897, held in honour of Queen Victoria's Diamond Jubilee. G.C.B., 1897. Admiral of the Fleet, 1899. Living 1906. Named by Captain Pender (master, R.N.), in the *Beaver*, circa 1866.

See Nowell channel; Buckley point; Burgoyne bay; Thetis island; and Moresby islands.

Saltspring island, east coast, Vancouver island. Named Chuan island on the plan to accompany the "Report of a Canoe Expedition along the east coast of Vancouver Island; by James Douglas, Esq.; Governor, 1854." In a map to accompany Captain W. Colquhoun Grant's "Description of Vancouver Island," 1856, it is named Salt-spring island. This name, given by the officers of the Hudson's Bay Company, because a number of springs of brine (3,446 grains of salt to the imperial gallon) exist on the island, was changed by Captain Richards on surveying the surrounding waters in 1859, to Admiral island. Locally, notwithstanding the surveyor's change, the island has always been known as Saltspring, and consequently this name was re-adopted by the Geographic Board of Canada in 1905. The first settlers arrived on the island in 1859. Regarding the name of Admiral island, Captain Richards when surveying here evidently wished to associate the island with Rear Admiral Baynes, commanding at the time, 1857-1860, the Pacific station, his flagship, staff and officers, &c. He therefore named the highest mountain, Baynes, and the island, Admiral; Ganges harbour after the flagship; Fulford harbour after the captain; Burgoyne bay after the commander;

Southey point after the admiral's secretary; Mount Bruce after the previous commander in chief; and Cape Keppel after a friend of Admiral Baynes.

See Baynes passage; Ganges harbour; Cowichan bay; Fulford harbour; Burgoyne bay; Southey point; Bruce bight; Cape Keppel; and Vesuvius bay.

Samuel island, Plumper sound. After Samuel Campbell, M.D., assistant surgeon, H.M.S. surveying vessel *Plumper*. Named, circa 1859.

See Campbell bay.

San Christoval mountains, Q. C. Ids. Named by Sub-lieutenant Juan Perez, in command of the Spanish corvette *Santiago*, who first saw this lofty snow covered range of mountains on 18 July, 1774, while on a voyage of discovery along this coast from San Blas, Mexico.

See Juan Perez sound; and Dawson harbour.

Sandheads, strait of Georgia. *See* Anvil island; and Sturgeon bank.

Sangster island, strait of Georgia. After Captain James Sangster, of the Hudson's Bay Company's service. Native of Port Glasgow. His name first appears on the books of the company, naval department, Columbia district, as seaman, 1832. Commanded the brig *Llama* in 1837, and the brigantine *Cadboro*, 1848-1854. Subsequently pilot, harbour master, collector of customs, and post-master for Victoria. Died suddenly at his home near the lagoon, Esquimalt, 1858. Named by the officers of the Hudson's Bay Company, circa 1850, and adopted on the Admiralty charts, by Captain Richards, H.M.S. *Plumper*, 1860.

See Lama passage; Cadboro bay; Port McNeill; and Griffin bay.

Sangster point, Port Kuper, Q. C. Ids. After Lieutenant James Sangster, Royal marines, H.M.S. *Thetis*, on this station, 1851-1853. Named by Captain Kuper, C.B., in 1852.

See Port Kuper; and Thetis island.

San Josef bay (Kah-china), Vancouver island. Shown under this name on Eliza's chart of 1791, the name on the early British charts of the fur traders, 1786-1790, having been St. Patrick's bay, given by Captain Hanna in the *Sea Otter* in 1786. A plan of the bay, under the name of St. Patrick, is given in Meares' Voyages, 4°, p. 326. *See* also Dixon, "Further Remarks on Meares," 4°, p. 13, where he severely criticizes Meares for placing this plan in this portion of his book, the text having no connection with it.

In this bay the American brig *Consort*, Captain McLellan, from

Honolulu to Port Madison, was driven on shore in a gale, 15 November, 1860, having anchored here for safety in a dismantled condition. Passengers and crew, twenty-two in all, reached the shore, and were rescued, after undergoing many hardships, the 18 December following, by the gunboat *Forward* when on her cruise to attempt the saving of the *Florescia*. (*Colonist*, 11 and 16 January, 1861.) On this cruise the *Forward* was so long absent with these rescued people on board that grave fears were entertained in Victoria for her safety, but she ultimately returned after having gone round the north end of Vancouver island owing to the tempestuous weather on the west coast. An address was presented to Lieut. Commander Robson of the *Forward* by the American residents of Victoria for his humanity and kindness to the unfortunate crew and passengers of the *Consort*, among the latter being the chief mate's wife and child. (*Colonist*, 14 February, 1861.)

See Florescia island; Robson bight; Forward inlet; Hanna rocks; Sea Otter cove; Port Eliza; Meares island; and Dixon entrance.

San Josef mountain (4,200 feet), Frederick arm. After the line-of-battle ship *San Josef*, 112 guns, 2,457 tons, captured from the Spaniards by Commodore Nelson, afterwards Lord Nelson, at the battle of St. Vincent, 14 February, 1797, at the same time as the line-of-battle ship *San Nicolas*, 84 guns, Nelson boarding the *San Josef* from the latter. Brenton in his *Naval History*, Vol. I, p. 35, states:—"The *San Josef* was long admired in the British navy, uniting all the superior qualities of a ship of the line with the sailing of the fastest frigate; her lower deck ports were higher with all her sea-stores in than was ever known in any other ship of the line; and she could carry her guns run-out when few British ships would have ventured to open a port; she stowed 600 tons of water, and we had nothing that could be compared to her as a ship of war."

At the battle of St. Vincent the *San Josef* carried the flag of Don Francisco Xavier Winthuysen, chef d'escadre (Rear admiral), who was below, dying of his wounds, when Nelson boarded her. Eliza, in 1791, named Departure bay and Nanaimo harbour after this Spanish naval officer, Bocas de Winthuysen.

Built in 1783. Nelson's flagship, 1801. Many years guardship at Plymouth, and was broken up in Devonport dockyard, 1849. The *San Josef's* bell until quite recently was in use at the main gate of the dockyard for calling the workmen. Named by Captain Pender (master, R.N.), *Beaver*, circa 1864.

See Captain island; Fearney point; Jervis inlet; Port Eliza; Nanaimo; and Departure bay.

San Juan island, Haro strait, state of Washington, U.S.A. Named in 1791 by Lieutenant Commander Eliza, and appearing

for the first time in his chart of that year as the island and archipelago of that name. Also, in June, 1841, called by Captain Charles Wilkes, U.S.N., in his survey, Rodger's island, and occasionally, by others, as early as 1859, Bellevue island, and so referred to by some American writers during the boundary dispute. (See San Juan island, by Alfred Waddington, *Colonist*, 3 August, 1859.) Though San Juan has been United States territory since the award of the German Emperor, 21 October, 1872, yet it was so long regarded as British soil and played such a prominent part in the diplomatic history of the British Pacific coast that it cannot be ignored in this book. The treaty, defining the boundary between the United States and British North America, was signed in June, 1846, but the line was described so loosely from the centre of the then named gulf of Georgia to the strait of Juan de Fuca, owing to the lack of correct information regarding the dividing channel, that when the line came to be practically defined, some years afterwards, a serious dispute as to the channel intended by the treaty was the result. Captain Richards, R.N., H.M.S. *Plumper*, who had been sent out to survey this coast, was also to assist the Boundary Commission, and for this purpose had been appointed Second British Commissioner. He began his work of examining the channels of Eliza's archipelago of San Juan, by landing a surveying party on San Juan island in charge of Lieut. Richard C. Mayne, 10 February, 1858, and the earlier names on the island are called after British naval officers on the station, and officials of the Hudson's Bay Company. (Mayne, "Four Years in British Columbia and Vancouver Island," 1862, pp. 10, 11, 26, 37.) The great strategic importance of San Juan island was strongly urged upon the home authorities by Captain James C. Prevost, R.N., in his official communications printed in the Boundary papers (confidential), and Mayne points it out, pp. 41-42 (*supra*), as does also Viscount Milton in his very full "History of the San Juan Water Boundary Question," 1869, pp. 8-13, 17, 29, to which reference should be made for further information as well as to the state papers of both governments. San Juan island, after the arbitration award, was evacuated by the British marines under Captain Bazalgette, 25 November, 1872. (*Colonist*, 26, 27 November, 1872.)

See Griffin bay; Dallas mountain; Port Eliza; Swanson bay; Waddington harbour; Alden bank; Mayne island; Bazalgette range; Roche harbour; Prevost island; Plumper passage; and Richards, Admiral Sir George H.

Sansum narrows, Saltspring island. **Sansum island**, Mitchell harbour, Q. C. Ids. After Arthur Sansum, R.N., 1st lieutenant of H.M.S. *Thetis*, Captain A. L. Kuper, C.B. On this station, 1851-1853. Lieutenant Sansum died suddenly, during the commission, of

apoplexy, at Guaymas, gulf of California, 12 April, 1853, and was buried there. Named by Captain Richards, H.M.S. *Plumper*, 1858.

See Thetis island; Gallows point; and Mitchell harbour.

Sapperton, New Westminster. On the arrival on this coast of the larger portion of a detachment of the Royal Engineers from England by the *Thames City*, Captain Glover, 12 April, 1859, they were landed at Esquimalt, proceeding from there to the Fraser by the steamer *Eliza Anderson*; here they were met by two small detachments who had previously arrived, via Panama, and who had partially cleared an encampment about a mile above the site of the proposed capital of the new colony of British Columbia, which encampment was always known afterwards as "The Camp." The village established later a little farther north than The Camp was named Sapperton by Lieut. Colonel Moody, because many of the men, sappers and miners, Royal Engineers, purchased land here and erected homes. This village is now an important suburb of the city of New Westminster and is still known as Sapperton. The larger portion of the Royal Engineers came out under the command of Captain H. R. Luard, sailing from Gravesend, 10 October, 1858, and to while away the monotony of the long voyage round cape Horn a weekly paper was established during the passage, named *The Emigrant Soldier's Gazette and Cape Horn Chronicle*. The original copy, in manuscript, of this enterprising and unique newspaper is now to be seen in the Provincial library, Victoria, to which it was presented by the relatives of the late George Thomson a few years ago. One of the many industries established by the Royal Engineers whilst stationed in British Columbia was a mint at New Westminster under the superintendence of Captain Gossett, R.E., colonial treasurer, but, owing to the action of the Home authorities, the coining of money was discontinued after four twenty-dollar and six ten-dollar gold pieces had been struck off. These rare coins have a large crown stamped on one side and their value with the date, 1862, on the reverse. (For historical and interesting account of the Royal Engineers in British Columbia, see "Reminiscent Veterans," by Lieut. Colonel R. Wolfenden, I.S.O.; *Colonist*, 24 November, 1900.)

See Fraser river; New Westminster; and Port Moody.

Sarah island, Finlayson channel. **Sarah point**, Finlayson island. After Sarah, wife of Roderick Finlayson, chief factor, Hudson's Bay Company, and second daughter of John Wark, chief factor, Hudson's Bay Company. Died at Victoria, 26 January, 1906. Named by Captain Pender (nav. lieut., R.N.), *Beaver*, 1867.

See Finlayson channel; Jane island; and Port Simpson.

Sarah point, near Malaspina inlet. Named by Vancouver in June, 1792, after his elder sister Sarah, and also doubtless in remembrance of his grandmother Sarah, the latter being long known in King's Lynn as Dame Vancouver. The southeast point of Cortes island, now named Turn point, and directly opposite to Sarah point, was named by Vancouver after his sister Mary. The sisters were born in King's Lynn and were registered in 1752 and 1753 at the parish church of St. Margaret's as daughters of John Gasper (spelt in some documents 'Gaspar') Vancouver and Bridget his wife.

See Vancouver island.

Saranac island, Clayoquot sound. After U.S.S. *Saranac*, paddle, 1,484 tons, 13 guns, Captain G. H. Scott. This war steamer when under the command of Captain W. W. Queen and bound to Alaska was lost in Seymour narrows, 15 June, 1875, by striking heavily on Ripple rock in the middle of the channel. She struck with such force as to throw everybody down, and went so far over on her side that there was great fear of her capsizing. The vessel filled so rapidly that she was immediately headed for the Vancouver island shore, being the nearest, to which she was made fast with a hawser and the anchors let go. All hands left the vessel, and barely had the last man got on shore when the hawser parted and she foundered in 53 fathoms. Lieutenant Stewart and Pilot George went to Victoria by boat for assistance, and H.M. gun vessel *Mrymidon*, Commander the Hon. Richard Hare, and the Hudson's Bay Company's steamer *Otter* were despatched to the scene of the disaster, and brought the shipwrecked crew to Victoria. (Personal reminiscence to writer from Pilot George, and *Victoria Colonist*, 22 and 24 June, 1875.) "Saranac" is the Indian name of a place in the United States, and means "the river that flows under rock." Named by Captain Richards, H.M.S. *Hecate*, circa 1862.

See Seymour narrows; and George passage.

Sargeaunt passage, Viscount island, Knight inlet. After Frederic Antony Sargeaunt, R.N., 1st lieutenant of H.M.S. *Charybdis*, 18 guns, Captain Algernon McL. Lyons. On this station, 1868-1871. The *Charybdis* had previously been on this station in 1862. Born 1840. Entered the navy, 1854. Lieutenant, 1861. Commander, 1871. Stationed at Folkstone, Coast Guard service, 1873. Commander of *Clyde*, drill ship, R.N.R., stationed at Aberdeen, 1883. Retired, captain, 1886. Died, 1898.

On 20 October, 1869, a party of sixteen sailors belonging to the *Charybdis*, then lying in Esquimalt, were sent round to Victoria in charge of a midshipman, for some coke. On their way back, when outside Victoria harbour, twelve of the seamen mutinied, and over-

powering the midshipman and engineer officer and the other four seamen, bound them, and rowed the launch to Port Dungeness, where they deserted. The officers and the four faithful seamen arrived at Esquimalt the following evening with the launch. (*Colonist*, 22 October, 1869.) Named by Captain Pender (nav. lieutenant, R.N.), in the *Beaver*, 1868.

See Von Donop creek.

Satellite pass, Barkley sound. **Satellite channel**, Saltspring island. **Satellite reef**, Nanaimo harbour. After H.M. screw corvette *Satellite*, 21 guns, 1,462 tons, 400 h.p., built at Devonport, 1855-1856. On this station, 1857-1860, Captain James C. Prevost. In June, 1860, while entering the harbour of Nanaimo, the *Satellite* grounded on an unnamed reef owing to the buoy marking it being out of position. (*Colonist*, 23 June, 1860.) On the resurvey of the harbour by Captain Richards in 1862, the reef was given her name. A long and interesting account of the *Satellite's* commission, from the date of her leaving England, 23 December, 1856, to her arrival in Plymouth sound, 13 January, 1861, is given in the *Victoria Colonist*, 26 March, 1861, taken from the *Plymouth Gazette*, 19 January. The *Satellite* was also on this station in 1869, 17 guns, Captain William Henry Edye; and she again appears, a new corvette of 8 guns, 1883-1886, Captain Charles Barstow Theobald, and again, 1894-1897, Commander Albert Clinton Allen. Satellite channel named by Captain Richards, H.M.S. *Plumper*, 1859, and also Satellite pass, 1861.

See Nanaimo; Prevost island; Edye passage; and Duncan island.

Saturna island, strait of Georgia. Named, in 1791, after the Spanish naval schooner *Saturnina*, alias *Horcacitas*, 7 guns, commanded by José Maria Narvaez, which vessel in company with the *San Carlos*, 16 guns, Lieut. Commander Eliza, who was in charge of the expedition, left Nootka sound, 5 May, 1791, to explore the channels to the northeastward of the strait of Juan de Fuca. Passing through Haro strait, named by Quimper the preceding year, the large opening, now known as the strait of Georgia, was discovered, and named Canal Nostra Senora del Rosario la Marinera, the exploration being carried on as far as Cape Lazo. During the cruise, Eliza left a portion of the exploration to Narvaez in the *Saturnina*, scurvy having attacked the crew of the *San Carlos*. (Galiano's *Viage*, Madrid, 1802, p. 2.) The expedition returned to Nootka in August. Galiano, when anchored with the *Sutil* and *Mexicana* in the Port of Cordova (Esquimalt), in 1792, makes the following reference to the *Saturnina* in his journal:—

"It was in this port that the schooner *Saturnina* had to fire upon the canoes of the inhabitants to defend the launch of the *San Carlos* which came in her company and of which they obstinately endeavoured to gain possession." (Viage, p. 43. Translation, North America Boundary Dispute, No. 3 (1873), p. 25.)

An atrocious murder was committed on two white people camping on Saturna island, in 1862, by some Lamalchi Indians, as detailed under Lamalchi bay. A lighthouse was established on the east point of the island in 1888.

See Port Eliza; Narvaez bay; Haro strait; Quimper peninsula; Strait of Georgia; Birch bay; Burrard inlet; Galiano island; Nootka sound; Lamalchi bay; Cape Lazo; and Esquimalt.

Saumarez bluff, Jervis inlet. After Admiral James, Lord De Saumarez, who as Captain Sir James De Saumarez of H.M.S. *Orion*, 74 guns, sailed with Sir John Jervis to the Mediterranean, and shared in the victory off Cape St. Vincent in 1797; and, going again to the Mediterranean, was second in command to Rear Admiral Nelson in the victory of the Nile, and was another of the "Band of Brothers" mentioned by Nelson in his letter to Earl Howe. He was born on the island of Guernsey, 1757, and was descended from a French family. Entered the navy, 1767, but for the first two years and a half remained at school. Lieutenant, 1776. Commander, 1781, and in February, 1782, was posted by Sir Samuel Hood, in the West Indies, to the *Russell*, 74 guns, and had a distinguished share in Rodney's action of the 12 of April, where he was hotly engaged with the *Ville de Paris*. When the war broke out in the beginning of 1793 he was appointed to the *Crescent*, 36 guns, and he manned her principally with Guernsey men, and others from Devonshire. Sailing from Portsmouth in October with despatches for the Channel islands, information reached him that a French frigate was in the habit of coming out of Cherbourg every night and picking up British merchant vessels. He stood over to Cape Barfleur, and found her, as reported, on the morning of the 20th trying to get back into Cherbourg against a southerly wind. The *Crescent* immediately attacked, and the result was not long in doubt. After a two hours' engagement the French ship, which had lost 120 men killed and wounded, while the *Crescent* had not one man hurt, surrendered and was taken to Spithead. She was the *Reunion*, 36 guns and 320 men. For this action Saumarez was knighted, and presented by the merchants of London with a handsome piece of plate. During the following year while cruising near Guernsey in company with the *Druid*, 36 guns, and *Eurydice*, 20 guns, he fell in with a squadron of five French vessels, two of them being cut down 74-gun ships each carrying 54 heavy guns. This disproportion of force compelled

Saumarez to retreat towards Guernsey, which he did under easy sail to allow the *Eurydice*, which was a poor sailing vessel, to keep up. The enemy approaching, the *Druid* and *Eurydice* were ordered to push on under all sail, while the *Crescent* drew off the pursuit by standing in shore where it appeared her capture was certain. The French followed her and thought they had the frigate, but Saumarez escaped by his local knowledge and the skill of his Guernsey pilot who took the ship through among the rocks in a way not before known. While passing through the narrowest part of the channel, Saumarez asked the pilot if he was sure of his marks, "Quite sure," was the answer, "there is your house and there is mine." Seen from the shore, Saumarez's daring conduct was watched by an excited crowd with great admiration and enthusiasm, and the governor, calling attention to it in a general order, gave out the parole of the day, "Saumarez," and the countersign, "Crescent."

On his return to England after the battle of the Nile, in which his ship, the *Orion*, had 13 killed and 29 wounded, Sir James received the honour of a C.B., and was appointed colonel of marines. For each of the actions of St. Vincent and the Nile he received a gold medal, and from the city of London, for the last, a piece of plate, value £200. In 1801 he was promoted to Rear Admiral of the Blue, created a baronet, and appointed to the command of the squadron off Cadiz. On the 6 July he made a daring, but unsuccessful attack on a superior force in the bay of Algeciras, and while at Gibraltar refitting, the Spanish fleet, having been reinforced by several French vessels, sailed westward. With unparalleled expedition he immediately followed, and through the gallant conduct of Captain Keats of the *Superb* the allied fleet were brought to action, which ended in two of the Spanish three-deckers being blown up, and a French 74 gunship captured. The darkness of the night gave the remainder an opportunity of escaping into Cadiz, but they were so crippled that they never again, during the war, left that port. For this brave action Sir James received the honour of K.B., a pension of £1,200, and the thanks of both houses of parliament, moved in the House of Lords by St. Vincent and seconded by Nelson, who after speaking of the reverse at Algeciras said:—"The promptness with which he refitted, the spirit with which he attacked a superior force after his recent disaster, and the masterly conduct of the action, I do not think were ever surpassed." Vice admiral, 1807. Admiral, 1814. Commander in chief at Plymouth, 1824-1827. On the 15 September, 1831, upon the coronation of William IV, he was raised to the peerage as Baron De Saumarez of Saumarez in Guernsey, and in 1832 was made general of marines, an office which was abolished at his death. Died 9 October, 1836, and was buried in the churchyard of Catel parish,

Guernsey. His widow died in 1849. An obelisk, nearly ninety feet high, was erected to his memory on De Lancy hill, Guernsey. (Dict. Nat. Biog., L, pp. 314-317; Annual Register, 1836, LXXVIII, p. 215.)

Named by Captain Richards, H.M. surveying vessel *Plumper*, circa 1859.

See Keats island; Superb mountain; Ball Point; Nelson island; Jervis inlet; Rodney mountain; and Port Graves.

Savary island, strait of Georgia. Named by Vancouver, in June, 1792, as the *Discovery* and *Chatham*, accompanied by the Spanish vessels *Sutil* and *Mexicana*, were passing westward along the continental shore. The little fleet had a pleasant easterly wind, and Vancouver had the two commanders, Galiano and Valdes, to dinner, when the latter, who could understand the Indian language, told Vancouver, the Indians said that the channel the vessels were in communicated to the westward with the ocean, but knowing the Indian character he did not attach much credence to the report.

See Birch bay; Cordero channel; Galiano island; and Valdes island.

Saxe, cape, Royal roads, Victoria. Named in association with Coburg peninsula and Gotha point on the western shore at the entrance to Esquimalt harbour, by Lieut. Commander James Wood, H.M. surveying vessel *Pandora*, 1847, after H.R.H. Prince Albert of Saxe-Coburg and Gotha, husband of H.M. Queen Victoria.

See Albert head; Royal roads; and Victoria.

Scarlett point, Balaklava island. After Sir James Yorke Scarlett, general in the British army. Leader of the Heavy Cavalry charge at Balaklava. Born 1799. Died 6 December, 1871. In 1840 Major Scarlett was placed in command of the 5th Dragoon Guards, where he remained for nearly fourteen years, thus permanently identifying his name with this regiment. He was on the point of retiring from the army in 1853, when the mutterings of war with Russia were audible, and the next year he left England for the East in command of the Heavy Brigade. Landed in the Crimea in September. On the 25 October following, a force of 25,000 Russians, under General Liprandi, attacked and captured some of the earthworks which protected the rear of the investing armies in front of Sebastopol, and then pushing rapidly forward in the early morning haze began to threaten the British camp at Balaklava. At the first semblance of attack Scarlett had his brigade under arms, and received orders from Lord Raglan to move from the lines in rear of the British army to Kadikoi, an important tactical point. While marching thither Scarlett suddenly came upon a body of the enemy's cavalry numbering about 2,000 men. Both parties were astounded

at the rencontre. The Russians halted first, but perceiving their opportunity advanced at a rapid trot with the apparent intention of charging Scarlett's flank. The imminence and magnitude of his peril were met by an astonishing audacity. Scarlett instantly gave the order to the three squadrons nearest to him, Inniskilling and Scots Greys, "Left wheel into line, Charge!" and at the head of this puny force of barely 300 men drove straight up-hill at the enemy, whose speed had gradually slackened to a slow trot, a walk and finally to a halt. The next moment the 300 Britishers had bounded into the middle of the enemy. "The issue," as Lord Raglan said in his despatch, "was never for one moment doubtful." The British charge was supported by Scarlett's remaining squadrons, 400 men, and then the unwieldy column of Russian cavalry heaved, swayed to and fro, and finally broke up. Scarlett escaped without any serious wound, though he received many an ill-directed blow and many a slight sword cut, and was black and blue the next morning with bruises. The top of his massive brass helmet, however, had been stove in with a powerful blow. The subsequent incidents of the day included the fatal and desperate charge of the Light Brigade. (*See Cardigan rocks.*) (*Dict. Nat. Biog., Vol. I, p. 402.*) A lighthouse was established on Scarlett point in 1905. Named by Captain Richards, R.N., Hydrographer, Admiralty, 1864.

See Balaklava island; Cardigan rocks; Raglan point; and Nolan point.

Scotch Fir point, north point of entrance to Jervis inlet. Named by Vancouver as producing the first Scotch firs they had yet seen, 20 June, 1792. To this point the continental shore had now been traced by Vancouver personally from Birch bay, with his yawl and launch, while the vessels were at anchor there. He returned from here to bring his vessels along, and in doing so met with the Spaniards at anchor near the point which Vancouver a week before had named point Grey.

See Birch bay.

Scott, cape, Vancouver island. Named, in 1786, by Captain Lowrie and Captain Guise, of the *Captain Cook*, snow, 300 tons, and the *Experiment*, snow, 100 tons, after David Scott, merchant of Bombay, who assisted in fitting out this trading expedition from that port. The supercargo of the expedition, who had much authority on board both vessels, was named Strange. The expedition proceeded to Nootka and was the second one to arrive there, a large number of sea otter skins being obtained. The surgeon's mate of the *Captain Cook*, named Mackay, was left at Friendly cove by his own request, and remained with the natives for about twelve months, during which time they treated him well, and, certainly, as the sequel proved, as

one of themselves. (Meares' Voyages, 4^o, p. 132.) He was taken away the following year, 1787, by Captain C. W. Barkley, of the *Imperial Eagle*. The incident of his first visit to this ship is described in Mrs. Barkley's diary in an amusing manner, his dress and appearance being the same as a native, which the lady says "was disgusting"; the surprise when he introduced himself as Dr. John Mackay to Captain and Mrs. Barkley being great indeed. However, through Mackay's influence with the Indians, Captain Barkley was enabled to speedily obtain a large quantity of sea otter skins. From Nootka the *Captain Cook* and *Experiment* proceeded to the northward.

See Barkley sound; Hanna rocks; Nootka sound; Friendly cove; and Queen Charlotte sound.

Scott islands, Vancouver island. These islands have had several names; Captain Hanna in the *Sea Otter*, 1786, named the group, Lance's islands, at the same time naming the easternmost one, Cox island. Captain Dixon in the *Queen Charlotte*, 1787, named them Beresford's islands, after his clerk and supercargo, William Beresford. (Dixon's chart, published 1788.) Meares adopts Hanna's name, calling the group Lancie's (sic) islands. (Meares' chart, published 1790.) In Commander Galiano's large Spanish chart of 1795, the group is named impartially, the eastern portion being designated Lanz islands and the western, Beresford islands, viz., Islas de Lanz and Islas de Beresford. The present name of Lanz island is derived from the Spanish name of the eastern group. On Vancouver's chart, published in 1798, they are named Scott's islands, from their situation off cape Scott.

See Cape Scott; Cox island; Triangle island; Hanna rocks; Dixon entrance; Meares island; and Galiano island.

Scott point, Ganges harbour, Saltspring island. After William Ernest Scott, member of the Provincial Board of Horticulture and justice of the peace, residing at Fruit Vale near this point, and the owner of the land of which the point now bearing his name forms a portion. Native of Bradford, Yorkshire, which place he left for New Zealand in 1883, stayed there five years, and then tried the West Indies, finally arriving on this coast and settled on Saltspring island, 1891. Fruit Vale is a British Columbia ranch of seven hundred acres, situated in a lovely climate, and devoted to fruit growing and dairying, the orchard consisting of 1,200 to 1,300 fruit bearing trees. Named by Captain John F. Parry, H.M.S. *Egeria*, on resurveying Ganges harbour, 1905.

See Welbury point.

Scrogg rocks, Esquimalt. After Edward Scroggs, R.N., mate, H.M. surveying vessel *Herald*, Captain Henry Kellett. On this sta-

tion, 1846. Lieutenant, 1 May, 1847. An ancestor of this young officer was Giles Scroggs, R.N., master of the *Vanguard*, Nelson's flagship at the battle of the Nile, who is reported to have suggested to Nelson the idea of anchoring at the stern to attack the French fleet at anchor in Aboukir bay, Scroggs being a North Country sailor and having seen the utility of this manœuvre in Sunderland harbour and other places where vessels had no room to swing. (Communicated to the writer by Captain J. D. Curtis, R.N., whose father, also a naval officer, had subsequently with him the seaman who was at the wheel of the *Vanguard* when the fleet were standing into Aboukir bay, and who heard the conversation on the subject of anchoring between Nelson and Scroggs. This old quartermaster had been round the world with Cook in the *Resolution*.) Named in 1846.

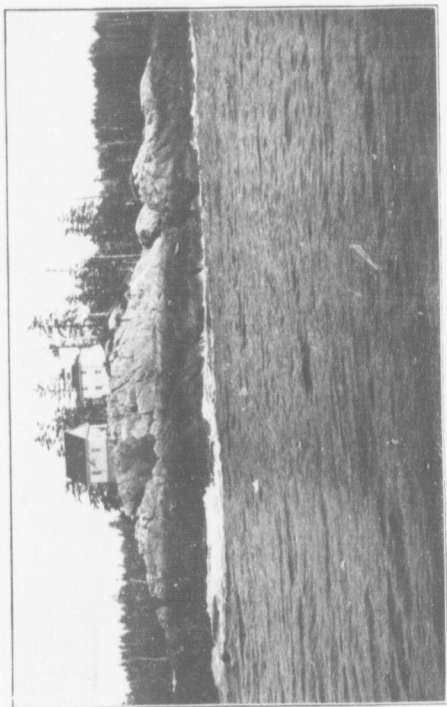
See Herald rock; Kellett bluff; Nelson island; and Vanguard bay.

Sea Bird point, Discovery island. After the American paddle steamer *Sea Bird*, 450 tons register, Captain Connor. This vessel arrived at Port Townsend from San Francisco, 18 March, 1858, and was the first steamer to go up the Fraser river as far as Murderer's bar; she unfortunately grounded on a bar on one of her trips and was not floated for four months. On getting off and proceeding on another trip to the Fraser she caught fire, 7 September, 1858, soon after leaving Victoria, and, to save life, was run aground in the vicinity of the point named after her, where the vessel was totally consumed.

A lighthouse was erected on this point in 1886 and placed in operation 10 April; supplemented by a steam fog signal, 1 July, 1890.

See Commodore point.

Seaforth channel. After Francis Humberston Mackenzie, Baron Seaforth and Mackenzie, lieutenant general in the army. Born 1754, and died 1815. At the time of the Nootka sound difficulty (Spanish Armament) he offered to raise a Highland regiment for service against Spain, as he had previously done in 1787 for service in India, but the difficulty being settled the offer was declined. In 1793 he raised another regiment known as the Ross-shire Buffs, now known as the Seaforth Highlanders. In 1797 created Baron Seaforth and Baron Mackenzie of Kintail in the peerage of Great Britain, both titles becoming extinct at his death. At twelve years of age a violent attack of scarlet fever permanently destroyed his hearing and for a time deprived him of speech; he nevertheless grew up distinguished by his extensive attainments and great intellectual activity. The closing years of Lord Seaforth's life were darkened by calamities and personal suffering; three of his sons died unmarried and the fourth, a



9462—p. 448

[Photos by J. A. H. Chapman,
Ivory Island lightstation on Surf point, Seaforth channel.

fine promising young man, M.P. for Ross, died, likewise unmarried, 25 October, 1814. Seaforth himself died, heartbroken and paralyzed in mind and body, near Edinburgh, 11 January, 1815. His estates passed to his eldest daughter, Mary, who married Admiral Sir Samuel Hood, Bart., in 1834.

The history of the last Seaforth was believed to fulfil a prophecy that in the days of a deaf and dumb "Caber Feidh" the "gift land" of the house should be sold, which actually occurred some years before his death, and the male line of Seaforth came to an end. The prophecy, dating from the time of Charles II, was said to have been uttered by one Coinneach Odher, a famous Brahan seer, who was reported to have been put to a cruel death by the Lady Seaforth of the time.

Named by the officers of the Hudson's Bay Company, circa 1840.

See Mary island, Seaforth channel; Vancouver island; and Domett point.

Sea Otter cove, San Josef bay, Vancouver island. Named by Captain James Hanna, in 1786, after his vessel the *Sea Otter*, snow, 120 tons, who at the same time named the bay St. Patrick's bay, which name the Spaniards, in 1791, changed to San Josef bay. A plan of the bay and cove made by Captain Hanna is given in Meares' Voyages, 4°, p. 326. (See also Dixon, "Further Remarks on Meares," 4°, p. 13.)

Captain Cook having pointed out Nootka (King George's sound) as the most eligible spot where a valuable cargo of furs might be collected, the first vessel which engaged in this new employ sailed for that place. Hanna commanded her. She was a small brig of 60 tons (name not given), and had a crew of 30 men. The vessel left the Typa in April, 1785, and arrived at Nootka the August following. Soon after her arrival, the Indians, taking advantage of the smallness of the vessel, attempted to capture her in open day, but the attack failed and many natives were killed. After this defeat the Indians traded quietly and peaceably, and Hanna was successful in procuring 560 sea otter skins in about five weeks. He left the coast in September and arrived at Macao in December of the same year, the furs being sold at Canton, 21 March, 1786, for \$20,600. Thus encouraged, a second voyage was undertaken, and Hanna sailed from Macao in May, 1786, in the *Sea Otter*, the subject of this note, with a crew of 30 men, arriving again at Nootka in August, but in the meanwhile other vessels had been there (the *Captain Cook* and the *Experiment* in June, 1786), and about 50 sea otter skins were all he could obtain here. After staying about a fortnight the *Sea Otter* sailed along the coast to the westward, anchoring in St. Patrick's

bay, in September, when Hanna named the bay and the cove as before mentioned. After sailing from St. Patrick's bay he visited what is now known as Queen Charlotte sound, examining and naming several places, and left the coast on the 1 October, arriving at Macao, 8 February, 1787. The furs procured on this voyage were sold at Canton, 12 March, 1787, and consisted of 100 sea otter skins, which were sold for \$50 each, and 300 different sized slips and pieces of sea otter, at \$10 each. Total amount, \$8,000. (Dixon's Voyage, pp. 315-317.)

See Hanna rocks; San Josef bay; Scott islands; Cape Scott; Meares island; Dixon entrance; Nootka sound; Cape Cook; and Queen Charlotte sound.

Sea Otter group, Queen Charlotte sound. After the snow *Sea Otter*, 120 tons, commanded by Captain James Hanna, who examined this vicinity in 1786 and discovered the Virgin and Pearl rocks. Named by Captain Pender (master, R.N.), in the *Beaver*, circa 1865.

See Hanna rocks; and Sea Otter cove.

Secretary islands, Trincomali channel. Named by Captain Richards on account of their vicinity to Southey point, Mr. Southey being the secretary to the commander in chief, Sir R. L. Baynes, K.C.B. Named, 1859.

See Southey point; and Saltspring island.

Secretary point, Hope island, Q. C. Ids. Named, in 1864, by Captain Richards, Hydrographer, in association with Ashby point, after James William Murray Ashby, R.N., who was secretary, at this date, in the flagship *Duncan*, to Vice Admiral Sir James Hope, G.C.B., commander in chief, North America and West Indies station, and after whom the island was named in 1862.

See Ashby point; and Hope island.

Sedgwick bay, Lyell island, Q. C. Ids. After the Revd. Adam Sedgwick, B.A., F.R.S., Canon of Norwich, an eminent geologist. Born 22 March, 1785, at Dent in Yorkshire, where his father was perpetual curate. Educated at Sedbergh. B.A., Cambridge, 1808. Ordained, 1816. In 1818 appointed to the Woodwardian professorship of geology at Cambridge. It was soon evident that a wise choice had been made, his lectures becoming each year more attractive. His repute as a geologist rapidly increased, and he took a leading part in promoting the study of natural science in the university. He interested himself in the geological collection of the university, which he augmented often at his own expense, and saw transferred to a more commodious building in 1841. F.R.S., 1830. President of the Geological Society, 1831, and received its Wollaston medal, 1851. Canon of Norwich, 1834, and declined the deanery of Peterborough in 1853.

Gained the Copley medal, 1863. Died 27 January, 1873. Named by George M. Dawson, Geological Survey of Canada, 1878.

See Dawson harbour.

Selby point, Prevost island. After Lieutenant William Derenzy Donaldson Selby, H.M.S. *Ganges*, flagship of Rear Admiral R. L. Baynes. On this station, 1857-1860. Commander, 1865. Retired commander, 1873. Captain, 1880. Died, 1892. Named by Captain John F. Parry, H.M. surveying vessel *Egeria*, on resurveying Ganges harbour, 1905.

Selkirk water, Victoria harbour. Named by the officers of the Hudson's Bay Company after Thomas Douglas, fifth Earl of Selkirk, seventh and youngest son of Hamilton Douglas, the fourth earl. His six brothers died before their father, leaving no heirs. Born 1771, educated at Edinburgh, and succeeded to the title, 1799. Scottish representative peer, 1806-1807. F.R.S., 1808. Was greatly interested for years in the colonization of the Red River valley, and to this end in 1810 became a large holder of stock in the Hudson's Bay Company, which gave him practically the control of the directorate. In 1811 sent out from Scotland a large number of pioneers to colonize the Red River valley, which he had acquired from the Hudson's Bay Company, but his colonists were twice driven from their establishments by soldiers of the North-west Company, 1814-1816, the company strongly opposing the claim of the Hudson's Bay Company to the lands selected. In one attack on Fort Douglas, Governor Semple of the Hudson's Bay service and twenty men were killed. The contest lasted several years and was furiously carried on, in England by the pen but in British North America by the sword. Lord Selkirk personally led an attack on Fort William, the chief post of the North-west Company, in 1817, and reestablished his colony under the name of Kildonan, a name it still retains. In 1818 he was tried by a court in Upper Canada on the charge of having plotted the ruin of the North-west Company and fined £2,000, a result not surprising as nearly all engaged in the trial were closely connected with the North-west Company.

Lord Selkirk returned to England in the latter part of 1818, utterly broken in health, and in the following March published a long letter to the prime minister, Lord Liverpool, complaining of his treatment in Canada. Shortly after, completely worn out by his troubles and vexations, he retired to the south of France, and died at Pau, 8 April, 1820. Although Selkirk's actions have been unsparingly denounced, there can be no question that in all he did his motives were wholly philanthropic. His settlement is now represented by the

flourishing province of Manitoba, in which his name and memory is perpetuated by the town and county of Selkirk. In the year after his death the two rival fur companies agreed to amalgamate; it was then to the interest of both to forget the past, hence the undeserved oblivion into which Selkirk's name has largely fallen.

Name adopted by Captain Kellett, H.M.S. *Herald*, on surveying Victoria harbour, 1846.

Selwyn inlet, Q. C. Ids. After Alfred Richard Cecil Selwyn, a noted geologist. Born at Kilmington, England, 1824. Educated in England and Switzerland. Appointed assistant geologist on the Geological Survey of Great Britain, 1845. Director of the Geological Survey of Victoria, Australia, 1852-1869. He also made a special study of the coal and gold fields of Tasmania and South Australia, and in 1856 was a Victorian commissioner of mines. Director of the Canada Geological Survey, 1869-1895, when he was retired and pensioned. President of the Royal Society of Canada, 1896. Died in Vancouver, 19 October, 1902. Named by George M. Dawson, Geological Survey of Canada, 1878.

See Dawson harbour.

Seppings island, Dodger cove, Barkley sound. After Sir Robert Seppings, naval architect, who during a service of nearly fifty years in the Royal dockyards was the inventor of several most important improvements in the construction of naval vessels. Born in Norfolk, 1767, and when fifteen years old, 1782, was apprenticed as a working shipwright in Plymouth dockyard. His first important invention was what was formerly known as "Seppings blocks," by means of which the keels and lower timbers of vessels could be examined in dry-dock with comparative ease and rapidity. Where the old system required the service of 500 men, Seppings' system required but 20 men and two-thirds of the time formerly needed. For this invention he was granted £1,000 by the Admiralty and the Copley gold medal. Sir John Henslow, surveyor of the navy, habitually encouraged Seppings in his inventions. In 1813, he was appointed surveyor of the navy, and the following year was knighted on board the *Royal George* yacht "under sail, the royal standard flying." (Heralds' College.) Retired 1832, and was succeeded by Sir William Symonds. Died 25 September, 1840. The *Cockatrice*, tender to the flagships on this station, was designed by Sir Robert Seppings, 1832. Seppings island named by Captain Richards, H.M.S. *Hecate*, 1861.

See Cockatrice bay; and Dodger cove.

Seymour inlet, Q. C. Id. After His Excellency Frederick Seymour, formerly Lieutenant Governor of British Honduras, who succeeded Sir James Douglas, K.C.B., as Governor of the old colony

of British Columbia (comprising the mainland only) in April, 1864. In the spring of 1869 several Indian tribes on the coast of the mainland and Queen Charlotte islands being troublesome, H.M.S. *Sparrowhawk*, Commander Mist, was ordered north, taking Governor Seymour, accompanied by the Honourable Joseph W. Trutch, Chief Commissioner of Lands and Works, to investigate matters. While on the cruise His Excellency was taken ill, and, after returning from Queen Charlotte islands to the mainland, died on board the *Sparrowhawk* at Bela Kula on 10 June. The vessel returned at once with the body to Esquimalt, arriving on the 13th, and he was buried on the 16th in the naval cemetery, Esquimalt. On his death the affairs of the colony were administered by the Colonial Secretary, Commander Philip J. Hankin, R.N., until the arrival, in August, 1869, of the new governor, Anthony Musgrave, C.M.G. Seymour inlet, hitherto unknown, was discovered and named in April, 1865, by Captain Pender (Master, R.N.) in H.M. hired surveying vessel *Beaver*. The entrance from Slingsby channel, Queen Charlotte sound, is, in the narrowest part, about 187 yards wide, and through these narrows, known by the Indian name of Nak-wak-to, the tide, except at slack water which only lasts about seven minutes, rushes with great rapidity, 12 to 15, and the ebb tide at springs to even 20 knots. For report of survey see *Victoria Colonist*, 10 April, 1865.

See Douglas channel; Kennedy island; Hankin island; Frederick sound; Belize inlet; Nakwakto rapids; Sparrowhawk rock; Mist islands; and Bela Kula.

Seymour narrows, Discovery passage. In an official despatch, dated 7 October, 1846, from Commander George T. Gordon, H.M. steam sloop *Cormorant* at Nisqually to Captain John A. Duntze, H.M.S. *Fisgard*, Esquimalt, these narrows are mentioned as "Sir George Seymour's Narrows."

Rear Admiral the Hon. Sir George Francis Seymour, G.C.H., after whom the narrows are named, was in command of this station, 1844-1848, his flagship, H.M.S. *Collingwood*, 80 guns, Captain Robert Smart, K.H. Born 17 September, 1787, eldest son of Vice Admiral Lord Hugh Seymour and grandson of the 1st Marquess of Hertford. Entered the navy in October, 1797, on board the *Princess Augusta*, yacht. Towards the end of 1803 he was sent out to the *Victory*, flagship of Lord Nelson in the Mediterranean, and in February, 1804, was sent to the *Madras* as acting lieutenant. A few weeks afterwards he was moved to the *Donegal* with Captain Richard John Strachan, who early in 1805 was succeeded by Captain Pulteney Malcolm. Confirmed as lieutenant October, 1804, and continuing in the *Donegal*, took part in the chase of the French fleet to the West Indies and back, and in the capture of the Spanish ship *El Rayo*

immediately after the battle of Trafalgar. Early in 1806 he joined the *Northumberland*, flagship of Sir Alexander F. J. Cochrane in the West Indies, and on the 6 February took part in the battle of St. Domingo, where he was severely wounded in the jaw by a grape shot. He had already been promoted to commander on 22 January, 1806, and on 9 February was appointed to the *Kingfisher*, sloop, in which on the 14 May he was in company with Captain Lord Cochrane in the *Pallas* and was able to rescue him from a dangerous position in Basque roads. In 1808 commanded the *Pallas*, having been promoted to captain 29 July, 1806. In April, 1809, the *Pallas* was attached to the fleet with Lord Gambier off the Basque roads, and on the 12 Captain Seymour made a gallant effort to support Lord Cochrane in the *Imperieuse* in his attempt to destroy the French ships. Afterwards at the courtmartial on Lord Gambier, he gave evidence strongly in favour of Cochrane's assertion—that the whole might have been destroyed. Created C.B., 1815, and in 1816 was awarded a pension of £250 for his wound received in the battle of St. Domingo. Sergeant-at-arms, House of Lords, 1818-1841. Naval aide-de-camp to King William IV., August to November, 1830, and from that time to the King's death in 1837, was Master of the Robes. K.C.H., 1831. G.C.H., 1834. Rear admiral, 23 November, 1841. One of the Lords of the Admiralty, September, 1841 to May 1844; and from 1844 to 1848, Commander in chief on the Pacific station, where "the tact, ability, and decision" he showed during the strained relations with France in respect of "the Pritchard affair," and the negotiations with the United States about the fisheries were formally recognized by the government. Vice admiral, 1850. K.C.B., 1852. Commander in chief, North America and West Indies station, 1851-1853. Commander in chief, Portsmouth, 1856-1859. Admiral, 1857. G.C.B., 1860. Admiral of the fleet, 1866. Died 20 January, 1870. Had the Admiral lived until the following August, he would have succeeded his nephew as 5th Marquess of Hertford; the Admiral's eldest son Francis George Hugh Seymour succeeding to the title.

Seymour narrows, except at slack water, is generally a dangerous rapid, flowing, according to the tide, the flood to the southward and the ebb northwards. When running at full strength it is not advisable to navigate these narrows. One vessel, the U.S.S. *Saranac*, paddle steamer, 1,484 tons, 13 guns, Captain W. W. Queen, was totally lost here, 15 June, 1875, by striking the rock in the centre of the channel, and several others have been seriously damaged, among them the U.S.S. *Wachusett*. The strength of the current exceeds at times ten knots and the passage is full of whirlpools and overfalls. Previous to the naming of these narrows in 1846, after the commander in chief, "Sir George Seymour's narrows," the full name being

at first used, they were known to local navigators as Yuculta rapids (Euclutaw), after the tribe of Indians residing in the vicinity, then a treacherous and quarrelsome tribe, who persisted, often with great bloodshed, in taking toll from all Indians passing their village situated on the northern shore of the channel and near Cape Mudge. Captain Vancouver mentions this village when he passed along what is now Discovery passage with his vessels in 1792.

See Georgina point; Gordon river; Cormorant island; Saranac island; Forward inlet; Yuculta rapids; Duntze head; and Malcolm island.

Shadwell passage, Hope island, Q. C. Sd. After Captain Charles Frederick Alexander Shadwell, R.N., the well known scientific seaman, who afterwards became Admiral Sir Charles F. A. Shadwell, K.C.B., F.R.S., and the author of several valuable works, among them being a treatise on chronometers, entitled; "Notes on the management of Chronometers and the measurement of meridian distances," which has long been considered the standard work on these instruments. Born, 1814. Joined Royal Naval college, 1827. Lieutenant, 1838, and was at the bombardment of St. Jean d'Acre, 3 November, 1840, in the *Castor*, 38 guns. Commander, 1846. Commander of the *Sphinx* in the Burmese war, 1851-1852, when he was honourably mentioned and promoted for his services. Captain, 1853. Rear admiral, 1869. Commander in chief, China station, 1871-1874, during which, in 1873, he was nominated K.C.B. Vice admiral, 1875. President of the Royal Naval college, Greenwich, 1878-1881, during which in 1879, he was promoted to admiral. Died, 1886. Named by Captain Richards, R.N., Hydrographer, Admiralty, 1864.

The United States war steamer *Suwanee* was totally lost in this passage by striking on a rock when on a voyage to Alaska in 1868.

See Stopford mountain; Suwanee rock; Hope island; and Vansittart island.

Shakes harbour.—See Kitkatla inlet.

Sharbau island, Rivers inlet. After Henry Sharbau, draughtsman, Hydrographic office, Admiralty, 1865. Named by Captain Pender (Master, R.N.), *Beaver*, 1865.

Sharp passage, Suttlej channel. After William Henry Sharp, R.N., master, H.M.S. *Suttlej*, on this station, 1865-1866. Master, 1854. Staff commander, 1867. Staff captain, 1879. Staff captain, Devonport dockyard, 1882.

See Suttlej channel.

Sharp point.—See Jack point.

Sherard point, Osborn bay, Vancouver island. Named in 1906 by Captain John F. Parry, H.M.S. *Egeria*, in association with the bay,

after Captain Sherard Osborn, R.N., C.B., H.M.S. *Vesuvius*, engaged in the Russian war of 1854-1856.

See Osborn bay; and Vesuvius bay.

Sheringham point, strait of Juan de Fuca. (Named by Quimper, 1790, Punta de San Eusevio.) After Commander William Louis Sheringham, R.N., an able and talented surveying officer. Entered the navy, 1808. Lieutenant, 1823. Commander, 1841. Captain, 1847. Retired, 1864. Rear admiral, 1865. Vice admiral, 1871. Died, 1873. Sheringham assisted Sir Francis Beaufort in the compilation of sailing directions, was in charge of various surveys, and presented with a sword by surveying officers. Named by Captain Kellett, H.M. surveying vessel *Herald*, 1846.

See Quimper peninsula; and Kellett bluff.

Shotbolt bay, Rivers inlet. After Thomas Shotbolt who arrived at Victoria, via Panama, in 1862, and has since then carried on the business of a druggist in the city. A native of Lincolnshire. The bay was locally known by this name in 1879, owing to Mr. Shotbolt and others at that date purchasing land there, and the name was adopted by the Hydrographer of the Admiralty, in 1890, when a sketch survey was made of the inlet by the writer.

See Rivers inlet; and Oweekayno lake.

Shushartie bay, Goletas channel, Vancouver island. **Shush-artie saddle** (1,900 feet), Vancouver island. An adaptation of "Zu-zada," the old Indian name of the bay, meaning in the Kwakwaka language, "A place possessing cockles." Zaullee is the word for "cockle"; "ada" means "possessing." (Per the Rev. A. J. Hall, Church Miss. Soc., Alert bay.) There is an extensive tidal flat at the head of Shushartie bay where shellfish abound. The name was adopted by the officers of the Hudson's Bay Company, circa 1838. Shushartie saddle, a double topped mountain, is named from association with the bay. In Commander George T. Gordon's report, 7 October, 1846, the bay is mentioned as Shucharte. Named Puerto Gorostiso, in 1792, by Commander Galiano, while passing through Goletas channel on his way to Nootka. On an ascent and close to the eastern shore of the bay are the graves of two seamen. On one tablet is recorded that the deceased, Edward (surname not legible), native of Jersey City, of the ship *Maine*, of Fairhaven, died in a boat, 8 March, 1844, in chase of a whale. The writer was informed by an old Indian, residing at the Nahwitti village on Hope island, that he was quite a young man and his death occurred by breaking a blood vessel through over exertion. The other grave is that of John Thompson, seaman, native of St. Helena. Died, 4 May, 1844. The first survey of the bay was made by William W. Dillon, R.N., master,

temporarily serving on H.M.S. *Dodalus*, 1850, and is named Port Shucartie. Hence Halstead islet, after the chaplain of the *Dodalus*, and Dillon rock.

See Cheslakee; Gordon river; Galiano island; Sutil point; Goletas channel; *Dodalus* passage; Dillon rock; Cockatrice bay; and Halstead islet.

Shute passage, Satellite channel. **Shute reef**, Satellite channel. **Shute mountain** (2,200 feet), Topaze harbour. After Captain James Shute, Royal Marines, H.M.S. *Topaze*, on this station 1859-1863. Captain, 1859. Major, 1872. The two former named by Captain Richards, H.M.S. *Plumper*, circa 1860, and Shute mountain by Captain Pender (Master, R.N.) *Beaver*, 1863.

See Topaze harbour; and Spencer mountain.

Sibell bay, Oyster harbour. After Sibell Brandon, sister of Lieutenant V. R. Brandon, H.M. surveying vessel *Egeria*. Lieut. Brandon with Lieut. Nares made a re-survey of this harbour in 1904. Named by Commander John F. Parry, H.M.S. *Egeria*, 1904.

See *Egeria* shoal.

Sidney bay, Loughborough inlet. After Sidney Thomas Franklyn, second son of Captain William H. Franklyn, stipendiary magistrate, Nanaimo, 1860, and later chief civil commissioner of the Seychelles islands. Born in Rochester, 5 October, 1851, and, with his mother, brother and sisters, arrived in Victoria from London by the H.B. barque *Princess Royal*, Captain Trivett, 13 February, 1860. (*Colonist*, 16 February, 1860.) Brought up to the sea service, and was acting as pilot on the *Grappler* when she was burnt in Discovery passage. The following note taken from the *Colonist*, 20 May, 1883, records the fate of this unfortunate young man: "On 29 April, 1883, by the loss of the steamer *Grappler*, Sidney Thomas, second son of the late W. H. Franklyn, Esq., civil commissioner of the Seychelles islands, a native of Kent, England, aged 32, to the great grief of his mother and relatives."

Named by Captain Pender (Master, R.N.), *Beaver*, circa 1864.

See Franklyn range; Harold mountain; and Grappler reef.

Sidney island, Haro strait. Named Sallas island by the officers of the Hudson's Bay Company, circa 1850, and known by this name to the early settlers for years. On the 22 May, 1860, there was a sale by auction in Victoria, of real estate on Sallas island, offered by the Hudson's Bay Company, at the upset price of six shillings an acre. There was a large attendance, but few purchasers. One attendant at the sale wished to know who would defend any settler on the island from the Indians, and said that for his part he would not give sixpence an acre let alone six shillings. The auctioneer observed that

his remarks were unnecessary and uncalled for. After two or three lots had been sold, the sale was adjourned. (*Colonist*, 24 May, 1860.) In the same newspaper, 1 June, 1865, Sallas island is said to be the property of Mr. George Hunter Cary, of Victoria, attorney general, and it was sold about that date to Messrs. Weissenberger and Schlosser for colonization purposes. Named on the chart, Sidney island, by Captain Richards, H.M. surveying vessel *Plumper*, 1859.

Simoom sound, Tribune channel. After H.M. troopship *Simoom*, 8 guns, commanded in 1853 by Captain John Kingcome, who was Rear Admiral commanding this station, 1863-1864, when the sound was named. Vancouver remained at anchor in this sound with the *Discovery* and *Chatham*, 29 July to 5 August, 1792, whilst the neighbourhood was examined by the boats.

See Sutlej channel; Kingcome inlet; and Belleisle sound.

Simpson rock, Southgate group, Q. C. Sd. After Commander Cortland Herbert Simpson, R.N., who commanded H.M. surveying vessel *Egeria*, and was engaged in the resurvey of this coast from 1900 to 1903. Lieut., 1881. Commander, 1896. Captain, 31 December, 1903. His next service was on the Australian station in command of the surveying vessel *Penguin*. Named by Commander John F. Parry, in 1903, who relieved Commander Simpson in the *Egeria* in April, 1903.

See *Egeria* shoal.

Sir Edmund head, Broughton island, Q. C. Sd. After the Right Hon. Sir Edmund Walker Head, Bart., K.C.B., Governor of the Hudson's Bay Company, 1863-1868. Named by Captain Pender (master, R.N.), in the *Beaver*, circa 1864.

Siwiti rock, Blunden harbour, Q. C. Sd. After the hereditary name of the principal chief of the Nak-wak-to tribe residing at Blunden harbour in 1903. Named by Commander Parry, H.M. surveying vessel *Egeria* on resurveying the harbour in 1903.

See Nakwakto rapids; and Seymour inlet.

Skeena river. On the authority of Dr. Ridley, late Bishop of Caledonia, this name is an adaptation of "K'shian," the Tsimshian name for the river, meaning a "divide." Mr. Whidbey, master of the *Discovery*, with two boats, examined the estuary and neighbourhood of the Skeena in July, 1793, and came to the mistaken conclusion the opening was of no importance. He refrained from examining further than the Raspberry islands, which were given that name by him, and, on his return to the vessels then lying off Gil island, reported to Vancouver that this river was a small stream and the inlet into which it entered not worth examination above the islands, being

entirely filled from thence with sandbars and boulders. Thus the Skeena was overlooked much in the same way as the Fraser, from ignorance as to what the entrance of a large river would be like when deploying into the sea. Vancouver named the opening Port Essington, by which name the settlement, situated where the river Ecstall enters the Skeena, is now known.

It seems strange that Vancouver, an officer of such an observing nature, should miss noting the three large rivers, Fraser, Skeena and Nass, yet such is the case; but it must be remembered that in the examination of these shores, Vancouver personally examined but a small portion; his officers did the work of examination in the boats of the *Discovery* and *Chatham*, and he accepted their reports. Captain Vancouver himself was never within thirty miles of the Skeena, passing the neighbourhood of the river with his vessels in what is now known as Hecate strait.

The Skeena was known to the early traders, circa 1787, as Ayton's river, and is mentioned under this name in a long public letter describing the coast hereabouts, addressed to Captain George Dixon from Captain Charles Duncan, dated, Islington, 17 January, 1791. Captain Duncan in the sloop *Princess Royal* was at anchor at the entrance of Ayton's river in the summer of 1788. (Dixon's "Further Remarks on Meares," 1791, 4°, pp. 20-32.)

This river has not yet been correctly surveyed, a sketch survey only having been made as far as the Raspberry islands, in 1877, by Commander John G. J. Hanmer and the officers of H.M.S. *Daring*.

See Birch bay; Fraser river; Nass river; Raspberry islands; Essington; Port Fleming; Princess Royal island; Duncan rock; Dixon entrance; Ridley island; Stephens island; Brown passage; Hunt point; Cunningham passage; and Daring point.

Skidegate inlet and Skidegate channel, Q. C. Ids. An adaptation of a Haida word meaning, "Red paint stone," and was a name of the principal chief residing here. The stone is found on the shores of the inlet and in other places, was calcined by heat, ground into powder, and then used by the Indians as paint. (Per C. F. Newcombe, M.D., Victoria.) This place is given on the chart in Ingraham's journal, 1791-1792, as Skitgiss. It was also known to the early traders, from 1788 *et seq.*, as Skite!at and Skittegate. The tribe call themselves Ilgaiu-haidagai, and the present holder (1906) of the hereditary name of Skidegate can, according to the Rev. Charles Harrison, of Masset, clearly trace his ancestry back for 150 years. Name adopted on the Admiralty charts by Captain Pender (Master, R.N.) in the *Beaver*, on making a survey of the inlet in 1866.

See Queen Charlotte islands; Dixon entrance; Masset; Port Ingraham; Cumshewa inlet; and Houston Stewart channel.

Skinner cove, Esquimalt harbour. **Skinner bluff**, Cowichan bay. After Thomas James Skinner, native of Essex, England, and in early life in the service of the East India Company, making several voyages to Calcutta and Rangoon. In 1852 joined the employ of the Puget Sound Agricultural Company and arrived in Victoria by the *Norman Morrison*, in January, 1853, accompanied by a number of labourers. He occupied and conducted for the company a farm at Esquimalt, known as Constance farm, for nearly twelve years during part of which time, in connection with Captain Edward E. Langford, of Colwood, Kenneth Mackenzie, of Craigflower, and Donald Macaulay, of Viewfield, he furnished supplies to the Hudson's Bay Company, and the naval vessels on the station. Member of the first legislative assembly of Vancouver Island, for Esquimalt district, 1855-1859. On leaving Esquimalt he settled at Cowichan where he had a farm on Quamichan lake. Died, 1889. Named by Captain Richards, H.M.S. *Plumper*, circa 1859.

See Constance cove; Port Langford; Mackenzie sound; and Macaulay point.

Slingsby channel, Bramham island, Q. C. Sd. After Sir Charles Slingsby, tenth and last baronet of Scriven Park, Knaresborough, Yorkshire. Formerly of the Royal Horse Guards. Born, 1824. Succeeded his uncle, Sir Thomas Slingsby, 1835. An old Yorkshire family, Henry Slingsby, of Scriven, being created a baronet of Nova Scotia by King Charles I, by letters patent under the Great Seal of Scotland, 1640. Sir Henry adhered to the King through all his troubles, had his estates sequestrated and sold, and lived a ruined man till 1658, when for an attempt, unhappily for him made a little too early, to restore His Majesty King Charles II, he was beheaded on Tower Hill, 8 June, 1658. The subject of this note was an enthusiastic sportsman, and unfortunately lost his life crossing the river Ure while hunting with the York and Ainsty foxhounds, of which he was at the time Master, 4 February, 1869. The ferry boat in which Sir Charles Slingsby and party of huntsmen, horses and assistants were crossing the river, capsized and six persons were drowned. On the death of Sir Charles the baronetcy became extinct. Slingsby channel leads into Seymour inlet by a narrow passage known as Nakwak-to rapids through which the tide rushes with great rapidity. Named by Captain Pender (Master, R.N.), H.M. hired surveying vessel *Beaver*, 1865.

See Seymour inlet; Nakwakto rapids; Bramham island; and Fox islands.

Smith island, Skeena river. After Marcus Smith, an eminent civil engineer, who had charge of the Western Division of the Canadian Pacific Railway surveys, under Mr. Sandford Fleming, Engineer

in Chief. He was engaged as Deputy Engineer in 1872, and during the absence of Mr. Fleming in England, 1876-1878, he acted as engineer in chief. He was then appointed to locate the line for construction from the Red river to Yellowhead pass by a change of route and was so engaged till 1881, when upon the Canadian Pacific Railway assuming the work, that survey was dropped. He next took charge till completion of the division in British Columbia, from Port Moody to Emory's Bar. (*See Report Sandford Fleming, Engineer in Chief, dated 1877. Appendix F, pp. 107-136, 1874. Appendix I, pp. 162-176, 1875.*) In 1886 his connection with the railway ceased and from that time up to 1892, he was a consulting engineer in the Public service.

Born near Berwick-upon-Tweed, England, 16 July, 1815. His first work, lasting six years, was in surveying portions of the country in England and Wales under the provisions of the Commutation of Tithes Act. He came to America in 1849 and after following his profession in various parts of the world, was appointed in 1863 on the staff of the chief engineer of construction of the Intercolonial Railway. Died in Ottawa in 1904.

Smith island has also been known as McGrath island from the mountain of that name on the island. Captain Brundige in his report to Mr. Fleming mentions the island by the latter name. (*See Canadian Pacific Railway surveys, 1880. Appendix 11.*) Named by the Canadian Pacific Railway survey officers, and adopted by the Hydrographic office, Admiralty, circa 1880.

See Port Fleming; McGrath mountain; Richardson point; Triumph bay; Gardner inlet; and Skeena river.

Smith sound, Q. C. Sd. Discovered and named by Captain James Hanna in the snow *Sea Otter*, in 1786.

See Sea Otter cove; Hanna rocks; Fitzhugh sound; Virgin rocks; Pearl rocks; and Sea Otter group.

Smyth point. Becher bay. After Captain William Henry Smyth, R.N., F.R.S., a noted surveying officer and scientific writer. He was born, 1781, the only son of Joseph Brenver Palmer Smyth, who claimed descent from Captain John Smith of Pocahontas fame. Smyth entered the navy in 1805, through the Honourable East India Company's service, being a midshipman in the *Cornwallis*, purchased into the navy as a 50-gun frigate, and in a short time saw much active service in Indian, Chinese and Australian waters. Lieutenant in 1813. Employed surveying in the Mediterranean in the various localities where he was stationed, and at the peace had nearly completed his survey of Sicily and its islands, which in command of the *Aid* sloop, 1817, he finished. Commander, 1817. Afterwards appointed to the *Adventure* and from 1821-1824 conducted an important

survey along the shores of the Mediterranean from Alexandria westward, which has been the basis of the whole of the later charts. The survey included Sardinia, the Morea, Ionian islands and Malta. Captain, 1824. This ended his work at sea, his tastes leading him to a life of literary and scientific industry. 1845-1846, president of the Royal Antiquarian Society. He contributed largely to all the scientific papers, and from 1829-1849 to the *United Service Journal*. 1849 vice-president Royal Geographical Society. Honorary or corresponding member of three-fourths of the literary and scientific societies of Europe. Author of many works, among them "The Sailor's Word-Book," revised and edited by Sir Edward Belcher in 1867. Retired as captain, 1846. Rear admiral, 1853. Vice admiral, 1858. Admiral, 1863. Died at Bedford, 1865. Named by Captain H. Kellett, H.M. surveying vessel *Herald*, 1846.

See Bedford islands; and Becher bay.

Snake island, Nanaimo. A local name which has been used for years on account of the island being infested with harmless snakes, and also from the appearance of the island, long, low and narrow, having somewhat the resemblance of a huge snake. The name given by the Admiralty surveyors, circa 1860, was Lighthouse island, this was changed to the local name by Commander John F. Parry, H.M.S. *Egeria*, on re-surveying the neighbourhood, 1904.

Solander rock, Off Cape Cook. After Dr. Daniel Charles Solander, a Swedish botanist and a pupil of the celebrated Linnæus. Born 28 February, 1786. A member of the medical profession, having graduated at the University of Upsala. Accompanied Captain Cook in the celebrated voyage of the *Endeavour*, 1768-1771, as assistant to Mr. Banks, afterwards Sir Joseph Banks. Remained on returning to England in the service of Banks as secretary and librarian. In 1773, made keeper of the printed books in the British Museum. Died at the house of Sir Joseph Banks in Soho square, 16 May, 1782. During the voyage of the *Endeavour*, Dr. Solander had a narrow escape from death by sleeping in the snow when on shore in Terra del Fuego. Solander rock named, 1860, by Captain Richards, H.M. surveying vessel *Plumper*, when the Woody point of Cook was re-named by Richards, Cape Cook. Solander rock was named by Captain Dixon, 22 September, 1786, Split rock. (Dixon, letter XVIII, p. 77.)

See Banks island; Dixon entrance; and Cape Cook.

Sombrio river, Vancouver Island. Named in June, 1790, by Sub Lieutenant Manuel Quimper, of the Spanish navy, in command of the sloop *Princess Royal*, while on an exploring voyage from Nootka along the Strait of Juan de Fuca. Named from the dark and shady

appearance of the place; Sombrio, in Spanish, meaning "shady place"; "gloomy." Thus in English "Shady river."

See Princess Royal island; and Quimper peninsula.

Somerville island, Observatory inlet. After Mary, daughter of Edward Somerville (of the North of England), and wife of George Cunningham of the county Tyrone, Ireland. Her sons, Robert Cunningham, of Port Simpson, and later of Port Essington, and John Cunningham, of Metlakatla, came out to this coast in 1862, and for many years were well known residents in the north. Named by Captain Pender (navigating lieutenant, R.N.), H.M. hired surveying vessel *Beaver*, 1868.

See Cunningham passage.

Songhies point, Victoria harbour, Vancouver island. The principal point in Victoria harbour and thus named on Kellett's chart, dated 1847. Named after the Songhies Indians who resided in the neighbourhood and had their chief village at what is now known as Cadboro bay, before the establishment of the Hudson's Bay post at what is now Victoria, in 1843. After the fort was built these Indians congregated around it and subsequently were settled by the company on the point named after the tribe, which has since remained their reserve. The principal chief in the early days of the Hudson's Bay establishment was known as "King Freezy" who held undisputed sway over the tribe for many years. A deadly feud generally existed between the Songhies and the Indians from the northern coast and islands who used to visit Victoria in large numbers to trade with the white men. Several tragedies have been the result of these feuds which were generally brought on by the Indians being able to obtain unlimited supplies of alcoholic poison. For example, a schooner load of whisky was landed at Macaulay point as noted in the *Colonist*, 10 March, 1860. On Friday, 30 March, 1860, a noted Haida chief known as "Geesh" was shot near the reserve by two Songhies and died almost instantly. The following day a Songhies woman was brutally murdered by the Haidas. King Freezy swore revenge, but allowed one of his followers on the Sunday to visit the Haida camp and try to smooth matters over. While this Indian, who had always been a favourite among the Haidas, was on his peaceful mission he was stabbed to death by the relatives of Geesh, a rope fastened to his neck and the body dragged to the Arm where it was thrown into the water and floated down to the Songhies reserve. (*Colonist*, 3, 5, 24 April, 1860.) Further murders followed until the government had all the northern disturbers of the peace deported to their homes. (*Colonist*, 12 June, 1862.)

See Ganges harbour; Kellett bluff; and Victoria.

Sonora island, Discovery passage. Named by the Geographic Board of Canada, in 1903, after the Spanish exploring schooner *Sonora*, which vessel received her name from a province in California. This small vessel—thirty-six feet in length, twelve feet beam, and eight feet depth of hold—made an adventurous voyage under the command of Quadra, (q.v.), accompanied by Maurelle, along this ocean coast in 1775. The *Sonora* sailed from San Blas, 15 March, in company with the corvette *Santiago*, Lieut. Commander Bruno Heceta, who was in charge of the expedition with orders from the viceroy, Bucareli, to make a further examination of the northwest coast as far as the 65th degree of latitude. Perez accompanied Heceta on the *Santiago* on this voyage as first lieutenant. (See Juan Perez sound.) On the way north a disaster overtook the schooner while the two vessels were at anchor off the coast near what is now known as Grenville point, (name given by Vancouver in 1792), at some distance from each other, in order to obtain water. Here, on the 14 July, seven of the *Sonora's* crew, with the boatswain in charge, who had gone on shore in her only boat, though well armed, were attacked by the natives and all killed; the savages in their canoes then attacked the schooner, and were with difficulty prevented from boarding her. The disaster occurring a few miles south of a small island, the Spaniards named it *Isla de Dolores*—isle of Sorrows—in commemoration of the event; twelve years afterwards this same island received from Captain Barkley, of the *Imperial Eagle*, its present name of Destruction island, in consequence of a similar disaster occurring to some of her crew on the neighbouring coast. The loss of the *Sonora's* men, together with the appearance of scurvy on both vessels, occasioned a debate among the officers as to the propriety of continuing the voyage. Heceta wished to return, but this being objected to by Perez, and by Quadra and Maurelle in the *Sonora*, the unwilling assent of the commander was obtained and the voyage northwards was continued on the 20 July. Head winds and high seas, shortly after sailing, separated the two vessels, whereupon the corvette returned southwards whilst Quadra persevered in his determination to proceed north. On the 16 August, land was unexpectedly sighted, and a beautiful cone shaped mountain covered with snow was discovered and named San Jacinto in honour of St. Hyacinth, the day being dedicated to that saint. This was later named mount Edgecumbe by Cook. Quadra followed the land to the 58th degree of latitude when increasing winds and continued stormy weather compelled the return of the *Sonora*, on the 22 August.

Names were given by Quadra to many places on the Alaskan coast, and as the schooner sailed southwards he discovered and named Port Bucareli. After leaving this harbour, the northwest extreme of

what is now the Queen Charlotte islands was sighted and the wide channel now known as Dixon entrance was named *Entrada de Perez* after the officer who had noted the opening when in command of the *Santiago* the preceding year. The *Sonora* arrived at San Blas, 20 November, 1775, after an absence of more than eight months. (Annual Register, 1776, XIX. p. 146. Bancroft, "North West Coast," XXVII., pp. 158-166. Greenhow, "History of Oregon and California," pp. 117-123.)

See Quadra island; Maurelle island; Destruction island; Juan Perez sound; Dixon entrance; Queen Charlotte islands; and Grenville channel.

Sooke inlet, Vancouver island. The Puerto de Revillagigedo of the Spaniards, and thus named by Sub-Lieutenant Manuel Quimper, in June, 1790, after Count de Revillagigedo, 52nd viceroy of New Spain or Mexico, 1789-1794. Guemez Pacheco de Padilla Horcasitas Juan Vicente, was born at Havana, Cuba, 1740, the son of Captain General Guemez de Horcasitas, first count, who was viceroy of Mexico, 1746-1755. Revillagigedo has left an enviable reputation as one of the best administrators in New Spain, and is noted in connection with the exploration of the northwest coast of America. On his return to Spain he was appointed director general of artillery. Died at Madrid, 1799. Vancouver speaks highly of this nobleman in his journal, and named a large island after him in 1793, in what is now Alaska.

According to Mr. John Muir, who has resided at Sooke since 1850, the correct spelling of the name of the inlet is Soke, named by the officers of the Hudson's Bay Company after the Soke tribe of Indians who thus pronounce their name. Muir further states that the Soke tribe, now nearly extinct, were a most warlike and hardy race, and that none of the largest tribes on the coast would attack them unaided, but that about the year 1848 the Cowichans, Clallums and Nitinats combined, attacked the Soke tribe and nearly annihilated them. The late Dr. William F. Tolmie, an authority on Indian names, always asserted that the correct pronunciation was Soke. The inlet was first surveyed in 1846, and the present spelling adopted, by Captain Henry Kellett, H.M. surveying vessel *Herald*, who gave the names of his officers to the points, islands and spit.

See Port Eliza; Quimper peninsula; Tolmie channel; Kellett bluff; Whiffin spit; Billings point; and Goodridge islands.

Sophia islets, Cracroft island. Johnstone strait. After Sophia Cracroft, niece of Sir John Franklin and companion to Lady Franklin after Sir John's death in 1847. Named, circa 1860.

See Cracroft island; and Franklin range.

Southey point, Saltspring island. **Southey island**, Nanoose. After James Lowther Southey, R.N., secretary to Rear Admiral Sir R. L. Baynes, K.C.B., flagship *Ganges*. On this station, 1857-1860. Paymaster, 1851. Paymaster in chief, 1881. Died, 1882. Named by Captain Richards, H.M.S. *Plumper*, 1859.

See Saltspring island; Baynes passage; and Ganges harbour.

Southgate river, Bute inlet. **Southgate group**, Queen Charlotte sound. After James Johnson Southgate, a native of England and a retired ship-master. Captain Southgate arrived, from San Francisco, in Victoria, in 1859, and engaged in a commission and general mercantile business, largely in connection with Her Majesty's navy on this station, under the name of J. J. Southgate & Co., until 1865, when the business was purchased by the firm of Lowe Bros. During his residence in Victoria, Captain Southgate was a prominent citizen and, 1860-1863, a member of the local legislature for Saltspring island. Retired to England in 1865, and died in London, 1894.

Southgate river named by Captain Richards, H.M. surveying vessel *Hecate*, 1862, and Southgate group by Captain Pender (master, R.N.), H.M. hired surveying vessel *Beaver*, 1864. The group was re-surveyed in 1903 by Commander John F. Parry, H.M. surveying vessel *Egeria*, when several new names were added to the chart.

See Bute inlet; Waddington harbour; Tiedemann glacier; Lowe inlet; Saltspring island.

Spanish bank, Point Grey, Burrard inlet. Named because the Spanish exploring vessels *Sutil* and *Mexicana*, under Galiano and Valdes, were found here at anchor by Vancouver in June, 1792. The British vessels did not anchor in this neighbourhood nearer than Birch bay. The bank is shown, but not named, on Galiano's charts of 1792 and 1795, but on Vancouver's chart it is not mentioned at all. It was known to the officers of the Hudson's Bay Company as Spanish bank for the above reasons, and was the name adopted by Captain Richards, H.M.S. *Plumper*, when making his survey of Burrard inlet in 1859.

See Birch bay; Galiano island; Valdes island; *Sutil* point; *Mexicana* point; Point Grey; and Burrard inlet.

Sparrowhawk rock, Cunningham passage, Port Simpson. After H.M. screw gun vessel *Sparrowhawk*, 670 tons, 4 guns, 200 h.p., which struck on the rock in 1866. The *Sparrowhawk* had two commissions on this coast, 1865-1868, Commander Porcher, and 1868-1872, Commander Mist, the latter joining her July, 1868. (*Colonist*, 20 July, 1868.)

The *Sparrowhawk* was sold out of the service, 26 November, 1872, to Messrs. Corbitt & Macleay, of Portland, Oregon, for \$20,000, with an agreement that Messrs. S. P. Moody, Dietz & Nelson, of Moody-

ville saw mill, were to have the engines at one-fourth of the whole price paid for the vessel. The engines were taken out at Moodyville, Burrard inlet, installed in the mill, and are still in use there. As a sailing vessel, the *Sparrowhawk* made two or three voyages to China with lumber and was eventually lost in a typhoon in the China sea.

See Porcher island; Mist island; Dolphin island; Comrie head; Gibson island; Seymour inlet; and Hesquiat.

Sparshott mountain (2,740 feet), Loughborough inlet. After Second Captain Edward Charles Sparshott, Royal Marines. Borne on the books of H.M.S. *Sutlej*, from 1863 to 1866, for service at San Juan island pending the decision as to whether it was British or United States territory. Second Captain, 1856. Died, 1867. Named by Captain Pender (master, R.N.), *Beaver*, circa 1864.

See Bazalgette point; Cooper reach; Roche harbour; San Juan island; Delacombe point; and Sutlej channel.

Speaker rock, Helmcken island, Johnstone strait. After Dr. John S. Helmcken of the Hudson's Bay Company, who was Speaker of the Provincial Legislature when the rock was examined and named by Captain Pender (master, R.N.), *Beaver*, 1863.

See Helmcken island.

Spencer mountain, Topaze harbour. After Captain the Hon. John Wellbore Sunderland Spencer, R.N., H.M.S. *Topaze*, 51 guns. On this station, 1859-1863. He was the 6th son of Francis, 1st Baron Churchill, youngest son of the 3rd Duke of Marlborough. Topaze harbour, Spencer mountain, Wellbore and Sunderland channels, named after Captain Spencer and his ship. Born 12 March, 1816. Entered the navy, 1829. Lieutenant, 1841. Commander, 1847. Captain, 1854. Rear admiral, 1870. Vice admiral, retired, 1874. A.D.C. to Queen Victoria. Died 7 October, 1888. Named by Captain Richards, circa 1860.

See Topaze harbour.

Spicer island, Ogden channel. After Napoleon Alexander Ralph Spicer, R.N., 2nd lieutenant, H.M. gun vessel *Sparrowhawk*, Commander Edwin A. Porcher. Lieutenant Spicer was on this station, 1865 to February, 1868, when he was relieved by Lieutenant Reginald C. Townshend. Lieutenant, 1863. Retired lieutenant, 1871. Named by Captain Pender (nav. lieu. R.N.), *Beaver* circa 1867.

See Porcher island; and Sparrowhawk rock.

Spieden island and Spieden channel, San Juan island, State of Washington, U.S. After William Spieden, U.S.N., purser in the U.S. sloop of war *Peacock*, Commander William Hudson, one of the squadron of small vessels under the orders of Commander Wilkes,

U.S.S. *Vincennes*, engaged in an exploring and scientific cruise round the world, with instructions to examine the Columbia river and north-west coast of America. The squadron, consisting of two sloops of war and four smaller vessels, sailed from Norfolk, Virginia, August, 1838, and arrived on this coast via Cape Horn, where one of the vessels was lost, in 1841. The *Peacock* and tender *Flying Fish* were the last to reach the coast, when the former was also lost on entering the Columbia river, crossing the bar, 18 July, 1841, all hands being saved. Named by Lieut. Commander Ringgold, U.S.S. *Porpoise*, 1841.

See Alden bank; San Juan island; and Waldron island.

Spiller passage, Mars island, Q. C. Sd. **Spiller channel**, Seaforth channel. **Spiller river** and **Spiller range** (2,400 feet), Porcher island. After Richard Spiller, R.N., corporal in the Royal Marines, serving on board H.M. hired paddle steamer *Beaver* during her surveying duties on this coast, 1863-1870., and who also acted as personal attendant to Captain Pender. Spiller passage and Spiller channel named by Captain Pender, 1865-1866, and the two latter, 1867.

See Beaver harbour; Pender island; and Porcher island.

Spok-sut. See Essington.

Sproat lake, Vancouver island. This fine sheet of water, lying near the head of Alberni canal, with which it is connected by the Somass river, was named, in 1864, by Dr. Robert Brown, F.L.S., commander of the Vancouver Island Exploring Expedition, after Gilbert Malcolm Sproat, native of Galloway, Scotland. He arrived at Vancouver island in April, 1860, and, until 1865, was the resident manager of Anderson & Company, Victoria (successors of E. Stamp & Company), exporters of spars to Europe from Puget sound and Vancouver island; a business transferred elsewhere on the opening of the southern ports of the United States by the termination of the Civil war. As Sproat was a frequent visitor to the west coast of Vancouver island from Victoria, in connection with his business, Governor Douglas appointed him principal customs officer, J.P., coroner, &c., practically government agent, whose duties then included control of the Indians. Some of his experiences and observations are embodied in his very interesting and now scarce book, "Scenes and Studies of Savage Life," London, 1868. Returned to England, 1865, and, in 1871, revisited British Columbia, and the following year was appointed the first agent general for British Columbia in Europe. Joint commissioner of the Dominion and the province to adjust the Indian land question, 1876. Stipendiary magistrate and gold commissioner for West Kootenay, 1885-1890, when he retired. Author of several books

and papers read before learned societies. Residing in Victoria, 1906. The Taylor river which enters the western end of Sproat lake derives its name from Charles Taylor, the first settler at the head of Alberni canal.

See Alberni canal; Stamp harbour; and Brown river.

Squire point, Call creek. After Edmund Joseph Squire, R.N., 3rd lieutenant, H.M.S. *Havannah*, Captain Thomas Harvey. On this station, 1855-1859. Named by Captain Richards, H.M.S. *Plumper*, 1860.

Stackhouse island, Sutlej channel. After Lieutenant Thomas Stackhouse, H.M.S. *Sutlej*, flagship of Rear Admiral John Kingcome, commander in chief. On this station, 1863-1864. Entered the navy, 1844. Lieutenant, 1853. Commander, 1863. Retired, 1870. Captain, 1878.

See Sutlej channel.

Stamp harbour, Alberni canal, Barkley sound. After Captain Edward Stamp of the British mercantile marine, who noticed the fine spar timber of Puget sound when loading in his vessel in 1857 a cargo of lumber for Australia, and described it to shipbuilders and contractors in England on his return there in the autumn of that year, but the high freight to Europe precluded shipments. The gold discoveries in the colony of British Columbia in 1858 induced him to leave the sea and settle in Victoria, where he started a commission business as E. Stamp & Company. In 1859 the imminence of the American Civil war and the probability of the export of spars from the southern states being discontinued, drew the attention of two London firms, Thomas Bilbe & Company and James Thomson & Company, to the northwest coast of America as an alternative source of supply for spars they had contracted to deliver in Europe. Knowing Captain Stamp, these firms employed him as their agent on the coast to ship spars, and gave him an interest in the contracts. Puget sound was the chief place of supply. (*Colonist*, 5 April, 1860.) Disputes having arisen between the parties, principally owing to the construction of a large sawmill at Alberni, built in 1860, Captain Stamp retired from the concern in 1862 and ceased to do business in Victoria. Settling in Burrard inlet, he started and carried on there a large sawmill which he disposed of in 1868. Member for some time in the Legislative Council of British Columbia for the district of Lilloett. Retired to England, 1869. (*Colonist*, 4 January and 17 June, 1869.) Died in London. Named by Captain Richards, H.M. surveying vessel *Hecate*, 1861.

See Alberni canal; and Sproat lake.

Staniforth point, Gardner inlet. Named by Mr. Whidbey, who examined the coast line in this neighbourhood, July, 1793. The whole of the examination of the continental shore from Fisherman cove of the present day charts, via Gardner inlet and Kitimat to the Skeena river and thence to what is now known as Edye passage, was made by Mr. Whidbey accompanied by Midshipman Robert Barrie.

See Gardner inlet; Kitimat; Skeena river; Hunt point; Whidbey island; and Ibbetson cape.

Stenhouse shoal, Brown passage, Hecate strait. After Alexander Stenhouse, a well known citizen of Victoria, and engaged in various business pursuits there for several years. In 1861 was a sheriff's officer, being placed in charge of various vessels which had been infringing the customs and excise laws. (*Colonist*, 3 March, 17 June, 1861.) Name adopted on the chart, circa 1863.

Stephens, mount (5,665 feet), Q. C. Sd. **Stephens island**, Chatham sound. Both named by Vancouver after Sir Philip Stephens, secretary to the Admiralty. The mountain was named in July, 1792, and the island in the same month the following year. Mount Stephens has a pointed summit which appears to be overhanging on the northeast side, and in clear weather, by its height and appearance, can be easily recognized among the surrounding mountains.

Sir Philip Stephens was the youngest son of the Rev. Nathaniel Stephens, rector of Althamstone in Essex, and was born there in 1725. At an early age he obtained an appointment as clerk in the navy victualling office where Rear Admiral George Anson—afterwards Lord Anson—took notice of him and had him removed to the Admiralty. Stephens afterwards served as Anson's secretary. On 18 June, 1763, he became secretary to the Admiralty and so continued until the 3 March, 1795. M.P. for Sandwich, 1768-1806. In 1795 he applied for permission to resign his office at the Admiralty, and was then, 17 March, created a baronet and appointed one of the lords of the Admiralty. The baronetcy became extinct on his death, 20 November, 1809. His only son, Captain Thomas Stephens, was killed in a duel at Margate, 1790. Stephens' name is very prominent in the Admiralty correspondence of the last half of the eighteenth century. (*Dict. Nat. Biog.*, LIV, p. 179.)

In a small bay at the north end of Stephens island, the bay now known as Qlawdzeet anchorage, Vancouver with his two vessels, *Discovery* and *Chatham*, found a secure resting place one stormy afternoon, 20 July, 1793, having been piloted in from the open water to the westward by an officer of the ship *Butterworth*, Captain Brown, then lying in the bay, in company with two other trading vessels, *Prince Le Boo*, Captain Sharp, and *Jackall*, Captain Stewart, all

under the orders of Captain Brown. Vancouver notes in his journal how very thankful he was to gain this berth where his vessels could lie in safety such a stormy night. A southeaster with thick rainy weather blowing outside; rocks and islets, unknown, in all directions.

See Brown passage; Butterworth rocks; and Port Stephens.

Stephenson point, Menzies bay, Discovery passage. After Rear Admiral Henry Frederick Stephenson, C.B., flagship *Royal Arthur*, Captain Frank Finnis. Commander in chief on this station when Menzies bay was resurveyed and the point named by Lieutenant Bertram M. Chambers, H.M.S. *Nymphe*, 1895. Entered the navy in 1855. Lieutenant, 1861. Commander, 1868. Captain, 1875. C.B., 1889. Rear admiral, 1890. Vice admiral, 1896. K.C.B., 1897. Admiral, 1901. Retired, 1904. Extra equerry to the King and gentleman usher of the black rod, October, 1904.

See Menzies bay; *Nymphe* cove; Huntingford point; Josephine flat; and Defender shoal.

Stevens island, Southgate group. After John Stevens, R.N., boatswain of H.M. surveying vessel *Egeria*, engaged resurveying this neighbourhood in 1903. Named by Commander John F. Parry, H.M.S. *Egeria*, 1903.

See *Egeria* shoal.

St. James, cape. Named by Captain George Dixon of the *Queen Charlotte*, because he rounded this promontory, from west to east, on St. James' day (25 July), 1787.

See Dixon entrance; and Queen Charlotte islands.

St. John point, Hornby island, strait of Georgia. After Lieutenant Frederick Edward M. St. John, Royal Marines, H.M.S. *Tribune*, Captain G. T. P. Hornby. On this station, 1859-1860. Named by Captain Richards, H.M.S. *Plumper*, circa 1860.

See Hornby island; and Tribune bay.

St. Vincent bay, Jervis inlet. After the title taken by Sir John Jervis when he was created Earl St. Vincent, derived from the name of the cape off which he gained the victory over the Spanish fleet, 14 February, 1797. It is said the title was suggested by King George III. Sir John was elevated to the peerage as Baron Jervis of Meaford, county Stafford, and Earl St. Vincent, 23 June, 1797, and granted a pension of £3,000 per annum, for this victory. He was born at Meaford, 20 January, 1735, second son of Swynfen Jervis, barrister at law, which profession it was intended the son should follow. In 1747 his father removed from Staffordshire to Greenwich on becoming counsel to the Admiralty and auditor of Greenwich hospital, and from here young Jervis entered the navy in January,

1748, with the rating of A.B., and under the care of Commodore Townshend of the *Gloucester*. Lieutenant, 1755. Commander, 1758. In 1759 he was in command of the *Porcupine* sloop of war on the North America station, and was with the squadron of Sir Charles Saunders in the attack on Quebec, July, 1759. Jervis was an old friend of the hero of Quebec, having been at Greenwich school with him, and Wolfe on the night previous to the assault, having a strong presentiment he should be killed on the morrow, requested a private interview with his friend, when he handed him the miniature of a young lady with whose heart his own "blended," entreating that if the foreboding came to pass, Jervis would himself return it to her on his return to England; Wolfe's presages were too completely fulfilled, and Commander Jervis had the most painful duty of delivering the pledge to Miss Katharine Lowther, on returning to England with despatches immediately after the battle. Captain, 1761. From 1769 to 1772 had command of the *Alarm*, 32 guns, the first vessel that was coppered in the British navy. It was in this vessel that Captain Jervis while at Genoa was the means of restoring to freedom two Turkish galley slaves, who being on the mole and seeing the *Alarm's* boat alongside it jumped into her, and wrapping the British flag around themselves called out that they were free. They were dragged from the boat by the orders of a Genoese officer, and in the struggle a portion of the boat's flag was torn away by one of the slaves who carried it with him. On the incident being reported to Jervis, he at once demanded that the slaves should be delivered up to the *Alarm*, with the part of the torn flag which the slave carried off with him, the officer of the guard punished, and an apology made on the quarter-deck of the *Alarm*, under the King's colours, for the outrage offered to the British nation. This was fully carried out, the apology made and the slaves restored to freedom. During the commission the *Alarm* when anchored at Marseilles was driven on shore, 30 March, 1770, in a furious gale and badly damaged, but owing to the noble exertions of Jervis and his crew, with the assistance of the French through the port officer M. Pleville de Peltier, she was refitted and repaired. Jervis spoke so warmly of the services of the above officer that the British government presented him with a handsome piece of plate. In 1782 when in command of the *Foudroyant* (captured from the French in 1758, but not Nelson's future flagship, which was built in 1800) after a long chase he captured at midnight, 20 April, the fine French line-of-battle ship *Pegase*, 74 guns, one of six French ships of war convoying eighteen sail of merchantmen. For this gallant action Jervis received a baronetcy and the red ribbon of the Bath. (Tucker's "Life of Earl St. Vincent," I, pp. 19, 24-25, and 70-74.) Rear admiral, 1787. Vice admiral, 1793. In November,

1795, he was appointed to the command of the Mediterranean station, during which command the victory of St. Vincent was won and Nelson's glorious career commenced. While on this station, mutiny in the British navy was rampant, as witness the mutiny at the Nore, but Jervis was equal to the occasion, and by his stern discipline and swift justice order was restored and the danger to the state averted. Command of the Channel fleet, 1800-1801, when he was appointed first lord of the Admiralty, and the corruption which had so long existed in the administration of naval affairs was exposed by him, an investigation was made by order of parliament and a general reform was the result. (For these abuses, see Dundonald's "Autobiography of a Seaman," I, pp. 152-162, II, 136, 182.) In January, 1806, he again took command afloat, flying the union at the main, on board the *Hibernia*, 110 guns, and retired in April, 1807. "The bodily infirmities of old age had now compelled Lord St. Vincent to withdraw from all active employ in his country's service, retiring as Mr. Sheridan had very happily said, 'with his triple laurel, over the enemy, the mutineer, and the corrupt.'" (Tucker's Life of Earl St. Vincent," II, p. 320.) Admiral of the fleet, 1821. Died at Rochetts, 13 March, 1823, when the earldom and barony expired, and the viscounty of St. Vincent, with remainder to his nephews, created in 1801, devolved upon his only surviving nephew, Edward James Ricketts, whose descendant the 5th viscount is the present holder of the title. The Countess St. Vincent died in February, 1816. Named by Captain Richards, H.M.S. *Plumper*, circa 1860.

See Jervis inlet; Nelson island; and Tucker bay.

Stopford mountain (940 feet), Broughton island. After Lieutenant Robert Edward Stopford, R.N., H.M.S. *Sutlej*, flagship on this station, who was promoted from that frigate, October, 1864, by Rear Admiral Denman, commander in chief, to senior lieutenant of the paddle sloop *Devastation* when Commander Pike was invalided home on returning to Esquimalt from the expedition to punish the Ahousat Indians for the murder of the crew of the trading sloop *Kingfisher*. (See "Naval Changes," in the *Colonist*, 12 October, 1864.) The Robert hills in the neighbourhood of Mount Stopford are also named after the subject of this note. Named by Captain Pender (master, R.N.), H.M. hired surveying vessel *Beaver*, 1863.

See Matilda creek; Bawden bay; Sutlej channel; Kingcome inlet; Devastation island; Pike island; and Clayoquot sound.

Stopford point, Portland canal. After Lieutenant Robert Wilbraham Stopford, H.M.S. *Zealous*, flagship of Rear Admiral Hon. George F. Hastings, C.B., commander in chief. On this station, 1866-1869. Born 24 June, 1844, eldest son of Vice Admiral Robert Fanshawe Stopford (captain flagship *Asia*, on this station, 1847-

1851), and greatgrandson of the 1st Earl of Courtoun, K.P. 1st lieutenant of H.M.S. *Chanticleer*, 7 guns, Captain William W. S. Bridges, also on this station, 1869-January, 1870. Commander, 1878. Captain, 1885. Captain of Royal Naval College, 1892-1895. Retired Rear admiral, 1899. Vice admiral, 1904. Stopford is a scion of an old naval family, his grandfather the Hon. Sir Robert Stopford, G.C.M.G., Admiral of the Red (1768-1847), being one of Lord Howe's frigate captains (*Aquilon*, 32 guns) at the battle of "The Glorious First of June," 1794. Lieutenant Stopford was one of the principal actors in the entertainment given by Rear Admiral Hastings and the officers of his squadron at Victoria in the winter of 1868. (*Colonist*, 31 December, 1868.) Named by Staff Commander Pender, H.M. hired surveying vessel *Beaver*, 1869.

See Dickens point; Hastings arm; Howe sound; and Hornby island.

Strachan mountain (5,289 feet), Howe sound. After Admiral Sir Richard John Strachan, Bart., eldest son of Lieutenant Patrick Strachan, R.N., and nephew of Sir John Strachan, Bart. Born 1760. Entered the navy, 1772, on board the *Intrepid*, and went to the East Indies, when he was removed to the *Orford*, commanded by his uncle Sir John Strachan. Succeeded to the baronetcy on the death of his uncle in 1777. Lieutenant, 1779. Post captain, 1783. In 1802 commanded the *Donegal*, 80 guns, in which during 1803-1804 he was senior officer at Gibraltar and in charge of the watch on Cadiz under the orders of Nelson. Early in 1805 exchanged with Captain Pulteney Malcolm into the *Renown*. In March he commanded a detached squadron of three line-of-battle ships and four frigates in the bay of Biscay, and off cape Finisterre, on the 2 November, 1805, he met the four French line-of-battle ships which had escaped from Trafalgar under the command of Rear Admiral Dumanoir. On the 4th he brought them to action and captured the whole of them, thus rounding off the destruction of the French fleet. By the promotion of 9 November, 1805, Commodore Strachan became a Rear admiral, and in January, 1806, for the action of the previous November he received a pension of one thousand pounds sterling. Vice admiral, 1810. Admiral, 1821. Died in 1828, when the baronetcy became extinct. Named by Captain Richards, H.M. surveying vessel *Plumper*, 1860.

See Malcolm island.

Stuart island, Arran rapids, Bute inlet. Named, in July, 1792, by Vancouver, after the Right Honourable John Stuart, Earl of Bute.

See Bute inlet.

Stuart point, Protection island. **Stuart anchorage**, Grenville channel. **Stuart channel**, east coast Vancouver island. **Stuart**

island, Haro strait. After Captain Charles Edward Stuart, an officer in the service of the Hudson's Bay Company. Born at Bristol, England, 1817. In April, 1853, he was sent by Governor Douglas in H.M. paddle sloop *Virago*, to give Commander Prevost the benefit of his local knowledge in his visit to the northern coast of British Columbia and Queen Charlotte islands. Stuart later had charge of the company's post at Nanaimo, and also acted there as resident magistrate till the close of 1859. (*Colonist*, 10 October, 1859.) He established on his own account, early in 1860, a trading post at Ucluelet, Barkley sound, and was present at the store when the Peruvian brigantine *Florescia* was wrecked in the vicinity, December, 1860. Captain Stuart purchased the wreck and cargo of lumber, on the spot, from the mate of the vessel (the captain being drowned), for \$100, a bargain which was afterwards repudiated by the authorities in Victoria. (*Colonist*, 12 January, 1861.) Died 19 December, 1863, on board the sloop *Red Rover*, off Sangster island, and was buried in the old cemetery, Nanaimo. (*Colonist*, 30 December, 1863.)

Stuart point and Stuart anchorage named by the officers of the Hudson's Bay Company, in 1853. Stuart channel and Stuart island, by Captain Richards, H.M. surveying vessel *Plumper*, circa 1858.

See Florescia island; Alpha passage; Dodger cove; King island, Barkley sound; Benson mountain; Virago sound; Barkley sound; Ucluelet; and Horne lake.

Stubbs island, Clayoquot sound. After Captain Napoleon Fitz Stubbs, North Gloucestershire Regiment, who came out to this coast in the merchant ship *Athelstan* in 1860. The same year he accompanied Mr. Barrett-Lennard on a cruise along the west coast of Vancouver island in the yacht *Templar*. Later Captain Fitz Stubbs was stipendiary magistrate and gold commissioner for West Kootenay, with headquarters at Nelson, in the provincial government service. Named by Captain Richards, H.M.S. *Hecate*, 1861.

See Lennard island; and Templar channel.

Stubbs island, off Donegal head, Malcolm island. After Lieutenant Edward Stubbs, H.M.S. *Alert*, on this station, 1860-1861. Commander, 1863. Retired as commander, 1872. Named, circa 1860.

See Alert bay; and Pearse islands.

Sturgeon bank, strait of Georgia. Named by Vancouver, in June, 1792, from having purchased from the natives as he passed along the edge of the bank in his boat some excellent sturgeon weighing from fourteen to two hundred pounds each. Vancouver was returning to his vessels, then at anchor in Birch bay, from his examination of Burrard inlet, Howe sound and Jervis inlet.

See Birch bay.

Sturgis cove, Millbank sound. See Dryad point.

Sunderland channel, Johnstone strait. After Captain the Hon. J. W. Sunderland Spencer, H.M.S. *Topaze*, on this station, 1859-1863, sixth son of Francis, 1st Baron Churchill.

See Spencer mountain; and Topaze harbour.

Superb mountain (8,000 feet), Bute inlet. After H.M.S. *Superb*, 74 guns, which was commanded from March, 1801, to April, 1807, by Captain R. C. Keats, after whom Keats island is named, and in 1808 was his flagship in the Baltic, Keats having been promoted to flag rank 2 October, 1807. The *Superb* was one of Nelson's fleet during the watch off Toulon, 1803-1805, and in the spring and summer of the latter year in the chase of the French fleet to the West Indies. But the long service had spoiled her once fine sailing, and the ship that in July, 1801 (see Keats island), had passed ahead of her consorts as if they were riding at anchor, was in May, 1805, the slowest of the fleet, though Nelson to console her commander told him, "she did all that was possible for a ship to accomplish." (Nelson to Keats, 19 May, 1805.) After refitting in England on returning from the West Indies, thus missing being present at Trafalgar, she went again to the West Indies as flagship of Vice Admiral Sir John T. Duckworth, having regained all her good sailing qualities, and was hotly engaged in the battle of San Domingo, 6 February, 1806. As the action began, with the band on the poop playing "God save the King," and "Nelson of the Nile," Captain Keats brought out a portrait of Nelson which he hung on the mizzenstay, where it remained throughout the battle untouched by the enemy's shot, though dashed with the blood and brains of a seaman who was killed close beside it. In November, 1809, the *Superb* after a commission of nearly nine years was paid off. Named by Captain Richards, H.M.S. *Plumper*, circa 1859.

See Keats island.

Suquash, Vancouver island, Queen Charlotte sound. An adaptation of the Indian name in the Kwa-kwala language, spoken by the Indians in this neighbourhood; "Su-kwa" is the verb, "to cut seal meat up into strips," and "Su-gwas" is the place where "seals are cut up," the termination "as" meaning "place." This operation was carried on here years ago, hence the Indian name for the place, "Su-gwas" (Suquash), which was adopted by the officers of the Hudson's Bay Company when here, in 1835, coal was first found on Vancouver island. Some years afterwards, in 1850, Durham miners, to the number of thirty-two, were brought out from England by the company to work the seams here, which could be seen on the surface, but the coal obtained was of poor quality. Coal of much superior

quality having been found at Nanaimo shortly after the miners had commenced operations at Suquash, the coal measures here, which had only been superficially mined by the company, were abandoned. The coal was shipped at Beaver harbour, one ship being loaded, the Indians carrying the coal there in canoes. (Per the Rev. A. J. Hall, C.M.S., Alert bay; and Dr. J. S. Helmcken, Victoria. See also *Colonist*, 12 June, 1868.)

There is a tradition which probably is correct, though it is not officially authenticated, that coal was discovered at the north end of Vancouver island through some Indians from that place recognizing (in a similar manner as later occurred at Fort Victoria in connection with Nanaimo), the black stones burning in the forge at Fort McLoughlin (Bella Bella) as the same sort of "klale stone" to be found in large quantities where they resided. The information was investigated by the officers of the Hudson's Bay Company and found to be correct, but for several years what little coal was obtained was only worked by the Indians and purchased from them. "Klale" is Chinook for "black," and "klale stone" was the Indians' first Chinook name for coal.

See Beaver harbour; Cormorant island; Fort Rupert; Dedalus passage; McLoughlin bay; Bella Bella; Port McNeill; Nimpkish river; Karmutzen lake; Helmcken island; and Nanaimo.

Surgeon islet. Patrick passage, Sutlej channel. See Atkinson island.

Surprise reef, Broken channel, Clayoquot sound. Named, in 1862, by Captain Richards, H.M.S. *Hecate*, in association with McKay reef in the vicinity, after the British schooner *Surprise*, 40 tons register, built on Puget sound, and purchased in 1859 by Spring & McKay, the latter taking charge, placing her in the west coast trade, Vancouver island. (*Colonist*, 3 April, 1860.) Wrecked off Sooke harbour, missed stays and went on the rocks while leaving, westerly wind and sea, John Peterson in command, autumn, 1874. (Personal reminiscence to writer by Captain Thomas Pamphlet.)

See McKay reef; Tom point; Rebecca spit; Harriet harbour; Matilda creek; Goldstream harbour; and Alpha passage.

Surrey islands, Buccaneer bay, Thormanby islands. After the county of Surrey in England, in which county is situated Epsom downs, where the "Derby," the blue ribbon of the English turf, is run annually. This name was given in association with the other names in the neighbourhood relating to that race. Named 1860.

See Epsom point; Derby point; and Thormanby islands.

Sutil point, Goletas channel, Vancouver island. **Sutil channel,** near cape Mudge. **Sutil mountain** (1,060 feet), Galiano island. After the Spanish exploring schooner *Sutil* (meaning Subtle), Com-

mander Dionisio Aleala Galiano, Lieutenant Secundino Salamanca; which vessel, in company with the *Mexicana*, Commander Cayetano Valdes, made an examination of the channels between what is now Vancouver island and the mainland in the summer of 1792. These vessels comprised the exploring expedition under the command of Galiano; they were schooner rigged (Vancouver describes the *Sutil* as a brig), about 45 tons burden, and each mounted one swivel gun and four small guns, with eighteen muskets, twenty-four pistols and eighteen cutlasses. Commander, lieutenant and seventeen men. Dimensions: Length over all, 50 feet 3 inches; beam, 13 feet 10 inches; poop, 6 feet 2 inches; forecastle, 5 feet 8 inches. These vessels when at anchor off what is now known as point Grey were met by Vancouver as he was returning in his boat to Birch bay, and he had breakfast with Galiano on board the *Sutil*. Vancouver notes in his journal regarding the officers' quarters: "Their apartments just allowed room for sleeping places on each side with a table in the intermediate space, at which four persons with some difficulty could sit, and were in all other respects the most ill calculated and unfit vessels that could possibly be imagined for such an expedition; notwithstanding this, it was pleasant to observe, in point of living they possessed many more comforts than could reasonably be expected." (Vancouver, Vol. II., 8°, p. 212.) The name of *Sutil* point was given in 1792 by Galiano and Valdes and shown on their charts. Renamed by Captain Richards in 1860, cape Commerell. Original Spanish name restored to the point by the Geographic Board of Canada, 1906. *Sutil* mountain named by Captain Richards, H.M.S. *Plumper*, circa 1859, and *Sutil* channel when Hydrographer, circa 1864.

See Galiano island; Valdes island; Mexicana point; and Birch bay.

See also Commerell point, at end of book.

Sutlej channel, Broughton island, Q. C. Sd. **Sutlej point**, Bela Kula. **Sutlej reef**, White Pine cove, Clayoquot sound. After H.M.S. *Sutlej*, flagship on this station, 1863-1866. Sailed from Plymouth sound, 11 December, 1862, passed through the strait of Magellan in February, and arrived at Esquimalt, 12 June, 1863. The *Victoria Colonist* of 13 June, 1863, describes her on arrival as "a noble looking screw steam frigate, mounting thirty-five heavy guns—twenty-two 68-pounders, and four 110-pound Armstrong guns on the main-deck, and eight 40-pound Armstrong and one 110-pound pivot gun on the forecastle—3,007 tons, and a complement, officers and men, of 510. She carries the flag of Rear Admiral John Kingcome, Captain Matthew Connolly." In June, 1864, the *Sutlej* investigated the Bentinck arm tragedy, and the same year Admiral Kingcome and Captain Connolly were relieved by Rear Admiral Hon. Joseph Denman and Captain Trevenen P. Coode. (*Colonist*, 13, 15 July, 1864.)

Under Admiral Denman the *Sutlej*, in company with the *Devastation*, experienced, in October, 1864, some active service in Clayoquot sound, when an attack was made on the Ahousat Indians for piracy and murder. Sutlej channel, the point, and reef, were named by Captain Pender (master, R.N.), H.M. hired surveying vessel *Beaver*, in 1864, the two latter from information received from the officers of the *Sutlej*.

See Bentinck arms; Kingcome inlet; Connolly mountain; Matilda creek; Bawden bay; Devastation island; Hankin island; Ahousat; Clayoquot sound; Denman island; Trevenen bay; and Pike island.

Suwanee rock, Shadwell passage. After U.S.S. *Suwanee*, 12 guns, Captain Richard Law. This vessel, an iron paddle steamer, and described as a double-ender, 1,030 tons, 700 h.p., was totally wrecked on this rock, 9 July, 1868, while on her passage to Alaska. H.M.S. *Sparrowhawk* went to her assistance, being on a northern cruise at the time, and brought her crew to Victoria, and the SS. *New World* was sent to take off her armament and such portions of her machinery as were removable and take them to San Francisco. (*Colonist*, 2, 15 July, 1868.) For the eventful history of the American paddle steamer *New World*, see Lewis & Bryden's Marine History, pp. 122-123.

See Cooper inlet; and Shadwell passage.

Swaine, cape, Milbank sound. Named by Vancouver, in 1793, after Spelman Swaine, R.N., 3rd lieutenant of the *Discovery*. Swaine, on leaving England, was one of the master's mates of the *Discovery*, but when Johnstone was appointed lieutenant, 30 August, 1792, Vancouver promoted him to master of the *Chatham*, and again promoted him, 25 September, to the position he held when the cape was named after him. He was born in 1769 and, according to the muster book of the *Discovery*, was a native of King's Lynn, Norfolk (Vancouver's birthplace), and second son of Mr. Spelman Swaine of Leverington, Cambridgeshire; entered the navy in April, 1782. In April, 1791, having passed his examination for lieutenant, he sailed in the *Discovery* for this coast, where he assisted in nearly all of the exploring boat expeditions and received his well earned promotion. On returning to England in 1795 he served successively as lieutenant on the *Spitfire* and *Princess Charlotte*. Commander, April, 1802, and in July was appointed commander of the *Raven* sloop, in which he proceeded to the Mediterranean, where in October, 1803, he led Lord Nelson's fleet in the difficult passage through the strait of Bonifacio. The *Raven* was wrecked off the coast of Sicily in 1804. Captain, 31 July, 1810. In 1814 was promoted from the *Talbot* sloop, 20 guns, to the *Statira*, 38 guns, the captain of which frigate had been killed in a duel on the West India station. The *Statira* was lost the same

year on an unknown rock off Cuba. On the death of Colonel Watson in 1834, Captain Swaine was appointed by the Bishop of Ely to the ancient office of chief bailiff of the Isle of Ely, which he held at the time of his decease. Rear admiral, retired, 1846. Died at Wisbeach, 14 January, 1848.

Swaine was a protégé of the Hardwicke family, his father being a gentleman of influence and position in the county of Cambridge, for which county Philip Yorke, a member of the Hardwicke family, was M.P., 1780-1790, when he succeeded to the earldom on the death of his uncle. This patronage of his young officer was the reason that Vancouver in his journal states that he named Hardwicke island out of compliment to Mr. Swaine. (Naval Chronicle, 1810, 1811 and 1814. Annual Register, 1848, XC, p. 204.)

See Hardwicke island; Chancellor channel; Yorke island; Cape Mudge; and Johnstone strait.

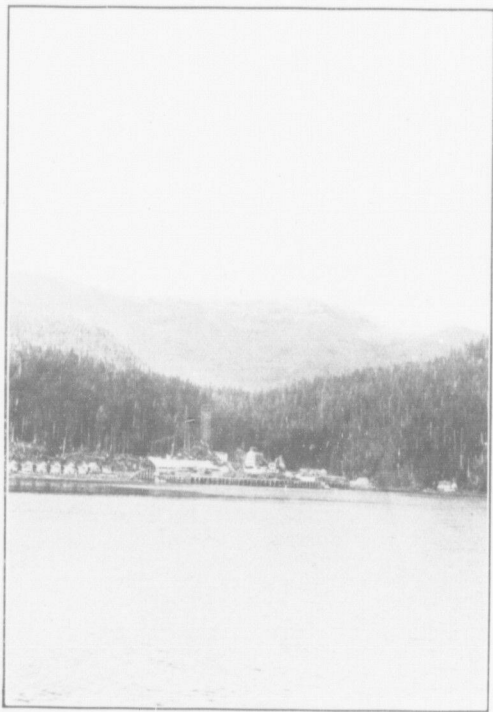
Swan rock, Addenbrooke point, Fitzhugh sound. After the S.S. *Swan*, 36 tons register, Victoria, B.C., owned by Robert Draine, proprietor and manager of the Namu cannery, Fitzhugh sound, and engaged at that cannery. Rock named by the writer in 1897.

See Draine inlet.

Swanson bay, Graham reach. **Swanson channel**, Haro strait. **Swanson island**, Blackfish sound, Broughton strait. After Captain John Swanson, of the Hudson's Bay service. Arrived on this coast from England in 1842, and was engaged in the schooner *Cadboro* and barque *Vancouver*, 1843-1845. Master mariner, 1855. Captain Swanson had charge of several Hudson's Bay vessels, including the *Beaver*, 1858; *Labouchere*, 1859-1863 (see *Colonist*, 7 June, 1860); *Otter*, 1866 (for interesting voyage of *Otter*, see *Colonist*, 2 February, 1866); and *Enterprise*, 1868-1870. Born, 1827. Died in Victoria, 21 October, 1872.

Captain Swanson was a witness (evidence taken on commission, in 1871) in the San Juan boundary dispute, on behalf of the British government, and testified with other shipmasters in the Hudson's Bay Company's service on this coast (viz., William H. McNeill, William Mitchell, and Herbert G. Lewis), that Rosario strait was the only channel known to be navigable and made use of by the company's vessels, in 1846 and previous to that date, and was always regarded as "the channel" between the strait of Juan de Fuca and the strait of Georgia. (Boundary commission, North America, No. 3 (1873), pp. 29-39.)

Swanson bay named by Captain Dodd, Hudson's Bay steamer *Beaver*, circa 1844. (*Labouchere's* log book, 1859-1860.) Swanson



9462 - p. 480

Swanson Bay, Sept. 1908.

channel by Captain Richards, H.M.S. *Plumper*, 1859. Swanson island by Captain Pender (nav. lieut., R.N.), *Beaver*, 1867.

See Benson mountain; Labouchere channel; Beaver harbour; Otter anchorage; Port McNeill; Mitchell harbour; Lewis rock; Alden bank; San Juan island; and Griffin bay.

Swiss Boy island, Barkley sound. After the brig *Swiss Boy*, Captain Weldon, which vessel when bound from Port Orchard to San Francisco with a cargo of lumber, put into Barkley sound to stop a leak, on 1 February, 1859. The Indians boarded her in great numbers and drove the captain and crew into the fore-castle. They then cut away the masts, rigging and sails, and carried on shore everything, completing the work of destruction in two hours. Captain Weldon attributed the preservation of their lives to one of the chiefs. (*Colonist*, 19 February, 1859.) Named by Captain Richards, H.M.S. *Plumper*, circa 1860.

See Cowichan bay; and Rebecca spit.

Syacks (Shakes) harbour. See Kitkatla inlet.

Sykes island, Jervis inlet. After John Sykes, an able seaman in the British navy, and for many years an old and faithful follower of Lord Nelson. In Nelson's account of the capture of the Spanish ships *San Nicolas* and *San Josef* at the battle of St. Vincent, 14 February, 1797, he states that when standing on the quarterdeck of the *San Josef*, "I was surrounded by Captain Berry, Lieutenant Pierson (69th Regiment), John Sykes, John Thompson, Francis Cook and William Fearney, all old *Agamemnons*, and several other brave men, soldiers and sailors—thus fell these ships."

The following reference to this old seaman is taken from the Annual Register, LXXXIII, p. 205. "Deaths.—31 May, 1841. Lately. Suddenly, at his little fishmonger's shop, in Church-passage, Greenwich, that venerable tar, Nelson's coxswain, Sykes. He was upwards of eighty years of age, and was with Lord Nelson during the whole of the time of his glorious deeds. He saved the life of that illustrious hero in the bay of Cadiz, when his barge containing twelve men was attacked by a Spanish gun-boat manned by twenty-six, by twice parrying the blows that were aimed at him, and at last actually interposed his own head to receive a sabre-cut which he could not avert by any other means, from which he received a dangerous wound. The gun-boat was captured and eighteen of her men killed and the rest wounded. He also greatly distinguished himself at the battle of Trafalgar."

Named by Captain Richards, H.M.S. *Plumper*, circa 1860.

Point Sykes, in Behm channel, Alaska, was named by Vancouver, 9462—31

in August, 1793, after John Sykes, master's mate of the *Discovery*. (Vancouver, 8°, IV, p. 156.)

See Nelson island; Berry point; Fearney point; Agamemnon channel; Captain island; and San Josef mountain.

Tahsis canal and Tahsis narrows, Nootka sound. **Tahsish arm**, Kyuquot sound. An old Indian name used by the natives and adopted by the Spanish explorers, 1789-1792, and given on their charts as Tasis. Tahsis canal, or rather, as John R. Jewitt spells it, in 1803, Tashees, derives its name from the fact that this arm of Nootka sound was used and is still used as a means of crossing the island to the Nimpkish river; "Tashee" meaning way, road, passage, &c. Tahsish arm, Kyuquot sound, is of the same origin, a trail from the head of this arm also crossing to the Nimpkish river. (Per the Rev. A. J. Brabant.) Chief Maquinna's fishing village of Tashees, mentioned by Jewitt, is at the head of Tahsis canal, which the latter thought was a river. In Vancouver's chart, published 1798, the entrance to the canal is shown and in the text the village is referred to as Tahsheis. (Vancouver, 8°, VI, pp. 75-89.) In the Admiralty chart of 1849 the channel is named Tasis canal and the bay at the head, Macuina basin. Tahsis narrows named, and the old Indian name for the arm in Kyuquot sound adopted, by Captain Richards when surveying the west coast of Vancouver island in H.M. ships *Plumper* and *Hecate*, 1859-1862.

See Nootka sound; Maquinna point; Port Eliza; Galiane island; Malaspina inlet; Tlupana arm; Hankin island; and Vancouver island.

Tanoo island, Laskeek bay, Q. C. Ids. Tanoo is a Haida word meaning "Eel grass," and is the Haida name for the village on the east end of the island. The island was named after the old village by Dawson on making an examination of the eastern shore of Moresby island, in 1878.

See Laskeek bay; and Dawson harbour.

Tar islands, Juan Perez sound, Q. C. Ids. Named in 1878 by George M. Dawson, Geological Survey of Canada, when making an examination of the eastern coast of Queen Charlotte islands, on account of the bituminous matter which was found here oozing out among the stones on the beach.

See Dawson harbour.

Tarte bay, Kitimat arm. After the Hon. Joseph Israel Tarte, M.P., P.C., Minister of Public Works, Canada, 1896-1902. Born at Lanorarie, Quebec, 1848. Lawyer and journalist. Died, 1907. Named by Louis Coste, chief engineer, Public Works, Canada, 1898.

See Coste island.

Tatchu point, Esperanza inlet, Vancouver island. The ancient Indian name for this locality, and derived from the word "Tatchatatcha," to chew. There is a fine beach here, and it was the great fishing place of the Ehattisat Indians, when much food was consumed at feasts and entertainments. As a matter of fact the place was so called from the amount of "chewing of food" the Indians were wont to do when camped here. (Per the Rev. A. J. Brabant.) Name adopted by the Admiralty surveyors, 1861.

See Brabant island.

Tattenham ledge, Thormanby islands, Malaspina strait. Named, in 1860, after Tattenham corner, a well known point on the Epsom race course, just where the horses turn into the straight, and about half a mile from the winning post.

See Thormanby islands.

Taylor river, Sproat lake.—See Alberni canal.

Telegraph passage, Skeena river. Named in 1865 from the fact that large supplies of telegraph wire and various stores were landed here, 1865-1866, to carry out the construction of the "Collins Overland (Russian extension) Telegraph Company." (*Colonist*, 16 June and 8 December, 1865.) On the failure of the first Atlantic telegraph cable in 1858, a scheme was brought forward under the above name with the object of reaching Europe by an overland line from the east through the United States, thence north and westward via British Columbia and Bering strait. Upwards of \$3,000,000 were spent in prosecuting this project in British Columbia, in 1864-65-66, and the construction party, numbering 250 men, had reached a point 300 miles north of Quesnel between the Skeena and Nass rivers, when the news arrived along the wire already laid of the successful completion of the second Atlantic cable, 26 June, 1866, whereupon further work beyond this point ceased. The line was kept in operation as far as the Skeena until the spring of 1867, when the line beyond Quesnel and immense stores of wire for continuing the work northward were abandoned. (Communicated to writer by R. B. McMicking in charge of the station at Quesnel at the date mentioned.)

See Skeena river; and Port Fleming.

Templar channel, Clayoquot sound. **Templar rock**, Foul bay. After the cutter yacht *Templar*, 20 tons reg., belonging to Charles E. Barrett-Lennard, which he brought out with him from England on the deck of the ship *Athelstan*, arriving at Victoria, 1 March, 1860. Mr. Barrett-Lennard made an interesting cruise in this yacht round Vancouver island, in 1860, in company with a friend, named Fitz Stubbs, like himself an ex-military officer. He published in 1862

an account of this cruise, entitled, "Travels in British Columbia, including a yacht voyage round Vancouver island." When on this cruise Lennard brought to Victoria the news of the *Florenca* having drifted into Nootka sound, disabled, and in his book gives the circumstances under which she arrived. (See also *Colonist*, 14 December, 1860.) The *Templar* was subsequently sold to Messrs. Henderson and Burnaby of Victoria, and, on the 22 January, 1862, having left Victoria that day on a trading cruise along the coast of Vancouver island, was driven on shore from an anchorage in Foul bay, by a heavy southeast gale, and totally lost. (*Colonist*, 24 January, 1862.) Named by Captain Richards, H.M.S. *Hecate*, 1862.

See Lennard island; Stubbs island; and Florenca island.

Ten Mile point.—See Cadboro point.

Texada island, strait of Georgia. Spelt on the old Spanish charts of Eliza and Galiano, 1791 and 1792, Texada island, but mentioned by Vancouver under the name of Favada, 1792. Named Texada island in 1791, by Jose Maria Narvaez, in command of the small exploring vessel *Santa Saturnina*, one of Lieutenant Commander Eliza's two vessels.

See Port Eliza; Narvaez bay; Lasqueti island; and Saturna island.

Thames shoal, Mayor and Mouat channels. After the screw steamer *Thames*, belonging to the Alberni Saw Mill Company, on this coast, 1862-1866. Arrived at Victoria, 30 August, 1862, under the command of Captain Echte, from London, via Honolulu, 258 days out. (*Colonist*, 1 September, 1862.) She was an old Dutch built steamer, 300 tons burden, with a single engine, and had been engaged for years in the cattle trade between Hamburg and London. While on this coast was under the command of Henderson, and Brown. In 1866 she proceeded, in charge of Captain John Devereux, to the Sandwich islands and thence to Nagasaki, where she was sold to the Japanese. After a brief period in the coasting trade of Japan, the *Thames* was driven on shore by a typhoon when upwards of 150 persons on board perished. Named by Captain Pender (master, R.N.) in the *Beaver*, circa 1865.

See Alberni canal; and Henderson lake.

Thetis island and **Thetis cove**, Esquimalt harbour. **Thetis island**, Trincomali channel. **Thetis cove**, Mitchell harbour, Q. C. Ids. After H.M. frigate *Thetis*, 36 guns, 1,450 tons, built at Devonport, circa 1847. On this station, 1851-1853, Captain Augustus L. Kuper, C.B. Shortly after her return to England in 1854, the *Thetis* was, by exchange for two small paddle steamers, presented to the Prussian government as a training ship for seamen. *Thetis*

island, Esquimalt harbour, does not now, as an island, exist, the intervening water-way between the island and the nearest shore having been filled in when the graving dock was made in 1887. The name of Thetis cove was adopted by Captain Richards when Esquimalt harbour was resurveyed in 1858. Thetis island, Trincomali channel, named also 1858. Thetis cove, Mitchell harbour, named in 1852, when the neighbourhood was surveyed by the officers of the *Thetis*.

A frigate of this name was captured off Cape Finisterre, from the Spaniards, on the 15 October, 1799, by four British frigates, when she was returning to Spain in company with another frigate, *La Santa Brigida*, also captured. The two vessels were laden with a rich cargo, and each of them had on board the sum of \$1,400,000. The treasure taken in these ships was landed at Plymouth and loaded sixty-three artillery wagons. Like the *St. Jago*, and the *Hermione*, mentioned in these notes, the *Thetis* and *La Santa Brigida* were extremely rich prizes; by the capture of the two latter the following is the amount each class received on board the four frigates *Ethalion*, *Alcmene*, *Triton*, and *Naiad*, under the command of Captains W. Young, H. Digby, J. Gore and W. Pierrepont:

	£	s	d.
Captains. each	40,730	18	..
Lieutenants. "	5,091	7	3
Warrant officers. "	2,468	10	9½
Midshipmen &c. "	791	17	¼
Seamen and marines. "	182	4	9¼

Another British frigate of this name came to a most disastrous end by running, under full sail, one dreadfully dark and rainy night, against the perpendicular cliffs of Cape Frio upon which the sea was breaking with great fury. The *Thetis* was commanded by Captain Samuel Burgess and had sailed the same day, 4 December, 1830, from Rio de Janeiro for England, carrying as freight about \$810,000, or that value in gold and silver bars and old plate. The ship had her fore-topmast-studding-sail set at the time, and was going ten and a half knots when thus suddenly checked; and no sooner had the bowsprit fallen on board, than all three of the masts fell aft, over side or quarters, killing, wounding, and crushing many of the crew. Brenton in his naval history states:—"No pen can describe, none but those who have been present on such occasions, can conceive, the sublimity of horror of this dreadful moment; yet notwithstanding the dying groans of his shipmates, and the state of wreck of the ship, the captain and his noble crew never lost their presence of mind." The ship settled down in a little cove, known to this day as *Thetis* cove, and by the most indefatigable exertions, out of a crew of 300 men only

28 were lost. Nearly the whole treasure was subsequently recovered. (Brenton, Vol. I, p. 439, Vol. II, p. 647.)

See Kuper island; Mitchell harbour; Moore channel; Moresby islands; Ripon point; Calder mountain; Gallows point, and Trincomali channel.

Thormanby islands, Malaspina strait, Strait of Georgia. After the race-horse Thormanby, winner of the Derby in 1860, owner, Mr. J. C. Merry, and ridden by the well-known jockey, Custance. The names given on the Thormanby islands are all connected with the turf, which see: Buccaneer bay; Derby point; Epsom point; and Oaks point, and also Merry island; Surrey islands; Tattenham ledge; and Welcome pass. Named by Captain Richards and the officers of H.M. surveying vessel *Plumper*, 1860.

Thornbrough channel, Howe sound. After Admiral Sir Edward Thornbrough, G.C.B., who, as captain of the *Latona* frigate at the battle of "The Glorious First of June," 1794, was stationed abreast of the centre of the line to repeat the Admiral's signals, and took his frigate into the thick of the fight to assist the *Bellerophon* when hard pressed by the enemy. (James, Vol. I, p. 171.) He was born 1754, and went to sea in 1761 as servant to his father, Commander Edward Thornbrough, then 1st lieutenant of the *Arrogant*, 74 guns, in the Mediterranean. In her he continued for two years and for the next five was borne on the books of the *Firm*, guardship at Plymouth, during which time he was presumably at school. This early start in the navy was exceptional, and the continuous nature of his career, from 1761-1819, gave him the remarkable sea service of nearly sixty years, during which time he was only twice unemployed. Lieutenant, 1773, and in 1780 was 1st lieutenant of the frigate *Flora* when she captured the French frigate *Nymphe* off Ushant in that year. For this action he was promoted to commander, and in 1781 to captain by Rear Admiral Thomas Graves, afterwards Lord Graves. A few weeks after the battle of the 1 June, 1794, Captain Thornbrough was appointed to the *Robust*, 74 guns, one of the channel fleet, where he remained for three years. In 1801 was promoted to rear admiral and hoisted his flag in the *Mars*, stationed off Brest, and remained there until the peace of Amiens. After the short peace he hoisted his flag in the *Kent*, and, in October, was ordered to join Nelson, but the news of Trafalgar prevented his sailing; on the 9 November was promoted to vice admiral and had command of a detached squadron in the Bay of Biscay. Commander in chief on the coast of Ireland, 1810-1813. Admiral, 1813. K.C.B., 1815. Commander in chief, Portsmouth, 1817-1819. G.C.B., 1825. Vice admiral, United Kingdom, 1833, and died at Bishop's Teignton, 3rd April, 1834. Named by Captain Richards, H.M.S. *Plumper*, 1859.

See Port Graves; Latona passage; and Howe sound

Thurlow islands, Johnstone strait. Named by Vancouver in 1792 after Lord Chancellor Thurlow. On the 16 July, 1792, Vancouver notes in his journal: "After we had proceeded about ten miles from Point Chatham, the tide made so powerfully against us as obliged us about breakfast time to become again stationary in a bay (Knox bay) on the northern shore in 32 fathoms water. The land under which we anchored was a narrow island which I distinguished by the name of Thurlow island." (Vancouver, 8°, II. 261.) The island has since been discovered to be divided into two islands, and is now known as Thurlow islands.

Edward, Lord Thurlow, the son of a clergyman, was a native of Suffolk, and born in 1732. He was educated at a grammar school and commenced life in a solicitor's office. Called to the bar in 1758. He filled the offices of solicitor general and attorney general and was elected M.P. for Tamworth, and became a warm supporter of the ministry. He was appointed Lord Chancellor and raised to the peerage, 3 June, 1778.

Shortly after Lord Thurlow's acceptance of the Great Seal, the Duke of Grafton in the House of Lords publicly reproached Lord Thurlow with his plebeian origin and his recent admission to the peerage. Lord Thurlow's reply is a gem of English oratory. He rose from the woolsack and advanced slowly to the place where the chancellor addresses the house, then fixing his eye upon the duke, spoke as follows:—

"My lords, I am amazed, yes, my lords, I am amazed at his grace's speech. The noble duke cannot look before him, behind him, or on either side of him, without seeing some noble peer, who owes his seat in this house to his successful exertions in the profession to which I belong. Does he not feel it is as honourable to owe it to these, as to being the accident of an accident? To all these noble lords, the language of the noble duke is as applicable and insulting as to myself. But I do not fear to meet it single and alone. No one venerates the peerage more than I do. But my lords I must say that the peerage solicited me, not I the peerage.

"Nay, more, I can and will say, that, as a peer of parliament, as speaker of this right honourable house, as keeper of the great seal, as guardian of His Majesty's conscience, as lord high chancellor of England, nay even in that character alone, in which the noble duke would think it an affront to be considered, but which character none can deny me, as a man, I am at this moment as respectable, I beg leave to add, as much respected, as the proudest peer I now look down upon." (Modern Oratory. By William Graham, Edinburgh, 1837, p. 258.)

Lord Thurlow was tall, well built and singularly majestic in appearance. Fox's bon mot, 'No man ever was so wise as Thurlow looks,' evinces the impression which he made on occasions of state. Lord Thurlow died in 1806.

See Chancellor channel; and Loughborough inlet.

Thynne peninsula, Forward harbour. After Louisa, Countess of Harewood, 2nd daughter of Thomas Thynne, 2nd Marquis of Bath, and wife of the 3rd Earl of Harewood. Mother of Lieut. Commander the Hon. H. D. Lascelles, of the gunboat *Forward*. Married, 5 July, 1823. Died a widow, 7 November, 1859. Named 1865.

See Forward inlet; Lascelles mountain; and Harewood mountain.

Tinson point, Gabriola island. **Tinson islands**, Southgate group, Q. C. Sd. After Lieutenant Charles Wills Tinson, H. M. surveying vessel *Egeria*, resurveying these places, 1903-1904. Tinson point, on the chart of 1860, is given as Rocky point. Named by Commander John F. Parry, H.M.S. *Egeria*, 1904.

See *Egeria* shoal.

Tiedemann glacier, Bute inlet. Named, in 1875, by the Canadian Pacific Railway surveyors, after Hermann Otto Tiedemann, civil engineer and architect. Born 1821 in Berlin, and came out to this coast in 1858. Designed in 1859 Fisgard lighthouse, and also the old Legislative buildings at Victoria. The latter were gradually taken down and replaced, 1893-1898, by the present palatial structure of grey stone, surmounted by a dome, sheathed with copper, on the top of which is a bronze statue of Captain George Vancouver, R.N. The architect of this magnificent building was Francis Mawson Rattenbury, at present (1906) residing in Victoria. In 1862 Tiedemann accompanied, as an engineer, Alfred Waddington when examining the country over which the latter proposed constructing a road from the head of Bute inlet to eastern Canada. Leaving Victoria 15 May, the party proceeded by water to the head of the inlet and arrived, in July, at Fort Alexandria, the termination of the first stage, a distance from tide water, by river and road, of 208 miles. A satisfactory route was reported. (See Waddington's voluminous report published in *Victoria Colonist*, 1 August, 1862.) Died in Victoria, 12 September, 1891. Frederick Whymper, the Alaska traveller, visited, in 1864, 'his magnificent glacier, which is about forty miles by the river from the head of Bute inlet, and gives this graphic account of the trip in a book he published in London in 1868: Chapter II, p. 24, he states: "After following the Homatheo (Homalko) river more or less closely for the greater part of a day, we reached the first glacier stream, and soon obtained a distant view of the great frozen torrent. Camp was pitched in an open space from which the snow had melted, and the

next morning, 24 April, 1864, proceeded to the base of the glacier, a distance of about two and a half miles, through very deep but thawing snow. The day was very warm and the glacier in full activity. Its presence was rendered very obvious by the cracking of the ice and the carcering of the stones from its surface. . . . At its termination the glacier must have been three-quarters of a mile in width; but was considerably wider higher up. The mountains behind were lofty, and one peak was slightly horned, whilst one immense black mass of rock with precipitous sides reared itself from the surrounding purity."

In connection with his visit to the Tiedemann glacier, Whymper relates the following humorous anecdote: "A white man had been left during the winter in charge of the stores and mules at the head of the inlet, and the Indians had at times threatened his life. He had missed many small things from his log house and could not catch the thief, whoever he might be, but who he had reason to believe must have entered the house by the large and open chimney. At last he got a friend to go inside with a quarter of a pound of gunpowder, and locking the door, made pretence of leaving, but crept back near the house to watch the result. Soon an Indian came stealthily along sans culottes, sans everything. He climbed on the roof, and got nearly down the chimney when the man in the house threw the powder on the smouldering ashes, and off it went. The Indian went off also, and with a terrific yell; but over his condition a veil must be drawn. He afforded for sometime afterwards a very wholesome warning to his tribe, being unable to sit or lie down."

See Waddington harbour; Bute inlet; Port Fleming; Triumph bay; Smith island; Figgard island; Whymper mountain; and Bentinck arms.

Tlupana arm, Nootka sound. After an Indian chief who lived at a village here named Mooacha (Mooetchee of Vancouver), and was visited by Vancouver, 27 September, 1794, who spells the chief's name Clewpanclloo, and says he was "reputed to be one of the first in wealth and power." The village is described as small, straggling and exceedingly filthy. The newly arrived governor of Nootka (the successor of Quadra), Brigadier General Don José Manuel Alava, accompanied Vancouver on this visit, and as the boats rowed up the inhospitable looking inlets with their stupendous precipices and gloomy ravines, against wind and stream, Alava frequently expressed his astonishment that such a country could ever have been an object of contention between the respective sovereigns of Great Britain and Spain. (Vancouver, 8°, VI, pp. 75-89.)

The name was given by Eliza or Malaspina, in 1791, for it so appears on the combined chart of those Spanish officers, of that year,

called "Fondo (anchorage) de Clupananul," and the arm is marked on Galiano's chart of the succeeding year, "Brazo de Thuplananulg." In the Admiralty chart of 1849 it is given as "Hapana reach."

It was a son of the chief visited by Vancouver that was accidentally shot by the captain of the *Lydia*, the brig that rescued Jewitt, in 1805, and the direct descendant of this historic chief yet resides in the sound under the name of Thupananoutl, an abbreviated form of which has been used on the Admiralty chart of 1862. (Per the Rev. A. J. Brabant.)

See Muchalat arm; Vancouver island; Nootka sound; Maquinna point; Port Eliza; Malaspina inlet; Tahsis arm; Marvina's bay; Galiano island; and Espinosa arm.

Toba inlet (Spanish, Canal de la Tabla). Examined and named by the Spanish naval explorers Galiano and Valdes, 27 June, 1792. So named because they found here a sort of strange table (tabla) of planks, carved with hieroglyphics by the Indians. (Viage, p. 73.) By a Spanish chart engraver's error "Tabla" became changed into "Toba," and this error has since been perpetuated on the charts. Galiano in his journal always refers to the inlet as Canal de la Tabla.

See Galiano island; Birch bay; Savary island; and Cordero channel.

Tod creek, Saanich arm. Named, in 1858, by Captain Richards, R.N., after John Tod, a noted Hudson's Bay officer on this coast, who, after retiring from the company's service with the rank of chief trader, became a member of the "Council of government" of Vancouver Island colony in 1851, and of the succeeding more formal "Legislative council," and J.P. Born 1790., at Water Leven, Dumbartonshire, Scotland, he had some experience in youth as clerk in a Glasgow warehouse, and, in 1813, entered the service of the Hudson's Bay Company as an apprentice. Tod was employed in various positions, one of which was superintendent of the fur shed at York factory, whence, in 1823, he came to the west of the Rocky mountains. The Hudson's Bay Company and the North West Company having coalesced in 1821, Tod is said to have been the first purely Hudson's Bay officer appointed to a trading post in New Caledonia, a territory which previous to the coalition had been occupied by the North West Company alone. Fort M'Leod was his first post, and during the next twenty-five years he had charge of several others, including Cowlitz, on the Columbia river, and Kamloops. On retiring from the company's service in 1851 he settled at Oak bay, near Victoria, receiving soon afterwards from the government the appointment above mentioned. He was one of the notables of this coast, and his mind remained fresh and vigorous to the end of a long life. Died at Oak bay, Victoria, 31 August, 1882.

See Mary Tod island; Finlayson channel; Tolmie channel; Wark channel and Ogden point.

Tofino inlet, Clayoquot sound. Named by Galiano and Valdes in the Spanish exploring vessels *Sutil* and *Mexicana*, when examining this coast in the summer of 1792.

See Port Eliza; Galiano island; and Sutil channel.

Tolmie channel. After William Fraser Tolmie, a medical officer in the service of the Hudson's Bay Company. Born at Inverness, Scotland, 3 February, 1812, and educated at Glasgow. Botany was his special and favourite study. Joined the Hudson's Bay service in 1832, and arrived at Fort Vancouver, Columbia river, from London, via cape Horn, in the spring of 1833. He was first stationed at Nisqually on Puget sound, and, at the latter end of 1833, was removed to Fort McLoughlin, now Bella Bella. Here he spent many months, his diary giving an excellent description of the country, and the mode of life at one of the isolated posts of the Hudson's Bay Company in pioneer days. In 1834 Dr. Tolmie assisted at the removal of Fort Simpson from the Nass river to its present site, now known as Port Simpson, returning to Fort McLoughlin at the close of the year, where he remained until February, 1836. Then back to Fort Vancouver, where, settlers coming for medical advice as well as supplies, he was both doctor and trader. A visit to Scotland, via the Columbia and the Rocky mountains, was made in 1841, and the return journey, via cape Horn, in 1843. In 1850 he married Jane, eldest daughter of the late John Wark, chief factor, Hudson's Bay Company. Dr. Tolmie was appointed chief factor in 1856, residing in Victoria, and was placed upon the board of management of the Hudson's Bay Company's affairs. Retired from the service in 1860, and became a member of the Legislative Assembly, which position he occupied for five years. His diaries, kept for many years, and from which the writer has obtained valuable information, are now in possession of his son, Mr. John Tolmie, of Cloverdale, Victoria. Dr. Tolmie died 8 December, 1888. Named by the Hudson's Bay Company, circa 1845.

See Bella Bella; Port Simpson; McLoughlin bay; Wark channel; and Jane island.

Tom point, Gooch island, Haro strait. Named from the fact, that, in the spring of 1858, the schooner *Violet*, owned and commanded by Thomas Pamphlet, generally known as Captain Tom, was becalmed off this point, when a party of surveying officers from H.M.S. *Plumper* came off from the island and visited Pamphlet, hence the name "Tom point."

Captain Thomas Pamphlet, one of the oldest mariners in the Victoria district, was born in the parish of Barking, Essex, 23 January, 1838, and began his sea-going career in 1849 as an apprentice in the *Eston Nab* brig. Served in a transport during the

Russian war, 1854, and was at the bombardment of Odessa, and at Balaklava during the siege of Sebastopol. Arrived at Victoria in the barque *Agnes Garland*, 1856, and the following year took charge of the schooner *Ino*. In 1858, purchased the *Violet*, built at Pachena bay by Messrs. W. Banfield and Francis, and placed her in the coasting trade, carrying passengers and freight to Fort Langley in the palmy days of the gold excitement, 1858. The following year acted as pilot and interpreter on H.M.S. *Satellite* when she went to Barkley sound to investigate the seizure, by the Nitinat Indians, of the *Swiss Boy* brig (*Colonist*, 19 February, 1859), and later had charge of the historic brigantine *Cadboro*. Commanded the schooner *Meg Merrilies*, engaged in the Alberni lumber trade in connection with the sawmill erected there, 1860-1866. When in this schooner, on the 4 August, 1862, Captain Pamphlet was unfortunate enough, on stepping into his boat to go on shore at Alberni, to lose overboard a bag containing \$500 in gold, which was never recovered. (*Colonist*, 9 August, 1862.) Victoria pilot, 1868-1876. Afterwards variously employed, having charge, among other vessels, of the historic *Beaver*, and the government steamer *Sir James Douglas*. Retired from active service, 1902, and residing in Victoria, 1906.

See McKay reef; Banfield creek; Gibraltar island; Dodger cove; Alberni canal; Sea Bird point; Swiss Boy island; Commodore point; New Westminster; Cadboro point; and Beaver harbour.

Tomkinson point, Ursula channel. See Collins point.

Tomlinson mountain (3,385 feet), Kincolith, Nass bay. After the Rev. Robert Tomlinson, B.A., native of Ireland, who arrived on this coast in 1867 to take up missionary work. On arrival he was detailed by the C. M. Society to remove from Nass village (Ewen Nass), the temporary mission in charge of the Rev. Robert R. A. Doolan, to a permanent position on the shore of Nass bay, named Kincolith, where the mission has since remained. (*Colonist*, 7 October, 1867; 11 June, 1868.) Tomlinson remained in charge of Kincolith until the spring of 1879, when he removed to Ankihtlas, on the river Kishpioux, a tributary of the Skeena. The valley of the Kishpioux is naturally clear land, with a park-like aspect, lying in long terraces. He visited England in 1880, left the C. M. Society, and returned to British Columbia, 1881. Now (1906) residing at Meamskanisht, meaning in the Nishgar language, "Under the pitch pines," where he has established under his own charge, a farm, mission and church, sawmill and telegraph station. Named by Captain Pender (nav. lieutenant, R.N.), *Beaver*, 1868.

See Collision bay; Doolan point; Port Simpson; Nass river; and Kincolith.

Tomlinson point, Blunden harbour, Q. C. Sd. After Henry Edward Tomlinson, R.N., staff surgeon, H.M. surveying vessel *Egeria*, 1903-1906. Surgeon, 1892. Named by Commander John F. Parry, H.M.S. *Egeria*, on resurveying Blunden harbour, 1903.

See Blunden harbour; and Egeria shoal.

Too-witi. See Moss passage.

Topaze harbour, Wellbore and Sunderland channels. After H.M.S. *Topaze*, 51 guns, 2,659 tons, 600 h.p., built at Devonport, 1856. On this station, 1859-1863. Captain the Hon. John Wellbore Sunderland Spencer. Arrived at Esquimalt, 19 March, 1860. The two passages leading to Topaze harbour from Chancellor channel and Johnstone strait, viz., Wellbore and Sunderland channels, respectively, with the mountain (Spencer) northward of the harbour, are named after Captain Spencer. On New Year's eve, 1860-1861, the *Topaze* fired a midnight salute in Esquimalt harbour. Sailed for England from Esquimalt, 27 June, 1863. Named by Captain Pender (master, R.N.), in the *Beaver*, 1863.

The *Topaze*, armament reduced to 31 guns, was again on this station, 1866-1869, Captain Richard Ashmore Powell, C.B., commodore 2nd class (commanded H.M.S. *Vesuvius*, bombardment of Sebastopol, 1854). Commodore Powell and officers of the *Topaze*, in 1868, when on the southern portion of this station (Pacific), erected on the island of Juan Fernandez an iron tablet, on what is known as Selkirk's Lookout, a lofty position on one of the peaks of the island. The inscription reads: "In memory of Alexander Selkirk, mariner, a native of Largo, in the county of Fife, Scotland, who lived on this island in complete solitude for four years and four months. He was landed from the *Cinque Ports* (galley) A.D. 1704, and was taken off in the *Duke* (privateer) on 12 February, 1709. He died, lieutenant of H.M.S. *Weymouth*, A.D. 1723, aged 47 years. This tablet is erected near Selkirk's Lookout, by Commodore Powell and the officers of H.M.S. *Topaze*, A.D. 1868." Selkirk's lonely life on the island of Juan Fernandez is supposed to be the basis on which Daniel Defoe founded his celebrated history, "The Life and strange surprising Adventures of Robinson Crusoe; of York, Mariner." Published, 1719.

See Spencer mountain; Wellbore channel; Sunderland channel; *Vesuvius* bay; Osborn bay; Franklin range; Lascelles mountain; and Jackson point.

Towry point, Loughborough inlet. Named after Lieutenant Henry Towry Miles Cooper, Royal Marines, circa 1864. Captain G. H. Towry, an ancestor of this officer, was in command of H.M.S. *Diadem*, 64 guns, at the battle off cape St. Vincent, 14 February, 1797.

See Cooper reach; Diadem mountain; and Jervis inlet.

Tozier rock, Saanich inlet. After Dorr Francis Tozier, captain, United States Marine Revenue Service, commanding U.S. steam vessel *Grant*, which struck on this uncharted rock, 23 May, 1901. Born 1843, native of the state of Georgia. Appointed to the service from the state of Maine. The rock was examined by Captain Kilgore, U.S. revenue vessel *Rush*, and named by the Geographic Board of Canada, 1901.

Trematon mountain (1,050 feet), Lasqueti island. Named by Captain Richards, H.M.S. *Plumper*, in 1860, after Trematon Castle on the Tamar, from the resemblance of a nob on the summit of the mountain, rising in the centre of the island, to that castle, which is situated in the county of Cornwall and is of great antiquity, doubtless of Saxon origin. It is the property of the Duchy of Cornwall. A modern house, within the wall surrounding the ruins of the castle (views of the harbour of Devonport, &c., can be seen through several breaches in the wall) was the home of the Tucker family for many years. At the time the mountain was named, the house was the home of Rear Admiral John Jervis Tucker, and he died in it in 1886. Hence the association in the neighbourhood (comparatively under the shadow of Trematon mountain) of Tucker bay, Jedediah island and Jervis island.

See Tucker bay; Jedediah island; Jervis island; and Jervis inlet.

Trevan rock, Houston Stewart channel, Q. C. Ids. After Henry Trevan, M.D., surgeon, H.M.S. *Virago*. Staff surgeon, 1846. Fleet surgeon, retired, 1861.

See Houston Stewart channel.

Trevenen bay, Malaspina inlet. Named, in association with Penrose bay and Coode peninsula, after Captain Trevenen Penrose Coode, H.M.S. *Sutlej*, flagship of Rear Admiral Hon. Joseph Denman, commander in chief Pacific station, 1864-1866. Entered the navy, 1835. Lieutenant, 1845. Commander, 1856. Captain, 1862. Rear admiral, retired, 1878. Vice admiral, 1884. Served in the *Royal George*, 102 guns, screw line-of-battle ship, during the Russian war, 1854-1856. Named by Captain Pender (master, R.N.), in the *Beaver*, circa 1865.

See Sutlej channel; and Denman island.

Triangle island, Scott islands. Thus named on Admiralty chart of 1849, the island with the reefs around it being shown on that chart in the shape of a triangle.

See Scott islands; Turtle island; Crescent inlet; and Redonda island.

Tribune bay, Hornby island. **Tribune channel**, Gilford island. After H.M.S. *Tribune*, screw frigate, 31 guns, 300 h.p., 1370 tons,

built by Symonds at Sheerness in 1853. The *Tribune*, Captain Geoffrey T. Phipps Hornby, arrived on this station from China, 13 February, 1859, having been sent over to augment the fleet on account of the San Juan island boundary dispute. After remaining on the station until the difficulty was temporarily settled, she proceeded to England, arriving there in July, 1860. During her stay on the coast, 1859-1860, Geoffrey mountain and Phipps point, Hornby island, were named after the captain. Tribune bay after the ship, and other points of the island after the lieutenants. (*q.v.*) In April, 1864, the *Tribune*, mounting 23 guns, again visited this coast, Captain Lord Gilford, and remained on the station until 1866. Sailed from Esquimalt, 10 December, 1865. In June, 1864, on leaving New Westminster, the *Tribune* grounded on the Sandheads, Fraser river, and had to be lightened of all her guns and stores before floating. The first *Tribune* in the British navy, a frigate of 32 (44) guns, was captured from the French in St. Georges channel, 8 June, 1796 (Sir Byam Martin, I, pp. 260-265), and totally lost, in command of Captain Barker, during daylight, off Halifax harbour, 16 November, 1797, when the captain and 228 persons perished. Tribune bay named by Captain Richards, H.M.S. *Plumper*, circa 1860, and Tribune channel by Captain Pender (master, R.N.), in the *Beaver*, 1865.

See Hornby island; Gilford island; Downs point; Norman point; Dunlop point; St. John point; Boyle point; Denman island; and Norrie rock.

Trincomali channel, east coast Vancouver island. After H.M.S. *Trincomalee*, sailing frigate, 24 guns, Captain Wallace Houston. Arrived at Valparaiso from England, 12 November, 1852, and at Esquimalt early in 1853, remaining on the Pacific station till 1856. The frigate, 1,066 tons, originally mounted 42 guns, and was built at Bombay in 1819, on the model of the French frigate *Leda*. Named by Captain Richards, H.M.S. *Plumper*, 1858.

See Houston passage; Macdonald point; and Plover reefs.

Triumph bay, Gardner inlet. After the British trading sloop *Triumph*, 15 tons register, built at Cowichan, 1872. Employed, in 1874, by the government of Canada, to take James Richardson (hence Richardson point) of the Geological Survey, and party, to Gardner inlet, to assist, under the orders of Marcus Smith, deputy engineer of Canadian Pacific Railway survey, in the general examination of the inlet and neighbourhood, when the coast line of British Columbia was being examined with the view of selecting a suitable terminus for the Canadian Pacific Railway. The survey for this transcontinental railway occupied six years, 1871-1876, and cost the sum of \$3,136,615.75. The Hudson's Bay Company's steamer *Otter*, which was placed at the disposal of Marcus Smith, left Victoria with this

officer and two others, 4 June, and met the *Triumph*, on the 7th, with Richardson, the men and stores on board, at anchor in this bay. The sloop was towed by the *Offet* to Kemano bay, where the geological and survey parties landed and where the vessel awaited their return. The *Offet* proceeded along the coast, to the northward, with Messrs. Smith and Seymour, the latter an official of the Indian department. (Report of Sandford Fleming, engineer in chief, Canadian Pacific Railway survey, 1877, pp. 3, 108, 110 and 137.) Named by the officers of the Canadian Pacific Railway survey, 1874.

See Gardner inlet; Richardson inlet; Port Fleming; and Smith island.

Trivett point, Princess Royal island, McKay reach. **Trivett island**, Penphrase passage, Sutlej channel. After Captain John Frederick Trivett, of the Hudson's Bay Company. In command of the barque *Princess Royal*, 1856-1861, during which time he also brought out to this coast the new paddle steamer *Labouchere*. Rear Admiral Kingcome's nephew was 1st and 2nd officer with Captain Trivett in the *Princess Royal* and succeeded him in the command, hence the association, near each other, of Kingcome and Trivett points. The island was not named after this *Princess Royal*, though no doubt the points were named through the island having this name. In later years Captain Trivett was assistant to Captain Toynbee, Meteorological Office, London. Named, circa 1866.

See Princess Royal island; Labouchere channel; Kingcome point; Kingcome inlet; and Horton bay.

Trollope point, Sooke inlet. After Henry Trollope, R.N., 2nd lieutenant, H.M. surveying vessel *Herald*, Captain Henry Kellett, 1845-1851. On this coast, 1846. Commander of the *Rattlesnake*, 1853, and wintered in Port Clarence, Bering strait, 1853-1854. Born 1815. Entered the navy, 1828. Lieutenant, 1841. Commander, 1852. Captain, 1860. Retired, 1868. Rear admiral, 1876. Named by Captain Kellett, 1846.

See Sooke inlet; Kellett bluff; Herald rock; and Plover reefs.

Troubridge mountain (4,360 feet), Jervis inlet. After Rear Admiral Sir Thomas Troubridge, Bart., who, as captain of the *Culloden* at the battle of St. Vincent, took a most active part in that victory. He was also in the *Culloden* with Nelson at the Nile, but did not share in the battle as his ship unfortunately grounded on a reef entering Aboukir bay, and, notwithstanding all the efforts of her gallant commander and crew, she could not be got off till the morning of the following day, 2 August, 1798. Troubridge was honoured and esteemed by both St. Vincent and Nelson, and was one of the most valued friends of the latter and in whom he had the greatest

confidence. Sir John Jervis, in a letter to Earl Spencer (First Lord of the Admiralty), dated from his flagship, *Ville de Paris*, off Cadiz, 22 May, 1797, speaks thus of Captain Troubridge:—"I hope your lordship will not think it presumptuous in me to name Captain Troubridge to you, as the ablest adviser and best executive officer in His Majesty's naval service, with honour and courage bright as his sword." Nelson in a letter to Earl St. Vincent (Sir John Jervis), under date 15 June, 1798, says:—"Troubridge possesses my full confidence, and has been my honoured acquaintance of twenty-five years' standing." And in another letter to St. Vincent, September, 1798, after the battle of the Nile, he thus expresses himself:—"Dear Troubridge, whom we went to visit yesterday, is better than I expected; the active business, and the scolding he is obliged to be continually at, does him good. I am not surprised that you wish him near you; but I trust you will not take him from me. I well know he is my superior; and I so often want his advice and assistance." (See Naval Chronicle, Vol. 23, pp.1-29.)

Sir Thomas Troubridge was born in 1760, and entered the navy, under the rating of "able seaman," on board the *Seahorse*, Captain Farmer, with whom he proceeded to India, in 1773. Midshipman, 21 March, 1774. On the 1 January, 1783, having passed the intermediate ranks of lieutenant, 1781, and commander, 1782, on active service in the East Indies, he was made post captain on the *Active*, 32 guns, and remained in India till some time after the arrival of the intelligence of the general peace of 1783. He returned to England in 1785, as flag captain to Sir Edward Hughes, in the *Sultan*. In 1790 he was again employed, and in 1794 was appointed to the *Culloden*, in which ship he served under Earl Howe, Vice Admiral Hotham, and, as before mentioned, St. Vincent and Nelson. With the *Culloden* he was with Nelson at the unsuccessful attack on Tenerife, 21 July, 1797. Created a baronet, 1799. One of the lords of the Admiralty, 1800-1804. Rear admiral, 1804. On the 27 April, 1805, sailed from Portsmouth for the East Indies, to command that station, eastward of Ceylon, flying his flag in the *Blenheim*, 74 guns, Captain Bissel, formerly a three-decker, but cut down and a worn-out ship. In 1806 he was transferred to the command of the Cape of Good Hope station, and sailed from Madras for the Cape on the 12 January, 1807, in company with the *Java* frigate, Captain Pigot, and *Harrier* brig, Captain Finlay. In the month of February, not far from the southeast end of Madagascar, the vessels were caught in a cyclone, when the *Blenheim* and the old Dutch prize-frigate

Java foundered with all hands. The *Harrier* arrived at the Cape on the 28th of the same month.

"Thus perished Sir Thomas Troubridge, one of our most gallant and effective admirals, the friend of St. Vincent, the companion of Nelson. His maxim, 'Never to make a difficulty,' copied from his great patron the Earl of St. Vincent, he perhaps carried to an extreme; it was the compass by which he had ever steered—by which he had risen from the lowest to the highest ranks in the service. He was supposed to command more resources in his ship than any officer of his time. About 700 persons, among them several passengers, friends of Sir Thomas, perished in the *Blenheim*, and about 300 in the *Java*. It is remarkable that the *Harrier*, which escaped from the cyclone, foundered in the following year, nearly about the same spot. She was then commanded by Captain Ridge." (Brenton's Naval History, Vol. II, p. 210.)

Named by Captain Richards, H.M. surveying vessel *Plumper*, circa 1860.

See Culloden point; Nelson island; Captain island; Ball point; Foley mountain; Hallowell mountain; Collingwood channel; Hotham sound; and Jervis inlet.

Tuck inlet, Chatham sound. After Samuel Parker Tuck, P.L.S., who made a preliminary land survey of the shores of the inlet in 1892, which has since been known locally by his name and adopted on the Admiralty charts, 1896. A portion of the shores of the inlet, and Kaien, Ridley and Lelu islands were surveyed, 1904-1905, by John Frederick Ritchie, D.L.S., with the view of selecting the inlet as a Pacific terminus for the Grand Trunk Railway of Canada, when the old Indian name of Kaien, for the large island, was retained, and the other two islands named by the Geographic Board of Canada, 1905. The inlet having been finally decided on as the terminus, and the townsite, selected on Kaien island, named Prince Rupert by the railway authorities, a marine survey of the port and the adjacent waters was made, in 1906, by George Blanchard Dodge, an officer of the survey branch of the Marine Department, Ottawa, when many new names were added to the chart.

See Kaien island; Ridley island; Lelu island; Fern passage; Oldfield mountain; Malacca passage; Lima point; Smith island; Digby island; Kinahan islands; and Port Fleming.

Tucker bay, Lasqueti island, Sabine channel. After Benjamin Tucker, secretary for many years to Earl St. Vincent (Sir John Jervis). He was the son of Benjamin Tucker, a warrant officer in the navy. Born, 18 January, 1762, he received a good education, and was brought up in the navy. In 1792 he was purser of the *Assistance*;

in April, 1795, appointed purser of the *Pompee*, one of the channel fleet, and from her was moved, January, 1798, to the *London*, which in the course of the summer joined the Mediterranean fleet, then off Cadiz under the command of the Earl St. Vincent. In July, 1798, he became Lord St. Vincent's secretary, and from that time his career was practically identified with the admiral. He continued with him during the remainder of his lordship's official career, being at one time one of the commissioners of the navy and second secretary of the navy. After St. Vincent retired, Tucker, in 1808, was appointed surveyor general of the duchy of Cornwall, in which capacity in 1812 he presented to the Prince Regent "an elegant snuff box made of silver" extracted from the silver mine at Calstock. Died in London, 11 December, 1829. His eldest son, Jedediah Stephens Tucker, compiled from his father's papers and notes a most interesting biography of Admiral Earl St. Vincent, from which book several anecdotes appearing in these pages, under Jervis inlet, have been taken. (2 volumes, 8°, 1844.) Another son, John Jervis Tucker, born 1802, died an admiral in 1886. Named by Captain Richards, H.M.S. *Plumper*, 1860.

See Jedediah island; Jervis inlet; Jervis island; and Trematon mountain.

Tugwell island, Metlakatla. After the Revd. Lewen Street Tugwell, Church Missionary Society. Mr. Tugwell accompanied Mr. Duncan to Port Simpson, August, 1860, and remained there a year, assisting at the mission, when he returned to Victoria, owing to ill health, and subsequently to England. Named by Captain Richards, H.M. surveying vessel *Hecate*, 1862.

Tully island, Cameleon bay. See Cameleon bay.

Turnbull reef, Portland island, Moresby passage. **Turnbull cove**, Kenneth passage, Q. C. Sd. After Alexander Turnbull, M.D., assistant surgeon, H.M.S. *Topaze*, Captain the Hon. John W. S. Spencer. On this station, 1859-1863. Staff surgeon, 1870. Fleet surgeon, 1880. Deputy inspector, Hospitals and Fleets, 1888. Deputy inspector general, Admiralty, 1889. Inspector general, retired, 1896. The reef named by Captain Richards, H.M.S. *Plumper*, circa 1860, and the cove by Captain Pender (master, R.N.), *Beaver*, 1865.

See Topaze harbour.

Turnour island, Knight inlet. After Captain Nicholas Edward Brooke Turnour, commanding on this station, 1864-1868, H.M. steam corvette *Clio*, 22 guns. When midshipman on board the *Vixen*,

at the storming of Fort Sraapequi, Nicaragua, in 1848, Captain Turnour was shot through the body. During the Russian war he was a lieutenant on the *Cressy*, 81 guns, engaged on particular service. Entered the navy, 1843. Lieutenant, 1849. Commander, 1858. Captain, 1859.

Named by Captain Pender (master, R.N.), *Beaver*, circa 1866.

See Clio bay.

Turn point. See Dryad point.

Twin islets, Trincomali channel. See Ballingall islets.

Tyne point, Newcastle island, Departure bay. Named by Commander John F. Parry, H.M. surveying vessel *Egeria*, on resurveying Departure bay in 1904, from the association of the name of Newcastle island with Newcastle-upon-Tyne.

See Newcastle island.

Ucluelet arm, Barkley sound, Vancouver island. The Ucluelet tribe after whom the arm is named and who reside here, originally occupied a cove near Portland point, which is the only safe landing place in rough weather between Barkley and Clayoquot sounds, and this cove is still looked upon by the Ucluelets as their principal home. "Yutl" means "a good landing place for canoes," hence the inhabitants of the cove which was named Yuelutl, were called "Yuelutl-ahls," meaning "the people with the safe landing place." (Communicated by the Rev. A. J. Brabant.) Name adopted by Captain Richards, H.M.S. *Heracle*, 1861.

See Florencia island; Barkley sound; and Yuquot.

Una point, Mitchell harbour, Moresby island, Q. C. Ids. After the Hudson's Bay Company's brigantine *Una*, Captain W. Mitchell. The *Una* was totally lost at Neah bay in 1853. The vessel was at anchor here, returning from a second trip to the Q. C. Ids., when a heavy northwest wind set in. Most of the crew were on shore at the Indian village when the gale commenced, the anchor could not be weighed, and before the men on board could get sail on the vessel and were ready to slip the cable, she had drifted so near the shore that when the attempt was made to run between the island and the main, the vessel grounded on the point and remained fast. In spite of the strenuous efforts of Captain Mitchell to prevent it, the Indians stripped her of copper and other valuables and then burnt her. Named by Captain Kuper, C.B., H.M.S. *Thetis*, 1852.

See Mitchell harbour.

Ursula rocks, Sturt bay, Texada island. After Ursula Helen, daughter of Captain Robert W. Davies, R.N., and niece of Sir Louis H. Davies, K.C.M.G., Minister of Marine and Fisheries, Canada, 1896-1901. The writer was entering Sturt bay in the early dawn of a December day, 1899, commencing an examination of the bay, when some small objects were seen ahead. He asked the leadsmen in the bow, "What are those things, rocks?" "Yes, sir," he replied, "they are, but they look like little black bears." Hence named by the writer and adopted by the Geographic Board of Canada.

See Davies bay; Gertrude point; and Ethel rock.

Valdes island. After Commander ("capitan de fragata") Cayetano Valdes, of the Spanish navy, commanding, in 1792, the exploring vessel *Mexicana*, and who in 1791 had been 1st lieutenant with Malaspina in the corvette *Descubierta*. In the summer of 1792 Valdes, in the *Mexicana*, under the orders of Galiano in the *Sutil*, assisted in the examination of the channels between what is now Vancouver island and the mainland. After returning to Nootka the vessels sailed for Acapulco and San Blas. Promoted to captain ("capitan de navio"), circa 1795; his name appearing in that rank with Galiano on the chart of that date. Valdes, like his brother explorer on this coast, Galiano, was present at the battle of Trafalgar, where he commanded the Spanish line-of-battle ship *Neptuno*, 84 guns. This ship, also like Galiano's, was captured by the British, but when the gale came on at the close of the action she was wrecked between Rota and Catolina, when many of the survivors of the battle lost their lives. Named by Captain Richards, H.M.S. *Plumper*, 1859.

See Galiano island; Mexicana point; Sonora island; Malaspina inlet; Port Eliza; Descanso bay; Cordero channel; Savary island; and Cayetano point.

Vancouver island. **Vancouver rock**, Milbank sound. **Vancouver bay**, Jervis inlet. **Vancouver city**, Burrard inlet. After Captain George Vancouver of the Royal Navy, who made an extensive exploring survey of this coast in command of H.M.S. *Discovery*, accompanied by the armed tender *Chatham*, during the years 1792-1793-1794. The two vessels sailed from Falmouth, 1 April, 1791, and the *Discovery* anchored in the Shannon on her return, 12 September, 1795, the *Chatham* arriving in England a few weeks afterwards. The following note relating to the return of the *Discovery* appears in the Annual Register, 1795, XXXVII, Chronicle, p. 35, under date 24 September, 1795:—

"The *Discovery* sloop of war, Captain Vancouver, arrived at

Limerick on the 13th inst., in company with the homeward bound East India fleet, having completely effected the object of her expedition, and made some important discoveries on the northwest coast of America. She sailed from England with 150 men on board, and such was the attention of the officers to their health, that only one died in the course of a very fatiguing voyage of four years. They speak in the highest terms of the inhabitants of the Sandwich islands, from whom they experienced every possible civility and attention."

Vancouver island, the largest on the west coast of North America, was first named "Quadra and Vancouver," after the two naval officers in the service, respectively, of Spain and Great Britain, who met at Nootka in 1792 to carry out certain provisions of the Britannic-Spanish agreement embodied in the "Nootka convention," dated 28 October, 1790, the result of what is known in British naval annals as "The Spanish Armament." These officers were Captain ("capitan de navio") Don Juan Francisco de la Bodega y Quadra, commandant of Nootka and of the marine establishment at San Blas; and Commander George Vancouver, R.N., of H.M.S. *Discovery*. Quadra's vessel, flying his commodore's broad pennant, was the *Activa*, brig, 12 guns. Quadra and Vancouver were most kindly disposed to each other, and during a pleasant autumn picnic together in September, 1792, while visiting the Nootka chief Maquinna at his summer village at the head of Tahsis canal, it was suggested to Vancouver by the Spanish commander that some port or island should be named after them both, not only to commemorate their meeting but the friendly intercourse that existed between them. Vancouver agreed to this request of Quadra's, and says in his journal: "Conceiving no spot so proper for this denomination as the place where we had first met, which was nearly in the centre of a tract of land that had first been circumnavigated by us, forming the southwestern sides of the gulf of Georgia, and the southern sides of Johnstone's straits and Queen Charlotte's sound, I named that country the island of Quadra and Vancouver; with which compliment he seemed highly pleased." (Vancouver, 8^o, II, p. 357.) The name of Quadra has, however, as regards this island, long since fallen into disuse and that of Vancouver alone remains.

Vancouver was born at King's Lynn, Norfolk, 22 June, 1757, the youngest child of John Gasper Vancouver and Bridget Berners, his wife, and he was baptized in St. Margaret's church on the 16 March, 1761. Vancouver's father was of Dutch or Flemish origin, and settled in Lynn some years before the birth of George. He was deputy col-

lector of customs in King's Lynn, then the third largest seaport in England, under Sir Charles Turner. He resided in a house in New Conduit ward, rented at £10 per annum, 1755-1773, and in this house his son George was born. The house is built of brick, and at this date (1906) the lower part has been converted into a shop. In 1750, Mr. John G. Vancouver with Sir Charles Turner was appointed surveyor of the highways in the adjoining parish of South Lynn. In the year 1759-1760 he and another burgess were chosen to collect the church rate. He died on the 12 January, 1773, and was buried in the churchyard of All Saints, South Lynn. Captain Vancouver honoured his mother by naming point Bridget and Berners bay in Lynn canal, Alaska, after her. Lynn canal he named after his birthplace, and Couverden point, the west point of entrance to the canal, after the seat of his ancestors, which place is in North Holland. Vancouver also bestowed many Norfolk names in Alaska besides the foregoing, amongst them being Windham bay, Holkham bay and Port Snettisham; Walpole, Coke, Anmer and Styleman points, all Norfolk names or names in connection with King's Lynn. (From the parish records, King's Lynn, Norfolk, and other sources in that county, per Mr. A. E. Rust, parish clerk; Vancouver, 8^o, V, pp. 423, 429, 435, and 436.)

Vancouver entered the navy in 1771 with the rating of A.B., but was placed on the quarterdeck as a junior officer, and under this rating sailed with Cook in the *Resolution* on that navigator's second voyage of discovery, 1772-1775, and was a midshipman in the *Discovery*, Commander Clerke, during Cook's third and last voyage, 1776-1780. (For the rating of junior officers on entering the naval service in the 18th century, see "The British Fleet," Commander Robinson, R.N., 1895, p. 356; and "Naval Chronicle," 1806, XV, pp. 400-407, Article XXXVI.)

The following anecdote relating to Vancouver's voyage in the *Resolution* is given in the Naval Chronicle for 1799, I, p. 125:—

"Captain Vancouver used to say that he had been nearer the south pole than any other man—for when the immortal Cook, in latitude 72°, was stopped in his progress by impenetrable mountains of ice and was preparing to tack about, he went to the very end of the bowsprit and waving his hat, exclaimed, 'Ne plus ultra.'"

When a midshipman in the *Discovery* he narrowly escaped meeting with the same fate as his commander, as the day before Cook's death Vancouver was on shore with Edgar, the master of the *Discovery*, attempting to capture a native who had escaped with some plunder from that vessel, when a scuffle arose with the natives regard-

ing a canoe, when both Edgar and Vancouver owed their lives to the interference of a chief named Pareah.

As regards Vancouver's connection with Cook and commencing his career at sea under that renowned navigator, the writer has been informed by an old resident of King's Lynn that in all probability the acquaintance took place through the Burney family. Dr. Charles Burney, father of Fanny Burney the novelist, was a celebrated musician and author in the 18th century. He resigned his appointment as organist of a London church in 1751, acting on medical advice, and obtained similar employment at King's Lynn. He there made the acquaintance of the Vancouver family. Dr. Burney returned to London in 1760, and in 1771 spent a few days at the house of Lord Sandwich where he had been specially invited to meet Captain Cook, Mr. Banks, and Dr. Solander, on their return from the South Seas in the *Endeavour*. His eldest son James Burney, a young naval officer, afterwards post captain and author, was introduced to Cook by Lord Sandwich and ultimately sailed with Cook as a junior officer in the *Resolution*, from which ship, during the progress of the voyage, he was promoted to 2nd lieutenant of the *Adventure*. Vancouver served during this voyage in the *Resolution*. Cook must have appreciated the services of Burney because though absent from England on the North American station when the third voyage was preparing, he was sent for and appointed 1st lieutenant of the *Discovery*, and in this vessel one of the midshipmen was George Vancouver. Burney returned, owing to deaths during the voyage, 1st lieutenant of the *Resolution*. (Cook's 2nd voyage, 4°, II, p. 254; 3rd Voyage, I, p. 11; III, p. 285.)

Vancouver on returning in the *Discovery* passed for lieutenant, his passing certificate being dated 19 October, 1780, this date being a fortnight after his arrival in England. This document states that Vancouver "by certificate appears to be more than twenty-three years of age, and that he has gone to sea more than eight years." He was appointed lieutenant on the *Martin* sloop, 9 December, 1780, and from her was moved into the *Fame*, one of the ships that sailed with Rodney for the West Indies in December, 1781, and took part in Rodney's victory over the French fleet on the 12 April, 1782. The *Fame* returned to England in the summer of 1783 and in the following year Vancouver was appointed to the *Europa*, a two decked ship of 50 guns which in 1786, under the command of Captain Vashon, went out to Jamaica with the broad pennant of Commodore Alan (afterwards Lord) Gardner. From her he was paid off in September, 1789, and he was then, at Gardner's suggestion, appointed to go out with Captain Roberts as second in command of an exploring expedition to

the South seas, as the Pacific was then generally termed, and a new vessel, which was named the *Discovery*, was selected for that purpose. Owing to the Nootka difficulty, which took place in the summer of 1790, the voyage was postponed, nearly the whole of the crew dispersed, and Vancouver was appointed to the *Courageux*, commanded by Gardner, where he remained until 17 November following, when he was ordered to London to attend the commands of the board of Admiralty. On the 15 December, 1790, he was promoted to commander and given charge of the expedition which has gained for him on this coast imperishable fame.

His instructions, dated 8 March, 1791, with additional instructions, dated 20 August, 1791 (the latter received by the *Dardalus* storeship), were to proceed to the northwest coast of America for the purpose of acquiring a more complete knowledge of it between 30° latitude and Cook's river, and also at Nootka "to be put in possession of the buildings, and districts, or parcels of lands, which were occupied by His Majesty's subjects in the month of April, 1789, agreeable to the first article of the late convention." (Introduction, Vancouver's Voyage, 8°, I, p. 68.) The vessels came out via the Cape of Good Hope, Australia, New Zealand, and the Sandwich islands, arriving on this coast 17 April, 1792, when the surveying duty commenced and was carried out during the years, 1792, 1793 and 1794, with a zeal beyond all praise. The remarks he made in his journal while examining this broken and intricate coast line respecting the description of the shore, rocks, and shoals are excellent, and the names he bestowed along the coast of what is now known as the state of Washington, British Columbia, and Alaska, are an enduring mark of his faithful work. The diplomatic portion of his orders, owing to a difference of opinion between Vancouver and Quadra as to the portion to be ceded, had to be left in abeyance (see Kendrick arm) pending further instructions from England and Spain, which did not arrive till Vancouver had sailed from Nootka for home, 16 October, 1794.

While absent from England, Vancouver was advanced to post rank, 28 August, 1794. After his return he devoted himself entirely to preparing his journal for publication. He had corrected the proofs of all but the last few pages when he died at the old Star and Garter inn, Richmond Hill, Surrey, 10 May, 1798, and was buried in the churchyard of St. Peters, at Petersham, on the 18th. His brother John, with assistance from Captain Puget, completed the work for the press, it was dedicated to King George III, and published in two editions, 3 volumes, 4°, with folio atlas of charts, 1798, and 6 volumes, 8°, with one general chart, 1801. The copper plates of the charts were stolen between the first and second publications and

never recovered, the general one only being re-engraved. An oil painting of Vancouver (copy) is in the legislative buildings, Victoria; the original of this copy is supposed to have been painted by Lemuel F. Abbott, circa 1796, and is in the National Gallery, London. His friend Quadra, in 1794, had pre-deceased him and was greatly regretted by Vancouver. On Christmas Day, 1794, at the fourth and last Christmas dinner Vancouver had on board the *Discovery*, the memory of Quadra was duly honoured.

The following is the text of Vancouver's will which doubtless was dictated in the Brewer Room at the Inn during his last illness, the view from which room Vancouver on first entering had spoken of most highly.

"Captain George Vancouver, being desirous of making arrangements of his property, has declared before us this twenty-eighth day of April, one thousand seven hundred and ninety-eight, that he revoked all former wills and that after paying a legacy of twenty-five pounds to his agent, Mr. Sykes, he gave to his elder brother, John Vancouver, the rest of his property which is now about to be engaged in the purchase and improvement of Ealing Manor in Berks, subject to the payment of fifty pounds per annum to his brother Charles Vancouver, and of twenty-five pounds per annum to each of his sisters, Sarah and Mary Vancouver, during each of their natural lives, and that, in the event of his brother Charles Vancouver, dying before both or either of his sisters then the annuity of fifty pounds per annum so given to him, Charles Vancouver, to be equally divided between his two said sisters, Sarah and Mary Vancouver."

The will is witnessed by David Dundas and Granville Penn. It is evident from this document that Vancouver at the time of his death had two brothers and two sisters living, and was doubtless seriously ill when it was executed, as he died twelve days later. John Vancouver was married to Martha Partridge, one of the Partridges of Hockham Hall, Norfolk, who at the latter end of the eighteenth century also had a seat in Berkshire. This, no doubt, was why John was trying to acquire Ealing Manor. John was not able to secure the place as the property is not known to have ever been in his hands. His wife died at Llangennech Park in Carmarthenshire, 23 April, 1807, and he was living in 1809.

It has been recorded by Sir Joseph Banks that Captain Vancouver was a strict disciplinarian. One of his midshipmen, the Hon. Thomas Pitt, afterwards Lord Camelford, of notorious memory, whom Vancouver for continued wilful disobedience and contemptuous conduct finally punished by discharging him to the shore at the Sandwich islands, bitterly resented the treatment he had received on

the *Discovery*, and in 1797 sent his late commander a challenge. Captain Vancouver declining to accept a challenge from his late insubordinate officer, unless any flag officer to whom the case might be referred should decide that he owed Camelford satisfaction, the latter refused any such reference and meeting Vancouver in the streets of London attempted to strike him with a stick, but was prevented by the bystanders. (Diet. Nat. Biog. LVIII, p. 96; Annual Register, 1807; and Naval Chronicles.)

Vancouver bay, Jervis inlet, was named by Captain Richards, in 1860, because Vancouver, when examining the inlet in the *Discovery's* yawl accompanied by the launch, stayed here on the night of Sunday, 17 June, 1792.

Vancouver rock, Millbank sound, derives its name from the fact that Vancouver particularly noted it as a "very dangerous sunken rock" when passing to the westward of it in the *Discovery*, 20 June, 1793. (Vancouver, 8°, IV, p. 55.) Name adopted by Captain Pender (master, R.N.), *Beaver*, 1866.

Vancouver, the growing and prosperous city on Burrard inlet, owes its existence to the building of the Canadian Pacific Railway, of which it is the western terminus. Before the railway was constructed a small collection of houses was named Granville, but when it was decided that the Canadian Pacific Railway would make this point the terminus the village sprang into prominence and in 1886 the city was incorporated under the name of "Vancouver" in honour of the man who ninety-four years before had explored and named Burrard inlet. The inlet was surveyed by Captain Richards, H.M.S. *Plumper*, 1859-1860, and the harbour and approaches resurveyed by Mr. W. J. Stewart, Hydrographic department, Canada, 1891.

The facsimile of the signature of Vancouver given in this work was procured for the writer by H.B.M. consul at Honolulu in 1905, from a letter of Vancouver's written by him in 1794 to Kamehameha, (Tamaahmaah) King of Owhyhee, and which letter is preserved in the archives of the territory of Hawaii at Honolulu.

See Cape Cook; Discovery island; Chatham islands; Point Sarah; Roberts point; Quadra island; Burrard inlet; Broughton strait; Puget sound; Baker mountain; Johnstone strait; Whidbey island; Gardner inlet; Wales point; Vashon island; Duff point; Kendrick arm; Domett point; Banks island; Birch bay; Cordero channel; Nootka sound; Maquinna point; Tlupana arm; Rodney mountain; Meares island; Duncan rock; Rivers inlet; Hunter point; Skeena river; Stephens island; and Grenville channel.

Vanguard bay, Nelson island, Jervis inlet. After H.M.S. *Vanguard*, 74 guns, 1,609 tons, built at Deptford, 1787, flag-ship of Rear Admiral Sir Horatio Nelson, C.B., at the battle of the Nile. The battle took place during the evening and night of 1 August, 1798,

when the British fleet under Nelson won a glorious victory, completely severing Napoleon and his army in Egypt from Europe. This victory appealed to the hearts of the British people more than any other had ever done, and the coaches ran out of the different towns wreathed with laurel. The number of ships in the battle were twelve British and thirteen French, the heaviest metal being on the side of the latter. The French lost 11 ships out of 13, and their flagship, *L'Orient*, 120 guns, was blown up; among the vessels captured were two 80 gun ships. None of the British ships had more than 74 guns. In this victory of the Nile, so decisive and overwhelming, congratulations, honours and rewards were showered on Nelson and he was at once created a peer of the realm with the title of Baron Nelson of the Nile and Burnham Thorpe, Norfolk. The King of Sicily bestowed on him the dukedom of Bronte. Named by Captain Richards, H.M. surveying vessel *Plumper*, circa 1860.

See Nelson island; and Agamemnon channel.

Vansittart island, Bate and Shadwell passages. After Captain Nicholas Vansittart, R.N. Served in Chinese war of 1840, as mate of *Cornwallis*, was at the attack on Segahon and at the capture of Ching-kiang-foo, 1842. Flag lieutenant to Sir T. Cochrane at the capture of the Bruni forts; and aide de camp to Captain Mundy in his land expedition against the Sultan of Borneo, 1845. During the Russian war, 1854-1855, had command of the paddle frigate *Magicienne* and was actively engaged harassing the Russian coasts in the Baltic. Nicolas rocks (mis-spelt on chart) also named after Captain Vansittart. Named by Captain Richards, R.N., Hydrographer, Admiralty, 1864.

See Richards, Admiral Sir George H.; and Halkett point.

Vargas island, Clayoquot sound. Named in 1791 by Lieut. Commander Eliza, Isla de Feran, and shown under this name on the large combined chart of Malaspina and Eliza of 1791. Name changed 1792 by Commanders Galiano and Valdes to Isla de Vargas, doubtless after the noted Spanish governor of that name who re-conquered the province of New Mexico, 1693-1694. In Vancouver's chart of Quadra and Vancouver island, published 1798, Vargas island is named Feran island, also in Duflet de Mofra's map 1844, and Wilkes' map 1845. Name adopted as Vargas by Captain Richards, H.M. surveying vessel *Hecate*, 1861.

See Port Eliza; and Galiano island.

Vashon island, Puget sound, U. S. territory. Named by Vancouver in 1792, after his friend, and his captain when in the *Europa*, Captain James Vashon, R.N., and also doubtless out of compliment

to the 3rd lieutenant of the *Discovery*, Joseph Baker, R.N., who afterwards married Vashon's niece.

He was born at Ludlow, 9 August, 1742, son of the Rev. James Volant Vashon, Vicar of Eye in Herefordshire, and entered the navy in August, 1755, on board the *Revenge*, with Captain Frederick Cornwall, a man of local property and influence. In the *Revenge* he was present at the battle of Minorca, 20 May, 1756, and on his captain being sent to England as a witness in the celebrated trial of Admiral Byng, Vashon was moved into the *Lancaster*, 64 guns, and took part in the reduction of Louisburg in July, 1758. From the *Lancaster* he joined the *Cambridge*, Captain Goostrey, flag-ship in the West Indies of Rear Admiral Charles Holmes. In the summer of 1761, Goostrey is said to have asked Holmes to make Vashon a lieutenant, Holmes demurred saying he looked such a boy, but he would make him one by and by. Through the death of Holmes and Goostrey he lost their patronage and he did not receive his lieutenant's commission till 1 June, 1774, when Sir George Rodney made him a lieutenant of the *Maidstone*. In this frigate he returned to England in 1777, and again refitting was sent out to North America under the command of Captain Alan Gardner, his future commodore in the *Europa*. The *Maidstone* captured in 1778 a large armed ship named the *Lion* in which Vashon was placed as prize master with twenty-four men, boisterous weather prevented further communication and the situation of the prize crew with two hundred prisoners was very critical. The prize was in a sinking condition, but Vashon succeeded in keeping the Frenchmen at the pumps and brought her to Antigua. For this service he was promoted to commander, 5 August, 1779. Ordered home and appointed to the *Alert* in which vessel he was in Rodney's victory over De Grasse, 12 April, 1782, when he took possession of the *Glorieuse*, was most active in saving the people blown up in the *Cesar*, and was posted to the *Prince William* by a commission dated the same day. From 1786 to 1789 was captain of the *Europa* and in the "Spanish Armament," 1790 (see Nootka), commanded the *Ardent*, 64 guns. He afterwards commanded the *Pompee* off Brest and during the mutiny at Spithead in which vessel at that time his nephew Baker was senior lieutenant. Vashon commanded in turn, the *Neptune*, 98 guns, at the blockade of Brest, under the orders of Lord St. Vincent, (See Grey point) and the *Dreadnought*, 1801-1802, and the *Princess Royal* from 1803 till his promotion to rear admiral, 23 April, 1804. He then for four years commanded the ships at Leith and on the coast of Scotland. Vice admiral, 1808. Admiral, 1814. Died at Ludlow, Shropshire, 20 October, 1827. Admiral Vashon married as his second wife, Sarah, sister of Admiral Rainier. She died 2 March, 1832, aged 82 years, and was also

buried at Ludlow. (Dict. Nat. Biog. LVIII, pp. 154-155; Annual Register, 1827, LXIX, p. 259; and Captain Casper J. Baker, R.N.)

See Mount Baker; Mount Rainier; Gardner inlet; Grey point; Donett point; and Vancouver island.

Veitch point, Skeena river. Now recognized and known as the point Lambert of Vancouver, 1793. After James Richard Veitch, R.N., navigating lieutenant, H.M.S. *Daring*. On this station, 1874-1878. Second master, 1866. Nav. lieutenant, 1873. Retired 1882. Died, 1886.

Veitch was navigating sub. lieutenant on board H.M. frigate *Galatea*, Captain H.R.H. the Duke of Edinburgh, on H.R.H.'s cruise to Australia, East Indies, China and Japan, 1867-1870. Named by Commander Hammer when the officers of the *Daring* made a sketch survey of the river in 1877.

See Daring point; Hammer point; and Skeena river.

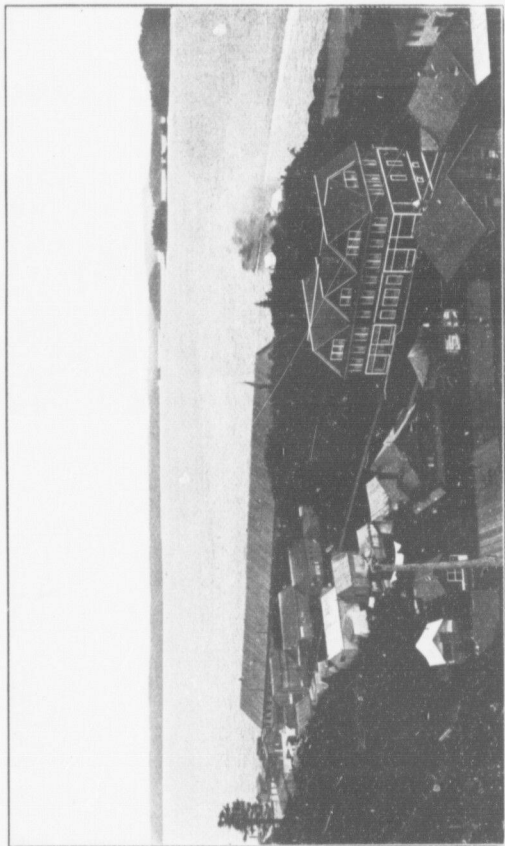
Venn passage, Metlakatla. After the Rev. Henry Venn, a noted divine of the Church of England, who, after holding several livings, resigned the vicarage of St. John's, Holloway, in 1846, in order to devote himself entirely to the work of the Church Missionary Society. He acted as honorary secretary for thirty-two years, 1841-1873, and it is with this society that his name will always be associated. His father was one of the founders of the society in 1797. The Rev. Henry Venn's remarkable gifts of organization, discrimination of character, and sound and rapid judgment, made him for many years the leading spirit in the councils of the Church Missionary Society. Born 10 February, 1796. Died 13 January, 1873. A portrait of him by George Richards is in the committee room of the society, London. Venn passage was named by Mr. William Duncan, and the name adopted by the Admiralty surveyors, Captain Richards in charge, H.M.S. *Hecate*, 1862.

See Duncan island; Metlakatla; Alford reef; Doolan point; Ryan point, Chapman point; Cridge islands; and Carr islet.

Vere cove, West Thurlow island, Johnstone strait. Named, in 1898, in association with Dorothy rock, by Commander Morris H. Smyth, H.M. surveying vessel *Egeria*, after Vera and Dorothy Thurlow, daughters of Major Reginald Thurlow, Royal Welsh Fusiliers, and nieces of Commander M. H. Smyth, R.N. The cove was surveyed in 1898 by Sub-Lieutenant Horace C. Watson, R.N., under the direction of Commander M. H. Smyth.

See Egeria shoal; and Thurlow islands.

Vernaci point, Valdes island. After Lieutenant Juan Vernaci ("teniente de fragata") of the Spanish exploring schooner *Mexicana*, Commander Valdes, engaged in examining the channels



*[Photo by J. A. H. Chapman,
Prince Rupert, showing Harbour and Venn Passage, in October, 1908.]*

between what is now Vancouver island and the mainland, 1792. Named by Captain John F. Parry, H.M. surveying vessel *Egeria*, on resurveying Porlier pass, 1905.

See Sutil channel; Cordero channel; Knight inlet; Descanso bay; Departure bay; Valdes island; and Birch bay.

Verney mountain, Embley lagoon, Wells passage, Q. C. Sd. Height, 2,225 feet. After Sir Harry Verney, second baronet, late captain Grenadier Guards, Claydon House, Buckinghamshire, who took the name of Verney in 1827, his previous name being Calvert, on inheriting, by will from a relative, the extensive Verney estates which had been in the family of Verney since the beginning of the 13th century. (Burke, 1900, p. 1512.) Father of Lieutenant Commander Edmund H. Verney, commanding on this station H.M. gunboat *Grappler*. Sir Harry Verney died 12 February, 1894, and was succeeded by his son, Edmund Hope Verney, late captain, R.N., the present baronet. Hence Sir Harry range in association with the subject of this note. Named by Captain Pender (master, R.N.), commanding H.M. hired surveying vessel *Beaver*, circa 1865.

See Claydon bay; Eliza mountain; Parthenope mountain; Calvert mountain; Verney passage; and Nightingale mountain.

Verney passage, Gribbell and Hawkesbury islands. **Verney cone** (1,300 feet), Cunningham island. After Lieutenant Commander Edmund Hope Verney, R.N., commanding on this station, 1862-1865, H.M. gunboat *Grappler*. Eldest son of Sir Harry Verney, Bart., and Eliza his wife, eldest daughter of Admiral Sir George Johnstone Hope, K.C.B. Born 1838, and succeeded as third baronet, 1894. Commissioner and secretary of the Colonial Light-house Board, and J.P. in Vancouver Island, 1862-1865. One of the originators in 1864 of the Mechanics' Institute, Victoria, V.I., in which he always took a lively interest. (*Colonist*, 3 June, 1865.) Returned to England, via San Francisco, 3 June, 1865. Lieutenant, 1858. Commander, 1866. Captain, 1877. Named in 1864 by Captain Pender (master, R.N.), commanding H.M. hired surveying vessel *Beaver*. (See "Cruise of *Grappler*," in *Colonist*, 4 December, 1863.)

See Grappler reef; Claydon bay; Verney mountain; Eliza mountain; Hope island.

Vesuvius bay, Saltspring island. After H.M. paddle sloop *Vesuvius*, 6 guns, 976 tons, 280 h.p., designed by Symonds and built at Sheerness, 1840. Employed in the Black sea during the Russian war, 1854-1856. Commander Sherard Osborn in command, 1855. Hence the association in this neighbourhood of Osborn and Vesuvius bays. On Osborn's promotion to captain, 18th August, 1855, he was relieved in October by Commander Edward G. Hore,

R.N. Named by Captain Richards, H.M. surveying vessel *Plumper*, 1859.

See Osborn bay; and Saltspring island.

Victoria, Vancouver island. Formerly the capital of Vancouver Island and later of the united colonies of Vancouver Island and British Columbia, and since the union with Canada in 1871, the capital of the province of British Columbia. Named by the officers of the Hudson's Bay Company after Her late revered Majesty Queen Victoria, who in 1837 had succeeded to the British crown; born 24 May, 1819, at Kensington Palace, and died 22 January, 1901, at Osborne, Isle of Wight.

The fort, the foundation of the future city, was established in 1843, the site having been selected in 1841 by Mr. James (afterwards Sir James, K.C.B.) Douglas, and other officers of the Hudson's Bay Company, by order of the governor and council in London. On the 4 June, 1843, the building of the fort commenced with the company's forces from the recently abandoned northern posts of Fort Durham (Taku) and Fort McLoughlin (Bella Bella), consisting of about fifty men and three officers brought down by the *Beaver* and the *Cadboro*, assisted by some 300 or 400 Songhies Indians. Thomas Lowe was brought from Fort Durham, Roderick Finlayson from Fort Simpson, Dr. Kennedy being left in his place, and Chief Trader Charles Ross from Fort McLoughlin. The place selected was known to the Indians as Camosun or Camosack, and the post was first given the name of Fort Albert, which shortly afterwards was changed to Fort Victoria, the name Victoria only being adopted in 1852 when the townsite was laid out in streets. The first officer in charge of the fort was Mr. Charles Ross. The natives of the surrounding country, known as the Songhies tribe, then resided at what is now known as Cadboro bay, but seeing the advantage of being near the white men they removed from their old home to the vicinity of the fort. For many years Victoria was the only place of any importance in what is now known as British Columbia; and it is most beautifully situated on the shore of the strait of Juan de Fuca, and the climate and scenery are unsurpassed. The city was incorporated in 1862. The old fort was finally demolished on 24 November, 1864, the lots having been advertised for sale on the 30th. At the sale by auction on that date (P. M. Backus, auctioneer), the highest price given was for the lot at the southwest corner of Government and Fort streets, where the old Fort House originally stood; this was purchased by J. J. Southgate for \$12,250. The lots, &c., sold not realizing on the whole the value placed on them by the Hudson's Bay Company's officers, the average price being about \$3,500, the remainder were withdrawn

from sale, much to the annoyance of the intending purchasers. (*Colonist*, 25 November, and 1 December, 1864.) At the great sale of the Hudson's Bay fort property which had taken place upwards of three years before, 23 January, 1861, the handsome sum of \$121,223 was realized. Mr. James Lowe was the accredited purchaser of the two corner lots, Wharf and Fort streets, the northeast lot for \$8,525, and the southeast lot for \$10,150. (*Colonist*, 24 January, 1861.) This last lot was built on at the close of 1906, having been vacant upwards of forty-five years.

The three islets in Victoria harbour were named by the officers of the Hudson's Bay Company after three officials of the company in England, Pelly, Colville and Berens, and the four points outside the harbour after four officers on this coast, McLoughlin, Ogden, Wark and Finlayson. (*q.v.*) The harbour was surveyed, July, 1846, by Captain Kellett, H.M.S. *Herald*, when the above names were adopted. Resurveyed by Captain Richards, H.M.S. *Plumper*, 1858. (Principally communicated to the writer by Mr. Thomas Lowe, now residing at Coupar Angus, Perthshire, Scotland.)

See Lowe inlet; Douglas channel; Finlayson channel; McLoughlin bay; Clover point; Songhies point; Albert head; Port McNeill; Gordon head; Cordova bay; Quimper peninsula; New Westminster; Southgate river; Beaver harbour; Cadboro bay; Kellett bluff; Herald rock; Kennedy island; and Juan de Fuca strait.

Victoria rock. Trincomali channel. After the British merchant steamer *Victoria*, 1,507 tons register, Captain Laurence Casey, which struck this rock, hitherto unknown, on her passage from Ladysmith to sea, coal laden, 6 June, 1902. The *Victoria* was totally lost, 9 April, 1903, on Ta-chu-shan, gulf of Pechili, when on a voyage from Port Blakely to Taku, via Mororan, timber laden. Named by Geographic Board of Canada, 1902.

Victory mountain (3,354 feet), Port Neville, Johnstone strait. Named in May, 1860, by Captain Richards, H.M.S. *Plumper*, in association with Nelson range, Hardy and Collingwood mountains, all in the neighbourhood, after the flagship of Great Britain's naval hero at the battle of Trafalgar. The never-to-be-forgotten *Victory*, 102 guns, 2,162 tons, (keel length, 151 feet 3 inches; upper deck, 197 feet 8 inches; beam, 51 feet 10 inches), was floated out of the dock at Chatham (in which she was built by Mr. Allen, master shipwright of the dockyard) on 7 May, 1765, Sir Thomas Slade being the surveyor of the navy. In 1801-1803 she was thoroughly repaired, and again in 1888, and, at this date, 1906, in memory of Nelson and Trafalgar, still flies the pennant as a commissioned ship in His Majesty's navy. The *Victory* was the flagship of Lord Howe, in 1782, when he successfully relieved Gibraltar in the presence of

an overwhelming hostile fleet; also of Sir John Jervis at the battle of St. Vincent, 1797, and in her Lord Nelson kept his long and weary vigil off Toulon, 1803-1805. A brass plate, about three inches square, inlaid in the quarterdeck, marks the spot where the hero fell at Trafalgar.

The *Victory* is the fifth of her name in the annals of the British navy, the first being built in 1570, and was present at the defeat of the Spanish Armada, the second in 1620, and the third as the *Royal James* in 1665, rebuilt in 1675 and renamed *Victory* in 1691.* The *Victory*, fourth of her name, 100 guns, was built at Portsmouth in 1737, and when flagship of Admiral Sir John Balchen, Captain Samuel Faulkner, was lost with all hands, on the Caskets, 5 October, 1744, when the admiral and about one thousand persons perished. (Naval Records, British Museum, per Mr. G. F. Laugford.) Brenton in his *Naval History* (Vol. I, p. 36), speaks thus of Nelson's *Victory* in 1837: "The *Victory* is one of the most perfect vessels of her size we ever had; but we have unfortunately failed in our attempts to produce one exactly similar to her."

See Nelson island; Hardy island; Collingwood channel, Jervis inlet; Howe sound; and Port Neville.

Village bay. See Lamalchi bay.

Village island. See Effingham island.

Viner point, Read island. **Viner sound,** Gilford island. After Captain William Viner Read, R.N., a surveying officer. Naval assistant, Hydrographic Office, Admiralty, 1863. Lieutenant, 1823. Commander, 1846. Captain, 1860. Named by Captain Pender (master, R.N.), H.M. hired surveying vessel *Beaver*, circa 1864 and 1866.

See Evans bay.

Virago sound, Moresby island, Q. C. Ids. **Virago rock,** Porlier pass, Trincomali channel. After H.M. paddle sloop of war *Virago*, 6 guns, Commander James C. Prevost. The *Virago* was designed by Symonds and launched in 1842 at Chatham. 1,060 tons, 300 h.p. She was commissioned for the Pacific station, 9 August, 1851, and paid off at Plymouth, 9 August, 1855. During the commission she had three commanders, William Houston Stewart; James Charles Prevost, who took charge at Valparaiso, December, 1852 (having previously been commander of the flagship *Portland*), and Edward Marshall, who relieved Commander Prevost in

* Loughlin.—'Defeat of Spanish Armada,' Navy Records Society, II., p. 334, states: the first *Victory* was launched in 1561; in 1610 she was rebuilt and renamed *Prince Royal* and was burnt June 3, 1666, under the name of the *Royal Prince*.

January, 1854. The master of the *Virago*, Mr. Geo. H. Inskip, R.N., made a survey of the sound and Naden harbour in the summer of 1853, when the sound and adjacent points, &c., were named after the sloop, the officers and their friends, by Commander Prevost and Mr. Inskip. During this cruise it was first ascertained that the Queen Charlotte group consisted chiefly of two large islands, which were named respectively, Graham and Moresby. (*q.v.*) In April, 1854, war was declared with Russia by Great Britain and France, and the *Virago* was one of the British and French fleet which made the unsuccessful attempt to capture Petropaulovski, 31 August and 4 September of that year, the *Virago* being the only steam vessel in the fleet. On 7 September the combined fleet of six vessels left Russian waters, the British portion, *President*, *Pique* and *Virago*, returning to Esquimalt, where the *Virago* arrived 3 October, 1854. The total loss in the attack on Petropaulovski was 55 officers and men killed, and 134 wounded, 6 of whom afterwards died. The *Virago* left Esquimalt for San Francisco, Mexico, and Valparaiso, 22 October, 1854, and arrived at Plymouth, 19 July, 1855. (Communicated to writer by Captain Geo. H. Inskip, R.N., 1905.)

Virago rock, which dries at a very low tide, was named after the vessel on account of her striking it, 30 April, 1853, when it was unknown to navigators. It was ebb tide and the vessel remained on the rock seven hours, floating off at 9.30 p.m., losing a kedge and 8-inch hawser. At the time the *Virago* was on a cruise from Esquimalt to the northern coast of British Columbia and the Queen Charlotte islands, and after leaving Esquimalt had called at Bellingham bay to examine the new coal seams lately discovered there; proceeding from Bellingham bay to Nanaimo for coals, the vessel was taken through Porlier pass, as Captain Prevost was desirous of visiting the brine springs on Saltspring island. It was on returning through the pass from Saltspring island that the rock was unexpectedly found. Captain Stuart of the Hudson's Bay service was acting as pilot; no blame was attached to him by the Hudson's Bay authorities as the rock was evidently unknown. The damage to the vessel was repaired on the beach at Port Simpson. (Hudson's Bay Letter Book, Nanaimo establishment, J. W. McKay, 4 and 18 May, 1853; in possession of Mr. M. Bate, Nanaimo.)

A torpedo boat destroyer named *Virago* was on this station, 1897-1903.

A resurvey was made of Virago sound in 1907 by Captain Learmonth, H.M.S. *Egeria*, when the name of Hastings reef associated with Inskip point was added to the chart; also Hodgson and Smyth

passages after Oswald Tylston Hodgson R.N., and Sydney Keith Smyth, R.N., lieutenants of the *Egeria* when the survey was made; the latter being the son of Captain Smyth the first commander of the *Egeria* in her surveying work on this coast. Mazarredo islands after a Spanish naval officer after whom Jervis inlet was named by Galiano in 1792.

See Prevost island; Inskip passage; Jorey point; Bain point; Hassan bay; Cape Edensaw; Houston Stewart channel; Bruin bay; Kunghit island; Masset; Porlier pass; Stuart channel; McKay reach; Mark mountain; and Port Simpson.

Virgin rocks, Sea Otter group, Q. C. Sd. Discovered and named by Captain James Hanna in the snow *Sea Otter*, 1786. Captain Vancouver corrected their position in 1792, which position is wonderfully close to that shown on the present Admiralty charts.

See Sea Otter cove; Sea Otter group; and Hanna rocks.

Viscount passage, Gilford island, Q. C. Sd. Named out of compliment to Viscount Gilford, captain of H.M.S. *Tribune*, on this station, 1862-1864. Named by Captain Pender (nav. lieutenant, R.N.), *Beaver*, circa 1867.

See Gilford island; Port Elizabeth; Tribune bay; and Kennedy island.

Von Donop creek, Cortes island. After Victor Edward John Brenton Von Donop, R.N., midshipman, H.M.S. *Charybdis*, 21 guns, Captain the Hon. George D. Keane, which vessel arrived at Esquimalt from China, 23 March, 1862, having been ordered to this coast owing to the threatened hostilities between England and the United States, growing out of the Mason and Slidell affair. (*Colonist*, 25 March, 1862.) Sub-lieutenant, 1865-1866, H.M.S. *Duncan*, 81 guns, flagship of Vice Admiral Sir James Hope, North American station, after whom Hope island was named by Captain Richards in 1862. Lieutenant, 1866. Lieutenant commander, gun-boat *Cromer*, 1875-1877. Named by Captain Pender (master, R.N.), *Beaver*, circa 1863.

See Alden bank; Hope island; and Ashby point.

Waddington harbour, Bute inlet. **Waddington channel**, Redonda island. After Alfred Waddington, an early pioneer of British Columbia, and at one time one of the wealthiest and most enterprising residents of Victoria. In 1849 Mr. Waddington came from England to California, and in 1858 arrived in Victoria. In 1862 he conceived the idea of constructing a wagon road from the head of Bute inlet to Fort Alexandria, and thence eastward, and in the prosecution of this idea he spent nearly his entire fortune. He struggled against great difficulties, until the Chilcotin Indians massacred, on the 30 April, 1864, nearly the whole of his camp of roadmakers, fourteen out of seventeen being killed, and destroyed his stock of tools and provisions, when this disaster caused him to

cease operations. (See Waddington's letter on cause of massacre, *Colonist*, 13 June, 1864.) Several of the murderers were ultimately captured, and five hanged 26 October, 1864. (See Whympers's Alaska, chap. III, pp. 31-34.) For two terms Mr. Waddington was a member of the Vancouver Island Assembly, and superintendent of schools, 1865-1866. In 1868 he was greatly interested in the scheme of making a railway from eastern Canada to the Pacific, and proceeded to London to further the welfare of British Columbia. He continued to urge the claims of this province until 1869, when he returned to Canada. He sold the plans of his overland route through British Columbia to the Canadian government in 1871, and was just on the eve of seeing the full fruition of his wishes in the construction of the Canadian Pacific Railway when he died from smallpox at Ottawa, 27 February, 1872, aged 76 years. (*Victoria Colonist*, 29 February, 1872.)

The first pamphlet published on Vancouver Island (other than government publications) is now supposed to be "The Fraser mines vindicated, or the history of four months," which was written by Waddington and published in 1858. On page 10, Waddington states: "The port and canal of Camosack were selected for the site of Victoria in 1842 by Chief Factor James Douglas, our present governor." Named by Captain Richards, H.M. surveying vessel *Hecate*, 1862.

See Bute inlet; Victoria; Whympers mountain; Bentinck arms; Clover point; and Tiedemann glacier.

Wakeman sound, Kingcome inlet. After Plowden Wakeman, a native of England. Arrived at Victoria from London by SS. *Tynemouth*, 17 September, 1862. Engaged as clerk in the Naval dockyard, Esquimalt, 1866-1872. Died in the Naval hospital, Esquimalt, 1872. Named by Captain Pender (Master, R.N.), in the *Beaver*, 1866.

See Plowden mountain.

Wakennenish island (Wek-aninish), Templar channel, Clayoquot sound. After the hereditary name of the great chief of the Clayoquot tribe, in the days of the sea-otter traders, 1785-1810, one of whose principal villages, Echachets (E-cha-chist), is situated on a small island close southward of the subject of this note. Wican-anish (*sic*) is often mentioned in the old voyages relating to the west coast of Vancouver island, and was evidently, in those days, as great a potentate in his territory as Maquinna was at Nootka. He was the Clayoquot chief with whom Captain Meares made such an excellent bargain for two copper tea kettles, in June, 1788, when paying the old savage a diplomatic visit. The following

account of the transaction is taken from Meares' voyages, under date 14 June, 1788, p. 140:—

"The feast being ended, we were desired to show the presents which were intended for the chief: a great variety of articles, brought for that purpose, were accordingly displayed, among which were several blankets and two copper tea kettles. The eyes of the whole assembly were riveted on these unusual objects, and a guardian was immediately assigned to the two tea kettles, who, on account of their extraordinary value and beauty, was ordered to place them in the royal coffers, which consisted of large chests rudely carved, and fancifully adorned with human teeth. About fifty men now advanced in the middle of the area, each of them holding up before us a sea-otter skin of near six feet in length, and the most jetty blackness. As they remained in this posture, the chief made a speech, and giving his hand in token of friendship, informed us that these skins were the return he proposed to make for our present, and accordingly ordered them to be immediately sent off to the ship."

At the then state of the market in China, for which market these sea-otter skins were destined, the value received for the kettles, &c., would be equivalent to about \$2,500. The chief, after whom this island is named, was one of the principals from whom Captain Kendrick made an extraordinary purchase of real estate, at Ahasset, Clayoquot sound, in August, 1791.

Name of the island adopted on the chart, when the sound was surveyed, in 1861.

See Echachets island; Ahousat; Kendrick arm; Meares island; Clayoquot sound; Maquinna point; and Nootka sound.

Walbran island, Rivers inlet. **Walbran rock**, off Lama passage, Fisher channel. **Walbran point**, Maitland island. After John T. Walbran (the writer of this book), of the Marine and Fisheries service, Canada. Educated at Ripon Grammar School, Yorkshire, and afterwards for the sea-service on H.M. school frigate *Conway*, 1862-1864. Master mariner, 1881. In 1888 was in the employ of the Canadian Pacific Navigation Company, and in 1890 had charge of the SS. *Danube*. Joined the Marine and Fisheries service in May, 1891, and attended at the building of the Canadian government steamer *Quadra* at Paisley in Scotland. Commanded her on the passage to this coast and was in charge of her, with the exception of seven months in 1892, from 1891 to 1903, engaged in the lighthouse, buoy and fishery service of British Columbia. Walbran island and Walbran rock named in 1890 and 1894 by the British Admiralty, and Walbran point by the Geographic Board of Canada in 1898.

See Ripon point; and Cape Anne.

Waldron island, Douglas or President channel, United States territory, State of Washington. After T. W. Waldron, captain's clerk, U.S.S. *Porpoise*, Lieutenant Commander Cadwalader Ringgold, which vessel was engaged under Commander Charles Wilkes, U.S.S. *Vincennes*, surveying Haro strait and neighbourhood, 1841. Named by Lieutenant Commander Ringgold, 1841.

See Alden bank; and Speiden island.

Wales island, Observatory inlet. This island was claimed as a portion of Alaska until after the decision of the Canada-Alaskan boundary tribunal in 1903, when it was decided to be in British territory, the boundary line between British Columbia and Alaska being drawn along the middle of the channel (Vancouver's Portland channel) northwards of Wales island. The island was named in 1871 by one of the staff of the British Hydrographic office, in association with the point which Vancouver, in 1793, named point Wales in remembrance of Mr. William Wales, then the mathematical master at Christ's Hospital.

See Observatory inlet; and Wales point.

Wales point, Wales island, Observatory inlet. Named by Vancouver, in 1793, after William Wales, mathematical master at Christ's Hospital, 1775-1798. In his journal Vancouver remarks: "The west point of Observatory inlet I distinguished by calling it point Wales, after my much esteemed friend, Mr. Wales of Christ's Hospital; to whose kind instructions in the early part of my life I am indebted for that information which has enabled me to traverse and delineate these lonely regions." (Vancouver, 8°, IV, p. 204.) There is no doubt that in the concluding portion of this remark Vancouver refers to the voyage he made in Cook's ship *Resolution*, as one of the junior officers, 1772-1775, in which ship Mr. Wales was the astronomer, and would therefore be fully competent and willing to teach the young officers the science of navigation and nautical astronomy.

William Wales was born about 1733. He entered early in life into scientific pursuits, and in 1769 was sent out to Hudson's bay by the Royal Society to observe the transit of Venus. He returned to England in 1770, and in 1772 he was engaged by the Board of Longitude to accompany Cook in the *Resolution* on his second voyage round the world to make astronomical observations, Mr. William Bayley holding the same position in the *Adventure*. Returned to England in 1775, and on the death of Mr. Daniel Harris was appointed the same year mathematical master at Christ's Hospital, a post which he retained till his death. He was a man of a kindly disposition and his pupils became much attached to him. A marble mural tablet with the following inscription was erected to

his memory at Christ's Hospital, and on the school being removed from London to Horsham in 1902, it was removed and placed in the west cloister adjoining the chapel:—

"To the memory of William Wales, F.R.S., who was master of the Royal Mathematical School of this Hospital, 23 years. He died December 29, 1798, aged 65 years."

His daughter married Rev. Arthur William Trollope, D.D., hence Vancouver's name of Trollop point, Alaska, who became headmaster of the Hospital in 1799. (Principally communicated by Mr. Lockhart, secretary of Christ's Hospital, 1906.)

See Vancouver island; Wales island; Cape Cook; and Observatory inlet.

Walkem islands, Johnstone strait. Formerly Pender islands. Name changed by Geographic Board of Canada, 1905. After the Hon. George Anthony Walkem, a judge of the Supreme Court of British Columbia. Retired, 1903. Born at Newry, Ireland, 1834. Educated for the law and admitted to the bar of Quebec and the bar of Ontario, 1861. Arrived in British Columbia from eastern Canada, 1862, and shortly succeeded in working up a large practice in Cariboo. Elected member of the Legislative Assembly for Cariboo, 1864, and re-elected every two years until nominated as the governor's official representative as a magistrate and appointed by His Excellency Governor Seymour, 1869. Mr. Justice Walkem aided in procuring confederation with Canada, and was of great service to the miners in drawing up a mineral code for their guidance. He was also the author of the decimal currency Act, and several other prominent measures which are to-day part of the law of this province. Died, 13 January, 1908.

Walker point, entrance of Burke channel, Fitzhugh sound. Named in May, 1793, by Vancouver, who made a personal examination of this neighbourhood, after William Walker, R.N., surgeon of the armed tender *Chatham*, Lieut. Commander Puget.

See Chatham point.

Walker rock, Trincomali channel. **Walker hook**, Saltspring island. After Edward Walker, one of the earliest residents of Nanaimo, and employed there in the marine service of the Hudson's Bay Company. Native of the north of England, born 1826, and arrived on this coast in 1851. In 1858 in connection with Dr. Benson and others in Nanaimo, purchased the schooner *T. T. Stephens*, changing her name to the *Nanaimo Packet*; the schooner *Merlin*, calling her the *Victoria Packet*; and the sloop *Flora*, for the coasting trade. Walker took charge of the *Nanaimo Packet*, and was engaged for some time carrying material to Fisgard island for the building of the lighthouse. In 1859 the schooner *Alpha* was

built for the coasting trade, Walker being one of the owners and sailing her for some time, when he sold out and retired from the sea. Later was engaged constructing and repairing wharves for Mr. Robert Dunsmuir. Walker informed Captain Richards, H.M. surveying vessel *Plumper*, of the existence of the rock, and it was thus named after him, 1859. Died at Cumberland, Vancouver island, 17 March, 1902. A stone beacon was erected on Walker rock in 1865 (*Colonist*, 17 November, 1864) and a small light added in 1900.

See Fisgard island; Alpha passage; Jacks point; and Rebecca spit.

Wallace island, Trincomali channel. After Captain Wallace Houston, R.N., H.M.S. *Trincomalee*. On this station, 1853-1856. Previously named Narrow island in Richards' survey of 1859. Changed to Wallace as a more distinctive name and also in association with Houston by Captain John F. Parry, R.N., on resurveying the neighbourhood in 1905. At the same time Captain Parry named the southeast end of the island Panther point, after a ship of that name which in January, 1874, was drifted ashore on the reef off the point, where she became a total loss.

See Trincomali channel; Houston passage; and Egeria shoal.

Wallace point, Pender island. After Peter William Wallace, M.D., assistant surgeon, R.N., attached to H.M.S. *Satellite* when on this station. Medical officer in charge of H.M. Naval hospital, Esquimalt, 1857-1865. (*Colonist*, 7 February, 1865.) Died 1875. Named by Captain Richards, H.M.S. *Plumper*, circa 1860.

See Peter cove; Esquimalt; and Satellite pass.

Wallace rock, Edge passage, Hecate strait. After Captain Wallace Langley, in charge of the SS. *Thistle*, 1894-1896, chartered by the Atlantic Halibut Company and employed fishing for halibut in Hecate strait. Born in 1866, native of Nova Scotia. Engaged on several steamers employed in the coasting trade of this province, and among them had charge of the steam tug *Lorne*, in which he was most successful. Since 1898 has operated and owned steamers on the Yukon river. Named in 1895.

See Joyce island; Butler cove; and Freeman pass.

Wallis point, Nanoose harbour. After Richard Pateman Wallis of Thorney Abbey, Cambridgeshire, England, where his family have resided for several generations. He came to British Columbia in 1888, and has been a resident of Nanoose district since his arrival. He purchased his present estate, Notch Hill ranch, consisting of 2,228 acres, in 1897, from Ettrick E. Dickinson, who, some eight years before, had purchased it from the pre-emptor, a Portuguese named John Enos, who had taken up the land in or about 1862. Enos used to relate that when he first settled here the Indians living in the neighbourhood of his house were strongly

opposed to his staying there, and as the Indians would not move away he used to play the ghost at night by flitting among the trees, dressed in white, and was successful in frightening them off his ground. Named by Commander John F. Parry, H.M.S. *Egeria*, on resurveying the harbour, 1904.

Wanderer island, Skaat harbour, Juan Perez sound, Q. C. Ids. After the British trading schooner *Wanderer*, 20 tons, in which Mr. George M. Dawson, F.R.S., accompanied by his assistant, Mr. Rankine Dawson, made his exploring voyage to the Queen Charlotte islands, 1878. Sailed from Victoria, 27 May, and returned, 17 October. The crew consisted of three men supplemented during the cruise by natives with local knowledge. Named by George M. Dawson in 1878.

See Dawson harbour.

Ward mountain (2,000 feet), Actæon sound. After Commander John Ward, H.M. surveying vessel *Actæon*, 1858-1862. Entered the navy in 1840, and was engaged surveying during his whole service career. Lieutenant, 1850. Surveying the Baltic and Scotland in the *Firefly*, 1855-1858. Commander, 1858. Surveying in China, 1858-1862. Ditto in *Rifleman*, 1863-1865. Retired as captain, 1873. Died, 1896. Named, 1865.

See Actæon sound; and Blackney passage.

Wark channel, Observatory inlet. **Wark island**, Graham reach. **Wark point**, Victoria harbour. After John Wark, a noted officer in the service of the Hudson's Bay Company on this coast. Born 1792, a native of Ireland, and entered the service of the company in 1814, serving in the eastern part of Canada for eight years, when he crossed the Rocky mountains to Astoria. In 1824 was one of a party to examine the country between the Columbia and Fraser rivers near the line of coast. From 1835 to 1849, having risen from clerk to chief trader, Wark was in charge of the post at Fort Simpson, and in the latter year was removed to Victoria as one of the managers of the company's affairs west of the Rocky mountains. Chief factor, 1846. In 1857 appointed a member of the Legislative Council of Vancouver Island, a position he retained till his death, which occurred at his residence, Hillside, Victoria, 22 December, 1861.

Hubert Bancroft in a footnote in his history of the Northwest Coast, Vol. II, p. 464, pays the following tribute to Mr. Wark:—

"To none of the Hudson's Bay Company's officers is posterity more indebted than to John Wark, whose journals of various expeditions, nowhere else mentioned, fill a gap in history. He was a man of strong rather than graceful physique. His mind, like his frame, was constructed for practical use and endurance. His strict

integrity commanded universal respect, and his kindly disposition won all hearts."

Wark channel was named by the officers of the Hudson's Bay Company during Wark's tenure of the post at Fort Simpson, circa 1837; Wark island by Captain Dodd while in command of the *Beaver*, circa 1845; and Wark point, Victoria, by the officers of the Hudson's Bay Company, and adopted by Captain Kellett, H.M.S. *Herald*, on making the first survey of Victoria harbour in 1846.

See Port Simpson; Dodd narrows; Tolmie channel; Finlayson channel; Birnie island; Tod creek; and Douglas channel.

Warspite rock, Discovery passage. After H.M.S. *Warspite*, 14 guns, armoured, twin screw cruiser, 1st class. Flagship of Rear Admiral Charles F. Hotham, C.B., Captain the Hon. Hedworth Lambton, which struck this rock, hitherto unknown, 10 August, 1892, while returning to Esquimalt from a cruise round Vancouver island. Named by the Hydrographic office, Admiralty, 1892. The *Warspite* had two commissions on this station as flagship: Rear Admiral Hotham, 1890-1893; Rear Admiral Lewis A. Beaumont and later, Rear Admiral Andrew K. Bickford, C.M.G., 1899-1902.

Washington mountain, Vancouver island. Height 5,410 feet. After Rear Admiral John Washington, F.R.S., Hydrographer of the British navy, 1855-1863. Born, 1800. Entered the navy, 1812, on board the *Junon*, on which he served during the operations in the Chesapeake. In 1814 joined the Royal Naval college, from which he passed out in May, 1816, with the gold medal for proficiency in mathematics. Promoted to lieutenant, 1 January, 1821, when serving on the South American station, and being in Valparaiso returned to England by what was then an adventurous journey across the Andes to Buenos Ayres. Commander, 1833. Served as secretary of the Royal Geographical Society (founded 1830), and with the assistance of one clerk he did the whole work of the society, the success of which in early days was largely due to his energy and devotion, 1836-1841. Commanded the *Shearwater* in 1841, surveying the east coast of England, and promoted to captain, 1842. Commanded the *Blazer*, surveying east coast of England, 1843-1847. Acted for several years as assistant to Sir Francis Beaufort, the hydrographer, and on Beaufort's resignation, 1855, Washington was appointed his successor. Hence Beaufort range. This office he held till his death, being promoted to Rear Admiral, 12 April, 1862. A man of nervous temperament, the sensibility of which was perhaps increased by his unremitting attention to the work of the office, his health was already much shaken, when it received a further blow by the death of a dearly loved son, and by the accusation made by

some of the newspapers that the wreck of the *Orpheus*, 7 February, 1863, on the coast of New Zealand, was owing to the carelessness or culpable ignorance of the Hydrographic office. It was easy to show that the accusation was groundless, and that the ship was supplied with the best charts and the latest information; but the injury to Washington proved fatal. After a short visit to Switzerland he was on his way home when he died at Havre, 16 September, 1863. Named by Captain Richards, Hydrographer, 1864.

See Richards, Admiral Sir George H.; Inskip passage; and Mudge island.

Watson island, Wells passage, Q. C. Sd. After Alexander Watson, a native of Scotland. Colonial treasurer, Vancouver Island, 1866. Visited England, and on returning was appointed general inspector of the Bank of British Columbia. Married in 1863, Jessie, second daughter of Kenneth Mackenzie, of Craigflower farm. Died 1892. Named in 1866.

See Jessie point; and Mackenzie sound.

Watson rock, Gibson island, Grenville channel. After Christopher Robert Watson, R.N., assistant paymaster, H.M.S. *Malacca*, Captain Oldfield. On this station, 1866-1867. Assistant paymaster, 1863. Paymaster, 1877. Staff paymaster, retired, 1886. Fleet paymaster, 1889. Living 1906. Named by Captain Pender (nav. lieutenant, R.N.), *Beaver*, 1867.

See Malacca passage; and Oldfield mountain.

Welbury bay and Welbury point, Ganges harbour, Saltspring island. After Welbury House, Bradford, Yorkshire, where William E. Scott, J.P., the present owner of the land at Welbury bay, resided after the death of his parents. Named by Captain John F. Parry, H.M.S. *Egeria*, on resurveying Ganges harbour in 1905.

See Scott point; and Ganges harbour.

Welcome pass, Thormanby islands, strait of Georgia. Named, in 1860, by Captain Richards and officers of H.M. surveying vessel *Plumper*, on account of the "welcome" news that Thormanby had won the Derby. Welcome point named in May, 1898, in association with the name of the pass, when the shoal off the point was examined and buoy moored to mark the extreme of the foul ground.

See Thormanby island; and Derby point.

Wellbore channel, Johnstone strait. Named after Captain the Hon. John Wellbore Sunderland Spencer, R.N., H.M.S. *Topaze*, 1860-1863.

See Spencer mountain; and Topaze harbour.

Wellington mountain (6,155 feet), Jervis inlet. After Arthur Wellesley, the great Duke of Wellington, called the "Iron Duke,"

and the victor of Waterloo. He was the fourth son of the Earl of Mornington, at whose house, still existing in Grafton street, Dublin, now occupied by the Royal Irish Academy, he was born on the 1 May, 1769—the same year in which Napoleon Bonaparte was born. He entered the army in 1787, as an ensign of the 41st foot, and exchanged into the cavalry in 1792. His first action was at Antwerp, under the Duke of York. He rose rapidly to the rank of colonel, and commanded a regiment, the 33rd, under General Harris in the East Indies, and established his fame at the siege of Seringapatam, of which he was appointed commandant. He returned to England, having fully established a high military reputation, in 1805. On the 28 July commenced the first action in which Wellington and Napoleon were confronted, and which terminated in the victory of Talavera. This victory raised Wellington to the peerage. Badajos, Ciudad Rodrigo (one of his most brilliant victories), Salamanca, Vittoria, and St. Sebastian, followed in rapid succession to complete his peninsular conquests. In June, 1814, Wellington took his seat in the House of Lords as Duke of Wellington, his income being then raised to £17,000 per annum. His stay in England was short, for in the following August he left to attend the Congress at Vienna. Napoleon having escaped from Elba, the war was renewed, and terminated in the victory of Waterloo on 18 June, 1815. He died at Walmer Castle, Kent, 14 September, 1852. Named in association with Arthur mountain by Captain Richards, circa 1860.

See Patrick point.

Wellington rock, Seaforth channel. After the British merchant steamer *Wellington*, 1,267 tons register, 200 h.p., built at Low Walker, Newcastle, in 1883. This vessel, under the command of Captain Colin Salmond, grazed over the rock, hitherto unknown, 19 September, 1902, while on a voyage from Ladysmith to Juneau, Alaska, with a cargo of coal. Rock examined and named by the writer on the C.G.S. *Quadra*, 1902, and name adopted by the Geographic Board of Canada.

See Wellington mountain; Ladysmith; and Seaforth channel.

Wells pass, Q. C. Sd. Named by Vancouver in 1792, as Wells passage, after Captain John Wells of the Royal Navy, while exploring the neighbourhood with three boats, his vessels being then at anchor in what is now known as Simoom sound. Vancouver also mentions in his journal under the same date, 2 August, that he named the west point of entrance to the passage, point Boyles, after Captain Boyles of the navy.

The subject of this note was born in 1763, and died Admiral Sir John Wells, G.C.B., 19 November, 1841. "He had been in the

navy upwards of sixty-five years, for his commission as lieutenant was dated in 1779. When captain, he was appointed in 1797 to the *Lancaster*, 64 guns, and, under Lord Duncan, contributed to the defeat of the Dutch fleet, commanded by Admiral De Winter; and for his eminent services on that occasion (the victory of Camperdown) received the distinction of a medal. K.C.B., May, 1820. G.C.B., October, 1834." (Annual Register, 1841, LXXXIII, p. 230.)

See Boyles point; Duff point; and Simoom sound.

Werner bay, Moresby island, Q. C. Ids. After Abraham Gottlob Werner, a German geologist and mineralogist. Born 1749. In 1769 he entered the Mining Academy of Freiburg, and afterwards supplemented his studies at Leipzig. Founder of scientific geology. His first original work published in 1774 won him a position as instructor in the Mining Academy at Freiburg, where he laboured for more than forty years, attracting students from all parts of Europe and establishing a high reputation for the school, which it has never lost. Werner's principal service to geology consisted in arranging data collected from all sources into a systematic discipline. Died 1817. (See Life of Werner, by Frisch, 1825.) Named by George M. Dawson, F.R.S., 1878.

See Dawson harbour.

Weser islet, north coast of Vancouver island. Named by Captain Richards, circa 1862, in association with Commerell point (now Sutil point), after H.M.S. *Weser*, the vessel which Commerell commanded when he gained the Victoria Cross.

H.M. gun vessel *Weser*, 6 guns, 640 tons, 460 H.P., was built of iron by Russell at Millwall in 1848. Commerell, after his promotion to commander, 29th September, 1855, for services in the sea of Azov, subsequently gaining the Victoria Cross, was succeeded in command of the *Weser* by Lieut. Commander John F. Ross, 21 October, 1855.

See Commerell point.

Westcott creek, San Juan island, United States territory, state of Washington. After George Blagdon Westcott, R.N., assistant paymaster, H.M.S. *Bacchante*, flagship of Rear Admiral Sir Thomas Maitland, Kt., commander in chief on this station, 1860-1862. Paymaster, retired, 1872.

See Maitland mountain; and Roche harbour.

Westminster point, Cooper inlet, Lama passage. After the city of New Westminster, in association with the name of the inlet, from the fact that Captain James Cooper was harbour master of the port of New Westminster when the inlet was named. Hence Harbourmaster point to the eastward of Westminster point. Named by Captain Pender, 1866. In 1864 Pender made a survey

of the Sandheads, Fraser river, and Cooper, who was then harbour-master of New Westminster, marked the channel with beacons and wooden buoys, the iron buoys not having arrived from England. (*Colonist*, 19 September, 1864.)

See Cooper inlet.

Weynton passage, Panson island, Broughton strait. After Stephenson Weynton, son of Captain Weynton, marine superintendent, Hudson's Bay Company, London, 1856, and brother of Captain A. J. Weynton, Hudson's Bay barque *Cowlitz*, 1847-1850.

In 1860 Weynton in the service of the Hudson's Bay Company was stationed at Fort Rupert when Captain Richards was there interesting himself in the release of the mother-in-law of Captain John Dolholt (see Jack point, Nanaimo). Dolholt having written to Richards informing him of her capture near Dodd narrows by Fort Rupert Indians. Captain Richards with his friends at Fort Rupert, Weynton and others, obtained the Indian woman's release and restored her to her sorrowing son-in-law. Named by Captain Richards, H.M.S. *Plumper*, circa 1860.

See Jack point.

Whaler bay, Active pass. Locally so called; small whaling vessels are said to have used the western end for anchorage. Name adopted by Commander John F. Parry, H.M.S. *Egeria*, on re-surveying Active pass, 1903.

See Active pass.

Wharnccliffe range, (600-900 feet.) Forward harbour. After Susan Charlotte, Baroness Wharnccliffe, 2nd daughter of Henry, 3rd Earl of Harewood, and sister of Lieut. Commander the Hon. Horace D. Lascelles of the gun-boat *Forward*. Married, 4 July, 1855, Edward Montagu Stuart-Wortley-Mackenzie, 3rd Baron Wharnccliffe (died 1899), who, in 1876, was advanced to the earldom and viscounty of Wharnccliffe.

See Forward inlet.

Whidbey island, Puget sound, U. S. territory, state of Washington. Named by Vancouver, in 1792, after his indefatigable and careful officer, Joseph Whidbey, R.N., master of the *Discovery*. This book would not be complete without a notice of Whidbey, for no officer in Vancouver's expedition examined more of this coast line in an open boat than the master of the *Discovery*, and doubtless he often suggested to his commander the names which many points and islands at present bear. He was a most accurate and painstaking observer, and little seems to have escaped his attention when on his boat expeditions, if we may judge from the fidelity with which his remarks apply to the coast to-day.* Vancouver apparently had the

* The name of Whidbey was given to a reach in Gardner inlet in 1907.

greatest confidence in Whidbey's judgment and skill, and from long experience was, no doubt, fully justified in reposing this trust in his officer. They had been ship-mates previous to this voyage. The examination of this coast line to ascertain if a passage existed to the eastward, commonly known as the Northwest passage, was most carefully carried out by Vancouver and his staff, and when their work was finished this question, so far as concerned the coast line between the strait of Juan de Fuca and Cook's inlet, was finally disposed of, and Admiral de Fonti's strait was proved to be a myth. Day in and day out, Sunday and every other day, rain, wind and shine, Vancouver's little boats for three seasons had kept at work, winding through the tortuous and mountainous channels of this coast until much was known and charted. The first boat expedition left the ships, 7 May, 1792, from Port Discovery; and the last expedition returned to the ships, 19 August, 1794, to Port Conclusion; hence the name. When the boats, coming from different directions, met on the 16 August and found their labours ended, Whidbey remarks:—"that it is not possible for language to describe the joy that was manifested in every countenance on thus meeting their comrades and fellow adventurers, by which happy circumstance, a principal object of the voyage was brought to a conclusion." After the boats had made fast in a little cove for the night, a good deal of joking went round amongst the seamen over the fact that the expedition had sailed from England on the first of April to look for a Northwest passage. Vancouver named the sound, where the boats terminated their work on the 16th, Prince Frederick's sound, that day being the birthday of H.R.H. Frederick, Duke of York. (Vancouver, 8^o, VI, pp. 37-40.)

In 1799, four years after his return home in the *Discovery*, Whidbey made a survey of Torbay, published by Arrowsmith in 1800. A copy of this chart is in the British Museum and on this copy is drawn an oval line with a note in the margin: "The oval in the middle of the bay is marked with a view of forming an island to make a harbour of the bay." This is rather curious, considering that Torbay is not very far from Plymouth and the position is somewhat similar to the Plymouth breakwater, with the construction of which Whidbey was afterwards associated for many years. In 1803 appears a paper from Mr. Whidbey in the *Philosophical Transactions*, on the sinking of the Dutch frigate *Ambuscade*. In 1806 when holding the position of Master Attendant of Woolwich dockyard he was instructed to proceed to Plymouth in company with Mr. J. Rennie, C.E., to examine the sound in regard to the construction of a breakwater. They were assisted by Mr. Hemans, the Master Attendant of Plymouth dockyard, who was ordered to join them, and

the final report on the breakwater was made 21 April, 1806. Whidbey seems to have been a man to gain, wherever he went, the respect and good will of those with whom he was brought in contact. On the subject of appointing a superintendent for the contemplated breakwater, Lord St. Vincent, who is said to have first suggested it, speaks thus highly of Whidbey in a letter dated 21 November, 1806, addressed to the Right Hon. Thomas Grenville. "Mr. Whidbey is the man of all others I should select to conduct the new works in Plymouth sound under the superintendence of Mr. Rennie, who will come down to his assistance whenever he is in fault. No two men understand each other better." (Brenton's "Life of Earl St. Vincent." II, p. 329.)

After a long delay an order in council was passed on the 22 June, 1811, to commence the work, and the plan of Messrs. Rennie, Whidbey and Hemans was adopted. This plan was published in pamphlet form in 1820. The first stone of the breakwater was laid with great ceremony on 12 August, 1812, the birthday of the Prince Regent. Mr. Whidbey was the resident superintendent from the commencement until 31 March, 1830, when he had to resign, as the anxious duties of his office were too much for his declining health; Mr. W. Stuart, who had been his assistant, succeeded him.

The breakwater first appeared above the water, 31 March, 1813, and was completed in April, 1841. The whole of the work was designed by Mr. Rennie, and carried out by Mr. Whidbey and Mr. Stuart. In the account of the breakwater, published in 1848, by the designer's son, Sir John Rennie, Mr. Whidbey is often mentioned. (Rennie "Historical Account of Plymouth Breakwater," 1848; Annual Register, 1812, LIV, p. 102.)

In 1815, Lieutenant Von Kotzebue in his exploring voyage to the Pacific called at Plymouth and visited Mr. Whidbey. In the journal of the voyage he states:—"After I had concluded my business, I paid a visit to Mr. Whidbey, a friend of Captain Krusenstern. This well informed and very amiable man had made the voyage with Vancouver. Mr. Whidbey is now constructing the Breakwater at Plymouth, a work that does him much credit." (Kotzebue's Voyage, 1815-1816, London, 1821. I, p. 98.)

Whidbey was a master, R.N., with seniority of 1779, and retired in May, 1805. (Naval Records, Admiralty.) He died at Taunton, Somersetshire, in 1833, and is buried in the churchyard of the Parish Church of St. James, Taunton, where appears the following epitaph:

Sacred to the memory of
JOSEPH WHIDBEY, Esq., F.R.S.,
Died October 9th, 1833. Aged 78 years.

Late Superintendent and Originator of that Great National Undertaking, the Breakwater in Plymouth Sound, which commenced on the 12th of August, 1812, and from which he retired on 31st of March, 1830.

See Vancouver island; Discovery island; Gardner inlet; Grenville channel; St. Vincent bay; Cape Ibbetson; Staniforth point; and Piers island.

Whiffin spit, Sooke inlet, Vancouver island. After John George Whiffin, R.N., clerk, H.M.S. *Herald*, Captain Kellett, engaged surveying on this coast, 1846. He was born in 1826, and entered the navy in 1843. In the following year, as assistant clerk in the *Tartarus*, surveying vessel, was employed in the river Shannon in quelling the O'Connell riots. Appointed in 1845 as clerk in the *Herald*, 22 guns, he served in her for upwards of six years and made three cruises through Bering strait to the Arctic regions in search of Sir John Franklin. During this period he was promoted to be assistant paymaster in 1848, and paymaster in 1851. During the whole of the Russian war he was in the *Gladiator*, 6 guns, in which he was present at the bombardment and capture of Kinburn, the attacks on Sebastopol, the transport of Turkish troops from Eupatoria to Kamiesh, the blockade and forcing of the strait of Kertch, and the bombardment and capture of Bomarsund. For his various services he received the Arctic medal, and the Baltic, Crimean and Turkish medals, with the Sebastopol clasp. Paymaster in chief, 1873, retired. Appointed secretary of the Royal Indian Engineering College, Coopers Hill, in 1878, which he held until his death at Kelso house, Twickenham, 7 January, 1892. (*London Times*, 11 January, 1892.)

Named by Captain Kellett, 1846.

See Herald rock; and Kellett bluff.

Whyack village.—See Barkley sound; and Nitinat lake.

Whymper mountain (5,120 feet), Chemainus lake, Vancouver island. After Frederick Whymper, artist, traveller and explorer in British Columbia and the territory of Alaska, 1862-1867. Whymper published an interesting book relating to his travels on this coast and Alaska, named "Travels in Alaska and the Yukon," London, 1868. In speaking of the riches of Cariboo, 1862-1865, he records that a single company once realized 180 lbs. of gold as the result of one day's work. When visiting the glaciers at the head of Bute inlet, in April, 1864 (description of the visit being given under the note on Tiedemann glacier), Whymper just escaped by a day the dreadful massacre by the Indians of Waddington's road makers, the Indian who was his guide to the glacier being one of those that were hanged for the murder. In June 1864, Mr. Whymper accompanied Dr. Brown, as artist, on an exploring expedition on Vancouver island

and in Whympers book pp. 42-63 are devoted to this journey. Named by Dr. Brown in 1864.

See Brown river; Leech river; Tiedemann glacier; and Waddington harbour.

Wickaninnish sound.—See Clayoquot sound and Wakennenish island.

Wilfred point, Seymour narrows. After Captain Wilfred Collingwood, R.N., brother of Vice Admiral Lord Collingwood, after whom the flag-ship of Rear Admiral Sir George F. Seymour was named, hence the association of Wilfred point with Seymour narrows. Captain Wilfred Collingwood, H.M.S. *Rattler*, was stationed in the West Indies, 1784-1787, where he actively co-operated with Captain Horatio Nelson, afterwards Lord Nelson, and his elder brother Captain Cutthbert Collingwood, in carrying into execution the provisions of the Navigation Laws which had been violated by the citizens of the United States, who, notwithstanding their separation from Great Britain, continued to trade to the West Indian colonies, although by law that privilege was exclusively confined to British subjects. Captain Wilfred Collingwood died of a rapid decline on board the *Rattler* at sea, 21 April, 1787, on her passage from Nevis to Granada. The ship put into St. Vincent where he was buried with military honours; the regiment, president and council attending him to the grave. Nelson by letter dated, *Boreas*, Nevis, 3 May, 1787, informed Collingwood, who had left the station, of the death of his brother Wilfred, sending him an extract from one he had received from H.R.H. Duke of Clarence, afterwards William IV, then on the station in command of H.M. frigate *Pegasus*, the extract being as follows:—

“Collingwood, poor fellow, is no more. I have cried for him; and most sincerely do I condole with you on his loss. In him His Majesty has lost a faithful servant, and the service a most excellent officer.” (Life of Lord Collingwood. Vol. I, p. 16.)

Wilfred's brother, Cutthbert Collingwood, in the course of years, attained a high position in the navy, and led the lee line in command in the second post at Trafalgar, 21 Octoberr, 1805. He also died at sea in the Mediterranean, on board his flag-ship, *Ville de Paris*, when at last returning home after an absence of many years. Named by Captain Richards H.M. surveying vessel *Plumper*, circa 1860.

See Collingwood channel; Barfleur passage; and Seymour narrows.

Willes island. (See Dædalus passage.)

William head, Parry bay, Vancouver island. Named in 1846, by Captain Kellett, after Rear Admiral Sir William Edward Parry, arctic navigator and explorer.

The Quarantine station for British Columbia was established here in 1891. The first station was established at Albert head in 1883, but as trade increased, this position was found unsuitable and it was removed to the present station where modern quarantine buildings to accommodate a large number of travellers have been erected.

See Parry bay; and Kellett bluff.

William island, Mathieson passage. *See* Blackney passage.

William island. *See* Edye passage.

William mountain (1,137 feet), Read island. After Captain William Viner Read, R.N. Named circa 1864.

See Read island; Evans bay; and Viner point.

Williamson passage, Guaquina or Muchalat arm, Nootka sound. After Captain John Williamson, R.N., who was 3rd lieutenant of the *Resolution* on Cook's third voyage. On the death of Captain Clerke in 1779, a general promotion again took place as at the death of Cook when Lieut. Burney was transferred to the *Resolution* and Williamson appointed 1st lieutenant of the *Discovery*. Lieut. Williamson at the time of the fatal attack by the natives of the Sandwich islands on Cook in Karakakoa bay was close to the scene of the disaster in command of the *Resolution's* launch and was severely blamed by some of his brother officers for cowardice in not pulling in for the shore in company with the pinnace when called on by his captain. On this subject Kippis remarks on page 392:—"By his own account he (Williamson) mistook the signal; but be that as it may, this circumstance appears to me to have decided the fatal turn of the affair and to have removed every chance which remained with Captain Cook of escaping with his life."

Lieut. Williamson afterwards attained the rank of post captain, and when in command of the *Agincourt* he was, after the battle of Camperdown, tried by court-martial for "disaffection, cowardice, disobedience to signals, and not having done his duty in rendering all assistance possible." He was found not guilty on the first two counts, but guilty on the other two, and was sentenced to "be placed at the bottom of the list of post-captains, and be rendered incapable of ever serving on board of any of His Majesty's ships."

Sir Walter Besant in his "Captain Cook," suggests that this sentence though not "cashiered" seems almost the same in effect.

See Cape Cook; Vancouver island; Gore island; King island; Anderson point; Bligh island; Roberts point; Clerke islet; and Resolution cove.

Wishart peninsula, Sutlej channel, Simoom sound. After Captain D. D. Wishart of the Hudson's Bay Company. In 1849 Wishart was in command of the H.B. Company's ship *Norman Morrison*, which vessel arrived at Victoria from London, with a large number

of emigrants, 17 March, 1850. Dr. J. S. Helmcken came out in her as medical officer in charge, and on the voyage smallpox broke out, but owing to Helmcken's vigilance and care only one death occurred. The vessel arrived again at Victoria from London in 1851, Wishart in command with W. B. Ella, 1st officer, and made several successive voyages, many of the old residents of this province arriving by her. Named by Captain Pender (master, R.N.) in the *Beaver*, circa 1864.

See Deans point; Ella point; and Helmcken island.

Wood mountain (4,162 feet), Bedingfield range, Clayoquot sound. **Wood islands**, Mosquito harbour, Clayoquot sound. **Wood bay**, Campbell island, Raymond channel. After Charles Bedingfield Wood, M.D., surgeon, H.M. surveying vessel *Hecate*, Captain Richards, on this station, 1860-1862. Dr. Wood in the summer of 1862 made an exploring trip across Vancouver island from Kyuquot sound to Cheslakee, Broughton strait, in company with Lieutenant Philip J. Hankin, R.N. On the 3rd January, 1865, Dr. Wood, when surgeon of H.M.S. *Orlando*, was accidentally drowned in Tunis bay, Mediterranean sea, with several other officers, by the upsetting in a squall of one of the ship's cutters, returning from a picnic. (*Victoria Colonist*, 11 January, 1865.) Wood mountain and Wood islands named by Captain Richards, 1862, Wood bay by Captain Pender, 1866.

See Hankin island; Bedingfield range; and Hecate strait.

Woods island, Oyster harbour. After Artificer Engineer James J. Woods, H.M. surveying vessel *Egeria*, 1904. Named by Commander John F. Parry, H.M.S. *Egeria*, on re-surveying the harbour, 1904.

Woodcock landing, North Skeena passage. This landing, the Indian name of which is "Willaclough" meaning "The place of slides," and now generally known as Inverness, was known locally as Woodcock's landing from the fact that William H. Woodcock established here, previous to 1870, a public inn for the accommodation of miners going and coming to and from the Omineca country by the Skeena river. The land here was crown granted to William Soar, 30 August, 1871, from whom it passed into the possession of various parties; a salmon cannery, the first on the northern coast of British Columbia, was established here in 1876 by the North Western Commercial Company. On the 10 November, 1880, the establishment became the property of Turner, Beeton & Co., who named it Inverness and who had for some time exercised a controlling interest in it. They carried on the business until 1902, when it was purchased by J. H. Todd & Sons, of Victoria, the present owners. A trading store was established here by Cunningham & Hankin in 1870, who shortly afterwards removed to Port Essington. A heavy landslide occurred here a few

years ago when the cannery had a miraculous escape, and the next day another slide occurred at the North Pacific cannery, a few miles farther up the passage, when eleven Indians lost their lives. Woodcock died at Victoria in 1877. (Communicated to writer by C. F. Todd, and B. Stapledon, and from Records in the Land Registrar's office at Victoria.)

Name adopted on the chart by the officers of H.M.S. *Daring* in 1877.

See Cunningham passage; Daring point; and Essington.

Woodward point, Sooke inlet, Vancouver island. After Thomas Woodward, R.N., paymaster, H.M.S. *Herald*, Captain Kellett, surveying on this coast in 1846. The *Herald* subsequently went to the Arctic regions where Woodward contracted a severe cold from which he died during the commission in 1851. Named by Captain Kellett in 1846.

See Herald rock; Kellett bluff; and Sooke inlet.

Woody point. See Cape Cook, and Esperanza inlet.

Wootton bay, Lancelot arm, Malaspina inlet. After Henry Wootton, who arrived at Victoria from London as 2nd officer of the Hudson's Bay Company's new steamer *Labouchere*, Captain Trivett, 31 January, 1859. He shortly afterwards retired from the sea service and was clerk of Writs of the Supreme Court of Vancouver Island; later and until his death, postmaster of Victoria, and for several years postmaster general of British Columbia. At various times, 1862, &c., he also acted as harbour master of Victoria. Native of Ramsgate, Kent, born 1828, and died at Victoria on Christmas day 1875. (*Colonist*, 27 December, 1875.)

This bay was named in 1792 by Galiano and Valdes, "*Brazo de Bustamente*," after Josef Bustamente, captain of the *Atrevida*, one of Malaspina's two ships. In 1804, Rear Admiral Don Josef Bustamente, knight of the order of St. James, had command of a squadron of four frigates returning with treasure from Montevideo to Cadiz. When near their destination, the squadron was fallen in with, on the 5 October, by four British frigates under the command of Captain Moore, when, after a short action, three of the Spaniards were captured, the fourth unfortunately blowing up, under most distressing circumstances. Brenton in his naval history relates the incident as follows:—

"Among the victims on board the *Mercedes* were the wife and several children (daughters nearly grown up) of Captain Alvear, of the Spanish navy. This good and gallant officer, after a residence of 30 years in South America, was returning to spend the remainder of his days in his native country. He did not command either of the frigates, but, having procured a passage for his family in the

Mercedes, went with his eldest son on board one of the other ships, whence he beheld the catastrophe which deprived him of the persons he held most dear, and of his whole fortune, which consisted of specie and property to the amount of thirty thousand pounds sterling. What pen shall describe the agonized feelings of the wretched father and husband at this awful moment? We must leave the subject to abler hands. If the policy of Great Britain was the cause of his suffering, her government did everything in its power to atone for the deed. Alvear was received by the victors with every mark of attention and sympathy, and all the consolation was administered which his distracted mind was capable of receiving. His case being stated to the proper authorities, the sum of thirty thousand pounds sterling was restored to him out of the proceeds of the prizes." (Brenton's "Naval History," I, p. 609; Annual Register, 1804, XLVI, p. 555.)

Wootton bay named by Captain Pender (master, R.N.), H.M. hired surveying vessel *Beaver*, circa 1863.

See Atrevida reef; Malaspina inlet; Galiano island; and Labouchere channel.

Worsfold bay, Wark channel. After Cuthbert Coleman Worsfold, member of the Canadian Society of Civil Engineers. Assistant to resident engineer, Public Works Department, New Westminster, B.C. Native of Feltham, Middlesex, England, and arrived in British Columbia, 1888. Accompanied, 1898, Mr. Louis Coste, Chief Engineer, Department of Public Works, Ottawa, in the C. G. S. *Quadra*, who was reporting on the various harbours on the northern coast of British Columbia, and the navigation of the Stikine river. Named by the writer on making a running survey of the channel, assisted by Mr. Worsfold, and adopted by the Geographic Board, Canada, 1898.

See Coste island.

Wreck bay, Vancouver island. In this bay the Peruvian brigantine *Florencia* was wrecked in December, 1860. Named from this incident by Captain Richards, H.M.S. *Hecate*, 1861.

See Florence island.

Wrottesley mountain (5,836 feet), Howe sound. After John, 2nd Baron Wrottesley, an indefatigable astronomer and noted for his scientific attainments. Born 5 August, 1798, eldest son of Sir John Wrottesley, Bart., 1st Baron. Educated for the law and called to the Bar in 1823. Fitted up an astronomical observatory at Blackheath between 1829 and 1831, where he devoted himself to observing the positions of certain fixed stars, a task which occupied him six years. In 1836 he presented his "Catalogue of the Right Ascensions of 1,318 stars" to the Royal Astronomical Society, which he had assisted to found in 1820, and of which he was secretary, 1831-1841.

For his catalogue the society presented Wrottesley with their gold medal, 8 February, 1839. President, R.A.S., 1841-1843. Succeeded his father, 1841, and transferred his observatory to Wrottesley Hall. In 1853 he called attention in the House of Lords to Lieutenant Maurey's scheme of meteorological observations and discoveries, and advocated the policy of encouraging merchant captains to keep meteorological records of winds and currents during their voyages, a project which has been extensively adopted by the Board of Trade. In November, 1854, he succeeded the Earl of Rosse as president of the Royal Society; resigned in 1857. Died at Wrottesley, 27 October, 1867.

Wrottesley mountain is named in association with the neighbouring mountain peaks of Ellesmere, Roderick, and Murchison (two other scientists), by Captain Richards, H.M. surveying vessel *Plumper*, circa 1860.

See Murchison island; Ellesmere mountain; Howe sound; and Sabine channel.

Yellow island, Baynes sound. An old local name, adopted by the Admiralty surveyors, circa 1860, given to the island from the light coloured appearance of the rock of which it is composed. At the east end are a number of Indian hieroglyphics carved on the face of the cliff the meaning of which is unknown. A lighthouse was established on the east end of the island, 1 January, 1891. Another smaller lighthouse was added at the west end, 1898, and, in conjunction with the eastern lighthouse, forms a fairway mark for passing through the narrow portion of the southern entrance to the sound.

During a heavy southeast gale, 16 December, 1900, on a dark and rainy night, the British merchant steamer *Alpha*, 514 tons reg., proceeding to Union bay for bunker coal, on her voyage to Japan, was totally lost on the east end of Yellow island, when the captain and eight of the crew, including the three engineers, perished.

See Baynes sound.

Yeo islands, Ballenas channel, Strait of Georgia. **Yeo island**, Seaforth channel. **Yeo point**, Saltspring island, Captain passage. After Gerald Yeo, M.D., surgeon, H.M.S. *Ganges*, flag-ship, Rear Admiral Robert L. Baynes. On this station, 1857-1860. (See *Colonist*, 14 January, 1860.) Surgeon, 1850. Surgeon, Royal Naval College, 1866. Staff Surgeon, 1867. Fleet Surgeon, retired, 1875. Died, 1887.

Yeo islands named by Captain Richards, H.M.S. *Plumper*, circa 1860. Yeo island by Captain Pender (master, R.N.), *Beaver*, 1866. Yeo point by Captain John F. Parry, H.M.S. *Egeria*, on re-surveying Ganges harbour, 1905.

See Gerald island; Ganges harbour; and Baynes sound.

Yorke island, off west end of Hardwicke island, Johnstone strait. **Yorke mountain** (2,165 feet), Hardwicke island. Named by Captain Richards, H.M.S. *Hecate*, in 1862, in association with the island, after the family name of the noble house of Hardwicke.

See Hardwicke island; and Cape Swaine.

Yuculta rapids (Eucluetaw), Cordero channel. The name of a tribe of Indians residing in the neighbourhood. Since the adoption on the chart of the name of Seymour narrows, on the western side of Quadra island, the southern portion of Cordero channel, on the eastern side of Sonora island, has been known to the local navigators as Yuculta rapids, and owing to the winding of the channel is a more dangerous race than Seymour narrows.

See Arran rapids; and Seymour narrows.

Yuquot, or **Yucuat**. See Friendly cove.

Zayas island, Dixon entrance. Named in 1792 by Lieutenant Jacinto Caamaño, commanding the Spanish corvette *Aranzazu*. On this cruise Caamaño was searching for the supposed strait of De Fonti, and on leaving Port Bucareli had sailed into the inner channels by Dixon entrance, known to the Spaniards as *Entrada de Perez*. On his return to Nootka, where he arrived 7 September, 1792, Vancouver was in port, and Caamaño supplied him with a chart of the cruise, to which during the following summer Vancouver alludes in his journal in connection with Zayas island, when he was in that neighbourhood. (Vancouver, 8°, IV, p. 205.) On making a survey of Zayas island in 1908, Captain Learmonth, of H.M.S. *Egeria*, named three points on the island, Jacinto, Caamaño, and Aranzazu, after Lieut. Commander Caamaño and his vessel.

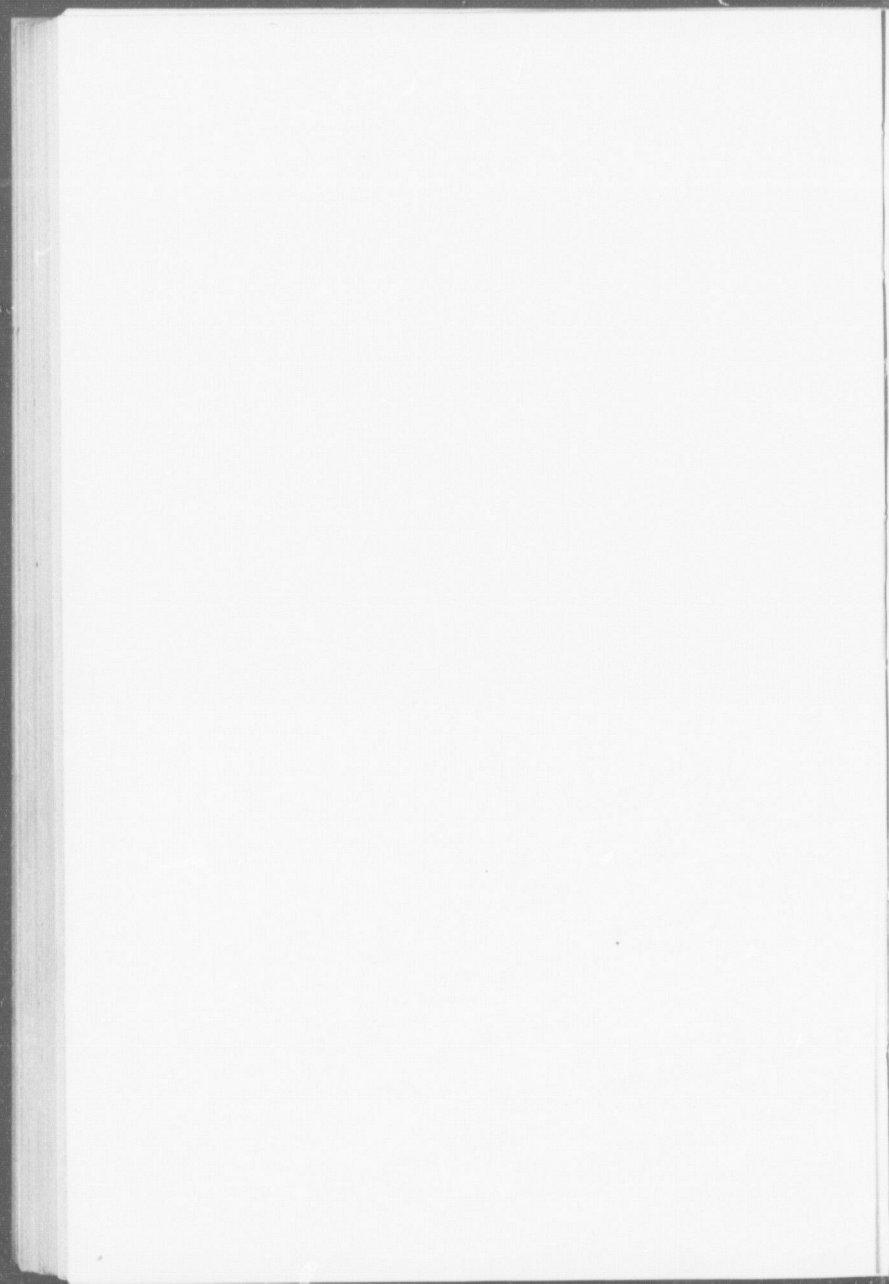
See Gil island; Camaño island; and Juan Perez sound.

Zeballos arm, Esperanza inlet, Vancouver island (another spelling for Cevallos). Named in 1791 by Captain Malaspina after Lieutenant Ciriaco Cevallos, an officer in Malaspina's expedition, consisting of the corvettes *Descubierta* and *Atrevida*.

See Espinosa arm; Malaspina inlet; and Esperanza inlet.

Zuciarie channel, Nootka sound. An old Indian name, marked on the earliest Admiralty plan of the sound, published in 1849. Zuciarie is an adaptation of the Indian name Ze-sa-at, which is derived from a clan of the Muchalats who are now and always have been the rivals of Maquinna and his people. The hereditary chief was doubtless in early days known by the name of his clan and the channel named after him. (Per Rev. A. J. Brabant.)

See Guaquina arm; and Muchalat arm.



ADDENDA ET CORRIGENDA.

Cape Cook; Duncan bay; and Vancouver. The following interesting references are given in Thomas J. Farnham's book, "Travels in California and Scenes in the Pacific Ocean," published in New York, 1847, to the officers for whom the above places were named. On pages 7 and 8, writing of Captain Alexander Duncan, who was in 1840 in command of the Hudson's Bay Company's barque *Vancouver*, he says: "Captain Duncan was an old British tar with a heart full of generosity for his friends and a fist full of bones for his enemies: a hearty, five foot nine inch, burly, stout-chested Englishman, whom it was always pleasant to see and hear. He was everywhere an accomplished seaman, on the quarter-deck or with his quadrant, but especially in that prophetic knowledge of the weather, which gives the sons of Neptune their control over the elements, he had no superiors."

About Captain Cook and Captain Vancouver, details were obtained by Farnham when visiting the Sandwich islands in 1840, from an aged chieftainess named Hoopili Wyhini, who had been acquainted with these navigators. This chieftainess was a child when Cook was killed and a young woman, about nineteen years of age, when Vancouver visited the islands with "the flagship, brig and storeship." She further stated that the trouble with Captain Cook arose over a canoe and a boat which were stolen, and several days passed in angry intercourse.

"At length Cook came on shore with an armed force, and went to the king's house to persuade him to go on board his ship. The chiefs interfered and prevented him. Cook was angry, and the people were in a great rage. He went down to the shore where his boat lay. The people gathered around him. The chief, who did not believe him a god (the great Kono) tried to kill Cook, but Cook killed him; and then the people who belonged to that chief, killed Cook. It thus became clear that Cook was no god; for we thought our old gods could not die. These were our years of sin, before the Pono (Gospel) came among us; and it is not pleasant to speak of them."

Referring to Vancouver, she stated:—"Vancouver built a tent and high tower on shore. In the former he sometimes slept. In the latter his learned men pointed bright instruments at the moon and stars. A doctor whom we called Makaua, visited the volcano."

"Vancouver had an interpreter whom our people called Lehua; and another who was a native chief; this latter had made a voyage

in an English whale-ship, during which he had learned the English language. By means of these men he asked questions and received answers in regard to our old ways. Once he asked, 'whence came these islands?' and our chiefs replied, 'Hawaii is the child of the gods Papa and Wakea, and the other islands are the children of Hawaii.' Vancouver replied, 'right.'

"King Kamehameha was very friendly disposed to Vancouver, and he was called by the people, Pukeki."

Farnham closes his remarks by saying:—"I was exceedingly interested in these conversations with this remarkable woman. She had been one of the wives of Kamehameha the First; had commanded his navy of war canoes during his conquests, and was at the time of my interview with her the acting executive of Maui (island), and a scholar in the Missionary Sabbath School." (Supra, pp. 37-41.)

Commerell point, west coast of Vancouver island. Named by the Geographic Board of Canada in 1909 after Admiral Sir John Edmund Commerell, G.C.B., V.C. The northerly extreme of Vancouver island was named Commerell point by Captain Richards in 1862, but the name Sutil point, having been given to it by the Spaniards in 1792, was restored by the Geographic Board in 1905, and the name of Commerell has now been transferred to a point previously unnamed.

Commerell was the second son of Mr. John W. Commerell of Stroud Park, Horsham, and was born in London, 13 January, 1829. He entered the navy in 1842, and while still a youth served in China and South America, and, as a midshipman of H.M.S. *Firebrand*, on the River Plate in Parana, being in the boats at the cutting of the chain across the river under a heavy fire when the batteries of Punta Obligado were attacked and destroyed in November, 1846. Lieutenant, December, 1848. He was a lieutenant in the *Vulture* at the outbreak of the Russian war in 1854, and was actively engaged in the Baltic, and later, as lieutenant commander of the gun vessel *Weser*, took part in the operations in the Black sea and Sea of Azov. Commander, 29 September, 1855, and it was in this capacity that he won the Victoria Cross. The act of gallantry is thus officially described:—"Commander John E. Commerell, when commanding the *Weser* in the Sea of Azoff, crossed the isthmus of Arabat and destroyed large quantities of forage on the Crimean shore of the Livash, 11 October, 1855." (*Gazette*, 24 February, 1857.) This enterprise was performed at night, and Commerell was accompanied by William Rickard, quartermaster, and George Milestone, A.B. They had to haul their small boat across the spit of Arabat and then traverse the Livash to the shore of the Crimea. The magazines of

corn, &c., containing about 4,000 tons, were about two miles and a half off, and were guarded by twenty to thirty mounted cossacks encamped in the neighbouring village. The rapid blazing of the stacks alarmed the guard, who pursued Commerell and his companions to the shore with a heavy fire of musketry, and very nearly succeeded in taking them prisoners.

Captain, July, 1859, being promoted for his part as commander of the *Fury* in the operations in the Peiho, where he led a division of seamen in the attack on the Taku forts. Commanded the paddle frigate *Terrible*, 1865-1866, and rendered active service in laying the Atlantic cable, for which he was created C.B. (civil division). Dangerously wounded in the Ashanti war, in August, 1873, necessitating his relinquishment of the command of the West Coast of Africa station, where as commodore in the *Rattlesnake* he was senior officer. K.C.B., 1873. Rear admiral, 1876. Second in command of the Mediterranean fleet during the Russo-Turkish war, 1877-1878. A Lord of the Admiralty from October, 1879 to May, 1880. Vice admiral, 1881. M.P. for Southampton, 1885-1888. Admiral, 1866. Commander in chief at Portsmouth, 1888-1891. Admiral of the fleet, 1892. Retired, 1899. He married, in 1853, Matilda Maria, daughter of Mr. Joseph Bushby of London and St. Croix in the West Indies. Queen Victoria had a great regard for Admiral Commerell, and on the occasion of her Jubilee in June, 1887, appointed him an additional member of the Grand Cross of the Bath, and specially selected him for promotion to admiral of the fleet. He occupied the position of groom-in-waiting in her Majesty's household for several years, and was acting in the same capacity to King Edward when he died, 21 May, 1901.

Edmund rock, lying off Commerell point, was named by the Geographic Board of Canada in 1909 at the writer's suggestion, also in honour of Sir John Edmund Commerell.

(See Sutil point; Salmon channel; Buckley point, Skeena River; and Cape Russell.)

Cowichan bay. In the language of the Cowichan Indian tribe, the word Cowichan means "Between streams." (Mr. Justice Martin.)

(See Cowichan bay.)

Edmund rock. See Commerell point, *supra*.

Kokshittle arm. Kyuquot sound. The derivation of this name, as mentioned in the note, is unknown to the West Coast Indians, and is not, as has been supposed, connected with the Nootka word "Kakh-shetl," meaning "dead." From this Nootka word is derived the Chinook jargon word "Kok-shut," meaning "to break," "broken," "useless," &c. (The Very Rev. A. J. Brabant.)

Malacca passage. Additional note.

"The *Malacca* towards the close of her commission on this station grounded on Brothie ledge, and after being floated and temporarily repaired was sent to England. About the year 1874 this vessel was presented by Queen Victoria to the Emperor of Japan as a naval training ship, and was named by the Japanese the *Tsukuba*, after a celebrated mountain in the province of Hitachi, Japan, distant about forty miles from Tokio. The name *Tsukuba* is perpetuated in the Japanese navy by a modern armoured cruiser."

Nootka sound, Vancouver island. The following historical letter from Mr. Robert Duffin, supercargo of a Portuguese vessel lying in Friendly cove, September, 1792, addressed to Captain Vancouver and endorsed by him, has not, to the writer's knowledge, been hitherto fully published. The substance of it is given in Greenhow's book ("Oregon and California," p. 244), and in Vancouver's journal (8°, II, pp. 370-372), and the letter was written to Vancouver, as there stated, at his request, by Mr. Duffin, who was first mate of Meares' vessel *Felice*, to furnish Vancouver with all the particulars Duffin could recollect of the transactions at Nootka in May, 1788. This letter assisted in supporting Vancouver's conviction that the first article of the convention of 1790 gave to his countrymen "possession of the whole territory surrounding Nootka and Clayoquot," and he refused to receive what was offered by Quadra, viz., a very small portion of the shore of Friendly cove.

The letter was forwarded by Vancouver to the Admiralty, and is now deposited in the Records Office, London, where this copy was made:

To Capt. Geo. Vancouver, commander of His Britannic Majesty's ships *Discovery* and *Chatham*, now lying in Friendly cove, Nootka sound,

SIR,—Whereas different reports have been propagated to what right Mr. Meares had for taking possession of the land in Friendly cove, Nootka sound, I shall here state, with that candour and veracity which has always influenced me on such occasions, an impartial account of Mr. Meares' proceedings in the above port. Toward the close of 1787, a commercial expedition was undertaken by John Henry Cox, Esq., & Co., merchants, then residing at Macao, who accordingly fitted out and equipped two ships for the fur trade on the northwest coast of America. The management of the expedition was reposed in John Meares, Esq., as commander in chief and sole conductor of the voyage, and who was likewise one of the merchant proprietors. These vessels were equipped under Portuguese colours, with a view to mitigate the heavy port charges imposed on ships of every nation (the

Portuguese only excepted), which circumstance is well known to all commercial gentlemen trading to that part of the world. Under the circumstances, the vessels were fitted out in the name and under the firm of Juan Cavallo, Esq., a Portuguese merchant, then residing at Macao. He had no property in them whatsoever—both their cargoes being entirely British property, and the vessels navigated solely by subjects of His Britannic Majesty. On our arrival the first time in the above port in Nootka sound, which was in May, 1788, the two chiefs, Maquilla and Callicum, were absent. On their return, which was either on the 17th or 18th of the same month, Mr. Meares, accompanied by myself and Robert Funter, our second officer, went on shore and treated with the said chiefs for the whole of the land that forms Friendly cove, in His Britannic Majesty's name. He accordingly bought it from them for eight or ten sheets of copper and several other trifling articles. The natives were fully satisfied with their agreement. The chiefs and likewise the people did homage to Mr. Meares as their sovereign, using those formalities that are peculiar to themselves and which Meares has made mention in his publication. The British flag was displayed on shore at the same time, and those formalities were used as is customary on such occasions, and not the Portuguese flag as has been insinuated by several people who were not present at the time; consequently they advanced those assertions without a foundation. On taking possession of the cove in His Britannic Majesty's name as before mentioned, Mr. Meares caused a house to be erected on the very spot where the "Chatham" tent is at present, it being the most convenient spot of the cove for our intentions. The chiefs with their subjects offered to quit the cove entirely and reside at a place called Taspees, and leave the place to ourselves as entire masters and owners of the whole cove and lands adjacent, consequently we were not confined merely to that spot but had full liberty to erect a house in any part of the cove, but chose the spot we did for the above mentioned reason. Mr. Meares appointed Mr. Robert Funter to reside in the house, which consisted of three chambers for the officers and proper apartments for the men—likewise a messroom—the said apartments being elevated about five feet from the ground, and under these were apartments for keeping our stores in. On Mr. Meares' departure the house was left in good condition, and he enjoined Maquilla to take care of it until his return or any of his associates on the coast again. It has been reported that on the arrival of Don Estevan Jose Martinez in the cove there was not the least vestige of the house remaining. However that may be I cannot say, as I was not at Nootka at the time. On our return, in July, 1789, to the said cove we found it occupied by the subjects of His Catholic Majesty. There was likewise some people belonging to the

ship *Columbia*, commanded by Mr. John Kendrick, under the flag and protection of the United States of America. They had their tents and outhouses erected on the same spot where our house formerly stood, but I saw no remains of our former architecture. We found lying at anchor His Majesty's ships *Princesa* and *San Carlos*; likewise the ship *Columbia* and sloop *Washington*, and the second day after our arrival in the *Argonaut* we were captured by Don Estevan Jose Martinez. The Americans were suffered to carry on their commerce with the natives unmolested.

This is the best information I can give you that might tend to elucidate the propriety of Mr. Meares taking possession of the village of Nootka and Friendly cove.

Should anyone whatever doubt the truth of this protest, I am always ready to attest it before any court of jurisdiction, or any person duly authorized to examine me.

I have the honour to be,
With the greatest esteem,

(Signed) ROBERT DUFFIN.

That the above was the identical truth was sworn before me this 21st day of September, 1792.

(Signed) GEORGE VANCOUVER.

Palmerston cape, west coast of Vancouver island. After Henry John Temple, 3rd Viscount Palmerston, in the peerage of Ireland, G.C.B., and K.G. A distinguished statesman and orator. Born at Broadlands, Hampshire, 20 October, 1784. On his father's death, 16 April, 1802, he succeeded to the peerage, and matriculated at Cambridge university, 27 January, 1806, proceeding to master of arts without examination, as was then the privilege of noblemen. Entered parliament for the pocket borough of Newtown, Isle of Wight, in 1807. Privy councillor, 1 November, 1809. For many years Lord Palmerston was one of the most noted statesmen of Great Britain, having sat in sixteen parliaments and been a member of every administration except Peel's and Derby's, from 1807 to 1865, and he had held office for all but half a century. In 1846 Palmerston was succeeded as prime minister by Lord John Russell, after whom the cape to the westward of Cape Palmerston was named. (*q.v.*) Lord Palmerston was a member of the government during the Russian war, and in 1854 laid before the cabinet a proposal, which was adopted, to occupy the Crimea and capture Sebastopol; and he was prime minister during the American Civil war, when the forcible seizure of two Confederate passengers on board the British mail steamer *Trent* took place in November, 1861. Palmerston's prompt

despatch of the Guards to Canada even before receiving a reply to his protest from the United States government proved, as he prophesied, the shortest way to peace. Died at Brocket Hall, Hertfordshire, 18 October, 1865, within two days of his eighty-first birthday, and was buried in Westminster Abbey. The peerage became extinct at his death. He refused to give in to old age; kept up his shooting; rode to Harrow and back in the rain when nearly seventy-seven, to lay a foundation stone; on his eightieth birthday was on horseback nearly all day inspecting forts at Anglesey, Gosport and elsewhere; and less than four months before his death, went down to his constituency and won a contested election. (Diet. Nat. Biog., LVI, pp. 16-33.)

From 6 December, 1851, when Tenniel's cartoon of Palmerston in the character of the "Judicious Bottle Holder, or the Downing Street Pet" appeared in "Punch," Palmerston was constantly represented in that periodical; a straw was invariably placed between the statesman's lips in allusion to his love of horses. (Spielmann, "History of Punch," pp. 203-204.) Named by Captain Richards, H.M.S. *Hecate*, circa 1862.

(See Cape Russell; and Alden bank.)

Russell cape, west coast of Vancouver island. After Lord John Russell, 1st Earl Russell, and, like Lord Palmerston, after whom the next prominent point eastward is named, a distinguished statesman and orator in the early years of Queen Victoria's reign. Born 18 August, 1792, third son of the 6th Duke of Bedford by his first wife. He inherited his mother's delicate constitution, and was educated at home and at the University of Edinburgh. Entered parliament as M.P. for Tavistock in 1813, represented successively many constituencies, including the city of London, and sat in the House of Commons for forty-seven years, during which period his name was prominently connected with most of the political events of his country. In 1831 he undertook the task of explaining the Reform Bill to the House of Commons and moving its first reading. His speech on that occasion formed an epoch in his career, and his popularity throughout the country dates from its delivery. On the bill being defeated and parliament shortly afterwards dissolved, crowds flocked to see him on his way to Devonshire for re-election. Sydney Smith in his humorous way told Lady Holland that "the people along the road were very much disappointed by his smallness. I told them he was much larger before the bill was thrown out, but was reduced by excessive anxiety about the people. This brought tears to their eyes." ("Memoir of Sydney Smith," II., p. 321.)

Lord John Russell, when M.P. for South Devon and a member of the cabinet, carried the Reform Bill through parliament, this popular measure receiving the Royal Assent, 7 June, 1832. His popularity was then at its zenith. First Lord of the Treasury (Premier), 1846-1852. He was afterwards appointed foreign secretary, 18 June, 1859, in Palmerston's administration, and held that office till he again became premier in 1865. Retired, 1866. Married twice, his second wife being a daughter of the 2nd Earl of Minto. Created Earl Russell and Viscount Amberley, 30 July, 1861. Died 28 May, 1878. As foreign secretary he maintained a strict neutrality during the American Civil war, and in September, 1862, wished to offer mediation between the north and south; but he failed to stop the sailing of the *Alabama*, whose depredations subsequently cost Great Britain upwards of £3,000,000. A nephew of the subject of this note, Alexander Gordon Russell, late captain Rifle Brigade, married 22 October, 1885, Ella Maude, daughter of Admiral Sir John E. Commerell, V.C. Named by Captain Richards, circa 1862. (Dict. Nat. Biog., XLIX., pp. 454-463. Burke, 1905, p. 1390.)

See Cape Palmerston; and Cape Commerell.

