

to the sunny south—that he was compelled to return.

Within the next decade we find others who came to these shores on similar business. Cavendish, in 1587, captured a galleon near Cape St. Lucas, the southern extremity of California, and setting fire to the vessel, he landed the crew on the inhospitable coast, where they seemed destined to perish from want. It was about this period that the search for a northwest passage between the Atlantic and Pacific began, which has only been concluded in our own days. Little further about the far northern shores of the Pacific was known until the year 1769, although the Hudson Bay Company had explored and taken possession of territories up to the 74th parallel of latitude. The Spaniards, however, about that time, reached the mouth of the Columbia, while the Russians came south from their distant settlements at Kamschatka. But in the year of 1746 the British government offered a reward of \$100,000 to any one who should make the northwest passage from either ocean. This in itself was a strong inducement for northern discovery; but not content with this, in 1776 Captain Cook was commissioned to examine the shores of the Pacific as far as 65 degs. north, searching for all water communication with Hudson or Baffin Bays. In March, 1778, Cook sailed up to 48 degs., and found a promontory extending some distance from the shore; this he named Cape Flattery. From thence he sailed on, stopping at Friendly Cove and Nootka Sound, which he thought were on the main land.

Some ten years later, Capt. Berkeley, an English merchant sailor, found the passage north of Cape Flattery. He did not explore it, but the next year Capt. Meares, a British naval officer, sailing up it some 30 degs., named it the Strait of Juan de Fuca, after the nick-name of Apostolos Valerianos, the fictitious pilot.

A few years after this serious difficulties occurred between Great Britain and Spain respecting the northwest passage, and Pacific navigation generally, and a joint commission was appointed in 1792, consisting of Capt. Vancouver on the part of England, and Spanish officers, who were to meet at Nootka Sound, and settle what lands etc., seized by Spain should be restored

to Britain, and the amount of indemnity which should be paid her by the Spanish government.

Vancouver, in addition to these duties, was ordered to explore the coast and look out for any water passage, and to survey, especially, the recently discovered Strait of Fuca. The Spanish men-of-war *Sutil* and *Mexicana*, under the command of Signore D. Galiano and C. Valdez, met Vancouver in June, 1792, and the international business was settled in a very amicable manner.

On the conclusion of his chief business, Capt. Vancouver forced his way between the islands of the Gulf of Georgia, and through "Johnson" Strait, so named by him, to the ocean at Queen Charlotte Sound, some 100 miles north of Nootka. The long expanse of rocky shore which he had hitherto supposed part of the main land he now discovered to be an island, and he decided that it should bear the name of himself and that of the Spanish commissioner, and it was, until quite recently, known as "Vancouver or Quadra Island."

Such is a very brief account of the progress of Pacific discovery until Vancouver Island was reached. Wild, indeed, must have been the sight which greeted the eyes of Vancouver when first he landed on Nootka Sound; yet he did not fail to be struck with the beauty of this new land of which he writes: "It is as enchantingly beautiful as the most elegant finished pleasure grounds in Europe." No immediate results as regards any attempt to colonization followed for some time, and it was only in 1843 that the Hudson Bay Company sent a party of their employes to Victoria, (so called after the reigning Sovereign), where they built a fort, (see p. 144), and laid the foundation of a very important trading post. Six years later a grant of the island was made to the company by the British government on condition that they should use their utmost endeavors to promote colonization. The same great trading corporation had possession of the Mainland under a similar charter, but it was used by them exclusively for their fur trade, and beyond establishing forts at Victoria, Nanaimo and Rupert, not much practical use was made of the island.

On the termination of the ten-years

grant, an act was passed by the British Parliament constituting British Columbia and Vancouver a Crown Colony. Attention had been attracted to it by Mr. Douglas, the company's chief trader, who had reported gold on the upper Columbia, in April, 1856. By July, 1858, there were supposed to be 20,000 miners in the country. Mr. Douglas (afterwards Sir James Douglas, K. C. B.) received the *commission as Governor, and a complete colonial system was organized under the act of Parliament. Subsequently a separate colonial establishment was set up in the island, and afterwards the Mainland and Vancouver became reunited.

In 1871 the system of Crown Colonies, as regards the British possessions in northwestern America, passed away on the admittance of British Columbia into the Canadian confederation, and thus ended the first part of the history—by no means an uneventful one—of the youngest British colony in the New World.

What the future shall have in store for her, who can tell? Endowed with a lovely climate, with an acreage of some two hundred thousand square miles; with all the mineral and forest riches man can desire; with her mighty rivers and spacious bays and harbors; with her sea-board so well adapted for trade, who shall rightly predict her future?

She has had her trials and drawbacks like all new countries. Hers has not been, by any means, a record of uninterrupted prosperity. The distance from the home market and base of supplies, the difficulty in the way of rapid communication, the want of settlers adapted for her rapid development; all these have been hindrances to her advancement. Her hopes are now fixed on the east. Day by day the iron horse, with the enormous advantages which he seldom fails to bring with him, is coming further and further west, until we shall see him rushing through the fastnesses of the Rocky Mountains, and drawing nearer and nearer to his Pacific goal. The ardent hopes and wishes of every friend of progress will speed him on his way.

*Governor Blanchard had but a short term of office, and died before the Colonial Government was established.