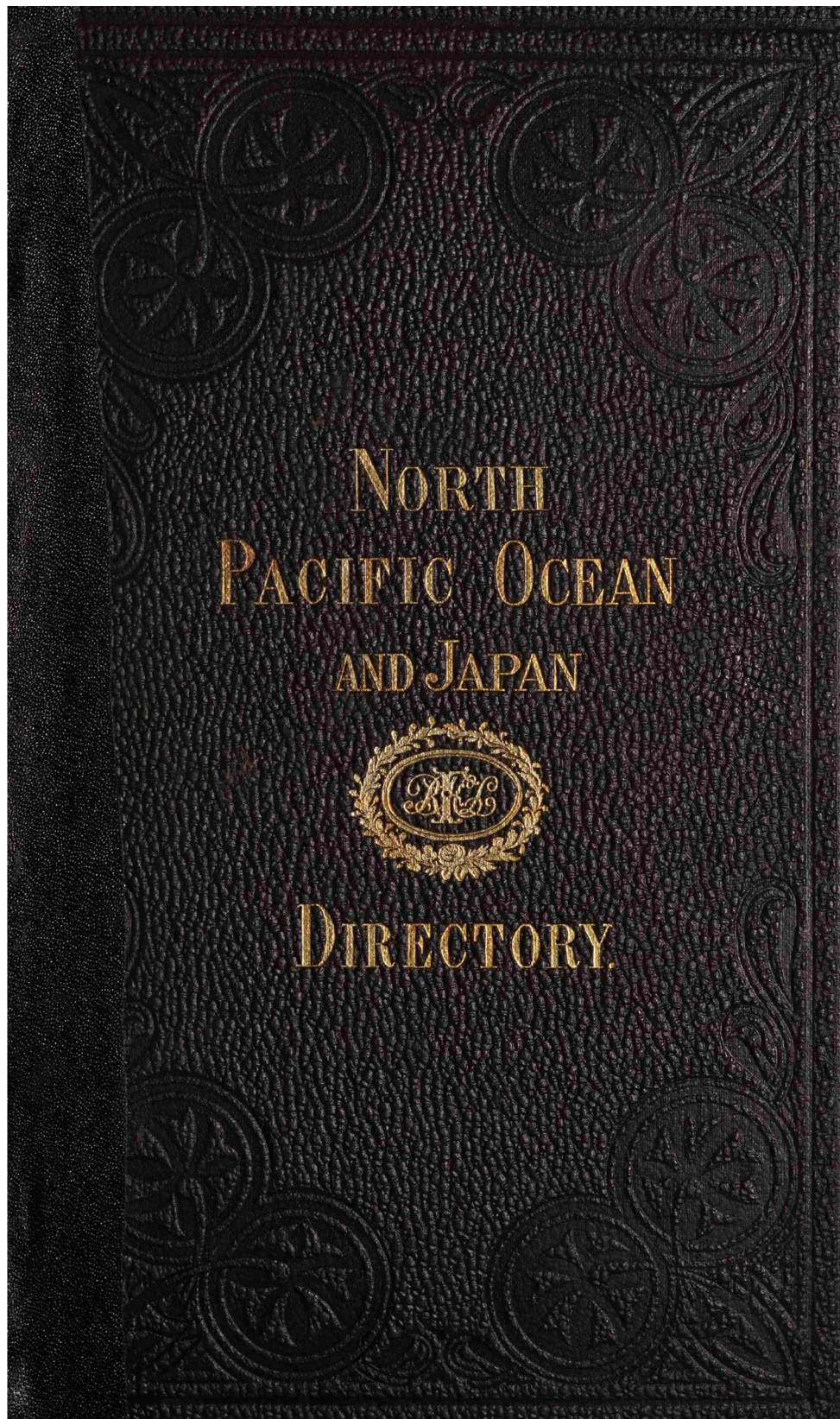




The North Pacific Ocean and Japan front 1886

A
D I R E C T O R Y
FOR THE NAVIGATION OF THE
NORTH PACIFIC OCEAN,
WITH DESCRIPTIONS OF ITS
COASTS, ISLANDS, ETC.,
FROM
PANAMA TO BEHRING STRAIT,
AND
JAPAN;
ITS WINDS, CURRENTS, AND PASSAGES.



THIRD EDITION.

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islet the coast recedes and forms *Trail Bay*. There is a very marked drop in the land at the head of this bay, across which, by a portage of 1,100 yards, the natives carry their canoes into Seechelt Arm, one of the many arms of Jervis Inlet. Trail Islets, four in number, lie something more than half a mile off the western end of this bay.

Thormanby Islands, two in number, almost joined, and upwards of 2 miles in extent, are 18 miles from Gower Point, and form the S.E. entrance point of Malaspina Strait.

TEXHADA or Favida Island, lying parallel with and on the eastern side of the Strait of Georgia, is 27 miles in length, with an average width of scarcely 4 miles. Throughout its whole length stretches a ridge of rugged trap mountains, wooded generally to their summits. At the southern end, *Mount Shepherd* reaches a height of 2,900 ft. Towards the northern end, the range decreases in elevation, but there is scarcely an acre of cultivable land throughout the island. Its shores are steep and bold on all sides, and the land rises abruptly, except at the North extreme.

The only anchorage, and that merely a stopping-place, is *Gillies Bay*, on the S.W. side, nearly 18 miles north-westward of its South end. It will be known by a remarkable white patch on its northern point. An anchor may be dropped in 12 fathoms, at a quarter of a mile from the beach, but it is only a stopping-place.

There are some deposits of rich iron-ore on this island, which are mined and the ore shipped to the smelting works at Port Townshend. It has been proposed to erect a furnace on the island, the coal for which could easily be obtained from the Comox district, or Nanaimo.

LASQUETI ISLAND lies parallel with Texhada, at its S.E. end, and is separated from it by a channel about a mile in width. Its length is 9 miles, its average width something more than 2 miles, and it is remarkable from a singular turret-shaped summit 1,050 ft. high, called *Mount Tremeton*, rising nearly in its centre. On its southern side are several boat coves, and in *Tucker Bay*, on the northern, there is very fair anchorage, with some good land in the neighbourhood. *Sangster Island*, half a mile long, lies S.S.W. a mile from Young Point, the eastern extreme of Lasqueti.

Jenkins Island lies 3 miles westward of Sangster, and close to the South shore of Lasqueti; Seal Rock lies about midway between. *Sea Egg Rocks*, always uncovered, lie 3 cables off the West end of Jenkins Island.

STEVENS PASSAGE, between Sisters Islets and Lasqueti, is upwards of a mile wide, and perfectly safe and clear. *Flat Islands*, on its eastern side, should be given a berth of a quarter of a mile.

SABINE CHANNEL, between Texhada and Lasqueti Islands, is a good ship passage 9 miles long, in nearly an East and West direction, with very deep water; its breadth at the western end is 3 miles, but several high conical islands lying off the N.E. side of Lasqueti contract the width at the eastern

end, in some parts to three-quarters of a mile. There is also a narrow but deep channel, *Bull Passage*, to the southward of these islands, by keeping close along the Lasqueti shore. *Tucker Bay*, on the North side of Lasqueti, and equidistant from either end, is a very fair anchorage.

MALASPINA STRAIT is a wide navigable channel, separating Texhada Island from the mainland. Its general direction is W.N.W. for 30 miles, when it again enters the Strait of Georgia* between Marshall Point, the N.W. extreme of Texhada, and Harwood Island; its southern entrance lies between Upwood Point, the S.E. extreme of Texhada, and the western of the Thormanby Islands, and is 4 miles in width.

Upwood Point is rugged and precipitous; stunted pines grow between the crevices of the bare trap rock, the land behind is more thickly wooded. Almost immediately over it rises *Mount Dick*, a very remarkable hump-shaped hill, 1,130 ft. high, and 3 miles within is Mount Shepherd, the highest summit of the island. A covering rock lies 2 cables off the point.

Thormanby Islands, before mentioned, lying close to the mainland, and appearing as part of it, terminate at their N.W. point in a steep clay cliff, off which, at low water, dries a boulder point. The Texhada shore is bold, and almost straight for its whole length, fronted by narrow shingle or boulder beaches.

JERVIS INLET† is one of the most considerable of those numerous and remarkable arms of the sea which indent the continent of America from the parallel of Fuca Strait as far as lat. 60° N. It extends by winding reaches in a northerly direction for more than 40 miles, while its width rarely exceeds 1½ mile, and in most places is even less.

Neither in a commercial point of view, as a refuge for shipping, nor as a means of communication with the interior of the country, does it appear likely ever to occupy any very prominent place, as it is hemmed in on all sides by mountains of the most rugged and stupendous character, rising from its almost perpendicular shores to five, six, and sometimes eight thousand feet. The hardy pine, which flourishes where no other tree can find soil to sustain

* It was in this part that Vancouver met, to his great surprise and mortification, with the two Spanish surveying vessels which had preceded him. These were the brig *Sutil*, under Don D. Galiano, and the schooner *Mexicana*, under Don C. Valdes, detached from the commission under Malaspina, from whom, however, he met with the most polite and friendly attention.

† Jervis Canal, or Inlet, named by Vancouver after Admiral Sir John Jervis, is the Brazo de Mazarredo of Galiano and Valdes. Commander R. C. Mayne, R.N., attached to the survey under Capt. G. H. Richards, made his way through the dense forest and thickets between the head of Jervis Inlet and Port Pemberton, on the Fraser River, in July, 1860, the details of which arduous journey are given in his interesting work, Chapter IX. It was thought that this might be a good route from the coast to the upper part of the Fraser, but this journey dispelled any such a notion.

life, holds but a feeble and uncertain tenure here; and it is not uncommon to see whole mountain sides denuded by the blasts of winter, or the still more certain destruction of the avalanche which accompanies the thaw of summer. Strikingly grand and magnificent, there is a solemnity in the silence and utter desolation which prevail here during the months of winter; not a native, nor a living creature to disturb the solitude, and though in summer a few miserable Indians may occasionally be met with, and the reverberating echo of a hundred cataracts disturb the silence, yet the desolation remains, and seems inseparable from a scene which nature never intended as the abode of man. The depths below almost rival the height of the mountain summits; bottom is rarely reached under 200 fathoms, even close to the shore, and frequently at much greater depths; there are a few spots where vessels may drop an anchor, but they are either open and exposed, with an inconvenient depth of water, or from the narrowness of their entrance are only adapted to steamers or coasting vessels.

In the Vancouver Island Pilot, the various channels and shores are described at length, but as there appears to be but little to interest general commerce in this remarkable fiord, we shall make but brief extracts therefrom.

The entrance of the inlet is between Francis Point and Scotch Fir Point, which are 12 miles apart in a W.N.W. direction. Nelson Island lies immediately in the centre, and divides it into two channels, the westernmost being the principal one.

Agamemnon Channel, the eastern entrance to the inlet, is 9 miles N. by W. from Point Upwood. After running between Nelson Island and the main in a general northerly direction for 9 miles, it joins the main channel of the inlet. Its average width is little more than half a mile, the tides run from 1 to 3 knots, the depth of water varies from 50 to 100 fathoms, and it affords no anchorage. There are three passages into Agamemnon Channel. The middle, between Channel Islets and Pearson Island, and the easternmost between the latter and Martin Island. The passages are about the same width, something over a quarter of a mile, and have deep water. Vessels entering by the western passage, or coming from the westward along the shore of Nelson Island, must avoid *Nile Rock*, which covers at quarter flood, at a mile S.W. by W. $\frac{1}{2}$ W. from Fearney Point, the S.E. point of Nelson Island, and the same distance West from the largest Channel Islet.

Pender Harbour is the only anchorage deserving the name, with a moderate depth of water, to be found in the neighbourhood of Jervis Inlet, and its entrance is so encumbered by islands as to render it difficult of access to anything but steam or coasting vessels; it immediately adjoins Agamemnon Channel on the South, and lies E.N.E. three-quarters of a mile from Pearson Island, indenting the coast for 3 miles in the same direction.

The **Western Entrance** of Jervis Inlet is between Alexander Point, the

South extreme of Hardy Island, on the East, and Scotch Fir Point on the West. The points are not remarkable, but the opening is readily made out; it is nearly 2 miles in width, and takes for a short distance a N.N.W. direction. *Scotch Fir Point* is rocky, and has two small islets lying close to the westward of it, which, like the point itself, are covered with stunted pines. *Thunder Bay*, formed on the western side, $1\frac{1}{2}$ mile above Scotch Fir Point, is one of the few spots in Jervis Inlet where a vessel may drop an anchor, and, being near the entrance, is likely to prove convenient.

Nelson Island, in the middle of the entrance to Jervis Inlet, is 10 miles long in a northerly direction, and about 4 or 5 miles wide. The island is mountainous, the summits ranging from 500 to 1,500 ft. in height. *Cape Cockburn*, its S.W. point, is of white granite, about 80 or 90 ft. high; a rock lies 1 cable South of it.

Prince of Wales Reach.—*Dark Cove*, which affords a snug anchorage on the West side of Jervis Inlet, within Sydney Islets, is 2 miles North of Captain Island, and 12 miles from the entrance. *Vancouver Bay*, on the East side of the inlet, 19 miles from the entrance, is about half a mile in extent, and of square shape.

Princess Royal Reach.—*Deserted Bay*, also on the East side of the inlet, at the termination of Princess Royal Reach, and about 37 miles from the entrance, is small, and affords an indifferent anchorage in its eastern part. A valley extends from the head of the bay to the N.E., through which a trail runs to the Lilloet Lakes on the Fraser River, and is much frequented by the natives in the summer season.

Queen's Reach.—The head of Jervis Inlet terminates in a patch of low swampy land, through which flow some small streams; it does not afford any anchorage, there being 25 fathoms within half a cable of the outer edge of the bank. A remarkable peak, *Mount Victoria*, rises 2 miles North of the water's edge to a height of 7,452 ft., and is a very conspicuous object on approaching the head of the inlet. *Princess Louisa Inlet*, on the East side of Jervis Inlet, 5 miles below the head, is narrow, and about 4 miles long in an E.N.E. direction, with deep water.

Seechelt Arm, the entrance to which is on the East side of Jervis Inlet, 1 mile North of Agamemnon Channel, is an extensive arm of the sea, penetrating the land for 17 miles in a south-easterly direction towards the Strait of Georgia, and only separated from the latter by a low neck of land 1,100 yards wide, forming an extensive mountainous peninsula to the westward, called Seechelt Peninsula. A short distance within the entrance are some extensive rapids.

Tides.—It is high water in Jervis Inlet, on full and change, at 6^h, the rise and fall being about 14 ft. Within Seechelt Inlet the rise and fall seldom exceeds 6 or 7 feet.

Harwood Island, off the West entrance to Malaspina Strait, $1\frac{1}{2}$ mile from

the continental shore, and about 3 miles N.W. of Point Marshall, is $2\frac{1}{2}$ miles long in a northerly direction, and $1\frac{1}{2}$ mile wide, from 150 to 200 ft. high, flat, and thickly wooded. There is deep water between the island and the shore.

Westward of Jervis Inlet, the North shore of Malaspina Strait runs in a westerly direction for 11 miles, terminating at *Grief Point*. For a considerable distance inland it is low, and bordered by a sandy beach. There are no off-lying dangers that are not seen. From Grief Point the North or continental shore of the Strait of Georgia runs in a W.N.W. direction for nearly 20 miles almost straight to Sarah Point, the S.E. entrance point of Desolation Sound.

Savary Island, nearly 6 miles W.N.W. of Harwood Island and 1 mile from the continental shore, is 4 miles long in a W.S.W. direction, but narrow. A sandy beach, strewed with huge boulders, surrounds it, and extends a considerable distance off its North and West sides, which should not be approached nearer than half a mile. The height of the island varies from 80 to 120 ft., and the South side is faced by some remarkable white sandy cliffs, very conspicuous from the S.E. Its East extreme is a granite cliff, steep-to. A sandy bar or ledge, of 1 to 2 fathoms water, extends from its West point to Hernando Island. *Hurtado Point*, on the main abreast Savary Island, is about 250 ft. high, bold and cliffy.

Mystery Rock, about $2\frac{1}{4}$ miles S.E. $\frac{1}{4}$ E. from the East end of Savary Island, is of small extent, uncovers 4 ft. at low water, and lies near the South end of a shallow bank extending from the island. Vessels, therefore, in navigating this locality should observe great caution when going between Savary and Harwood Islands, but by keeping within half a mile of the continental shore this danger will be avoided.

Ragged Islands, close to the continental shore, and running parallel to it, are a rocky group of small islands $2\frac{1}{2}$ miles long; their S.E. part is about $2\frac{1}{2}$ miles N.W. of Hurtado Point, and some rocks extend 4 cables from their N.W. extreme. *White Islet*, a mile to the S.W. of them, is a very remarkable bare white granite rock, about 70 ft. high. A rock, which uncovers at low water, lies 1 cable East of it.

Sarah Point, at 20 miles W.N.W. of Malaspina Strait, may be called the N.W. entrance point of the Strait of Georgia. It is a rounding rocky point, sloping gradually to the sea from a height of about 700 ft., a short distance within it. The coast here turns sharply round to the eastward into Malaspina Inlet.

Hernando Island, 2 miles West of Savary, with which it is connected by the shoal previously described, and 3 miles N.N.E. of Mittenatch Island (page 479), is about 2 miles in extent, flat, thickly wooded, and from 120 to 170 ft. high. A ledge, composed of sand and huge boulders, extends two-thirds of a mile from its S.E. point. *Stag Bay*, on the North side of Hernando,

affords anchorage, and is useful as a stopping-place for vessels bound to Bute Inlet or Desolation Sound.

Baker Passage, to the northward of Hernando Island, and leading from the Strait of Georgia to the entrance of Desolation Sound, is about 3 miles long in a north-easterly direction, and 1 mile wide in the narrowest part, being bounded on the North side by Cortes and Twins Islands. The only danger is at its N.W. entrance point, off which a boulder ledge extends upwards of 3 cables in a south-easterly direction. *Centre Rock*, which covers at a quarter flood, is in the middle of the passage between Twins Islands and Cortes.

Blind Creek, on the East side of Cortes Island, $1\frac{1}{2}$ mile North of Twins Islands, is a basin of about 4 cables in extent, but useless as an anchorage.

LEWIS CHANNEL, off the entrances to Desolation Sound, between Cortes and Redonda Islands, to the westward of the latter, runs nearly straight upwards of 12 miles in a north-westerly direction, and varies in breadth from 1 mile to 3 cables, widest at the S.E. part; its shores are generally rocky, low in the South part, but rising gradually to the N.W., steep-to, and everywhere free from danger; no directions are necessary for navigating it.

Squirrel Cove, on the West side of Lewis Channel, $4\frac{1}{2}$ miles from Turn Point, the S.W. entrance point, is a small landlocked basin of 6 to 7 fathoms water, with room for a vessel of considerable size to lie at single anchor. It is entered by a narrow passage about 130 ft. wide. Squirrel Cove can only be entered by steamers or sailing vessels with a fair wind, and the chart is the best guide. There are no dangers whatever within or near it.

Northward of Squirrel Cove the West side of Lewis Channel becomes more rocky, and gradually increases in height; it takes a northerly direction for a mile to Junction Point, and then trends to the N.W. for 7 miles, the channel ending at Bullock Bluff, the North extreme of Cortes Island.

Kinghorn Island, in the South entrance to Desolation Sound, and forming the S.E. point of entrance to Lewis Channel, is about 2 miles in circumference, and from 400 to 500 ft. high; it is cliffy, and steep-to on the S.W. or channel side.

DESOLATION SOUND, which may be considered as the head of the Gulf of Georgia, is occupied by a numerous archipelago of islands of various sizes. Point Sarah, on the South side of the southern entrance, is also the point where the coast turns to the eastward, and forms an arm, called by the Spanish surveyors before alluded to, and who here formed a portion of the surveying party with Vancouver, the *Brazo de Malaspina*. The latter leads in a S.E. direction, almost parallel with, and 2 or 3 miles from, the northern shore of the gulf to the distance of about 8 miles, with a smaller branch near the middle, extending about 3 miles from its northern shore to the N.N.E.

From the mouth of this inlet the continental shore continues in an easterly and N.E. direction, and for 6 miles is much indented; and several small

North Pacific.

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islands and rocks lie near it to the lat. of $50^{\circ} 9' N.$, where they disappear. Between these islands and the large island on the opposite side is the entrance to *Homfray Channel*, which from hence trends in a curve to the N.N.W. for about 13 miles, being very deep, and from 1 to 2 miles in width. *Brettell Point*, on the North side of the northern end of Homfray Channel, forms the East point of the *Brazo de Toba*, the entrance of which, about 2 miles wide, has two small islets in it. This arm extends in an irregular N.E. direction to the lat. of $50^{\circ} 30'$, where it terminates in shallow water and a little low land, through which flow two small rivulets. The country presents one desolate, rude, and inhospitable aspect, and was nearly destitute of inhabitants.

From the northern end of Homfray Channel, *Bryce Channel* trends to the westward, and is connected with Calm Channel, leading to Bute Inlet, by passages on either side of Raza Island.

SUTIL CHANNEL.—This extensive channel, which leads from the western part of the Strait of Georgia to the entrances of Toba and Bute Inlets, is bounded on the East side by Cortes, and on the West by Valdes and Read Islands. Its length in a northerly direction is 15 miles, and the breadth at its entrance to the Strait of Georgia 6 miles, decreasing to 1 mile in the northern part. The soundings in mid-channel are deep, though there are several dangers off both shores near the southern parts, but northward of Mary Island it is quite clear.

There are several good anchorages on either side, two of which, Drew Harbour and Carrington Bay, are easy of access to all vessels, and useful as stopping-places.

The tides in the Sutil Channel are weak, seldom exceeding 2 knots. The flood stream runs to the northward from the Strait of Georgia. It is high water, on full and change, at 6^h, and the rise and fall is 12 ft.

CORTES ISLAND.—The West side of this island, which forms the eastern boundary of Sutil Channel, is generally low, and indented by several bays and creeks, in many of which good anchorage may be found. Off *Reef Point*, its South extreme, a ledge, composed of sand and boulders, extends three-quarters of a mile, and covers at three-quarters flood.

Gorge Harbour, the entrance to which is on the West side of Cortes Island, $4\frac{1}{2}$ miles N.N.W. from Reef Point, is 2 miles long in a westerly direction, and 1 mile broad at the widest part, affording good anchorage in 9 to 12 fathoms. The entrance to it is through a narrow gorge nearly half a mile long, bounded on either side by steep cliffs about 200 ft. high, and less than 40 yards wide in some places, with 6 fathoms in the shoalest part. The tide runs through it from 3 to 4 knots. The best and most convenient anchorage is in the West part, about half a mile from the entrance.

In entering Gorge Harbour, which can only be done with a favourable tide, unless in a steamer, after passing Guide Islets, steer boldly up the gorge or entrance, and take care, on nearing its North part, to pass between Tide Islet