

hundred miles long, and fifteen miles wide, lying almost due east and west. The entrance is marked by a light house off Cape Flattery. These straits bear the name of a Greek navigator, who claimed to have discovered them in the year 1592. The correctness of the claim has been the subject of much dispute, and, to say the least, it is very questionable whether such a voyage as De Fuca is said to have made, ever had an existence in fact. For a number of years the Dutch and English navigators sought in vain for a passage leading from the Atlantic to the Pacific, north of Spain's possessions in Central America. One of the points to be gained by finding such a passage, was the shortening of the route to India; and another, and, at times, a most important one, was a means of reaching the Pacific coast colonies of Spain, in time of war.

The publication of a fictitious account of a voyage, by which a Portuguese navigator claimed to have sailed through such a passage, which he called the Straits of Anian, imparted zest to this vain search for more than two centuries. Many voyages of exploration were made, and it was one of these voyages which De Fuca, whose Greek name was Apostolas Valerianus, claimed to have made, in the interests of Spain, in 1592. He asserted that, between the latitudes of forty-seven and forty-eight degrees, he entered a wide passage, from which arms branched off in various directions, and in which were numerous islands; that he sailed therein twenty days, until he emerged into the North sea, which was then supposed to be a distinct ocean from the South sea, or Pacific. With the exception that he locates the entrance one degree too far south—not an uncommon error in those days of primitive navigation science—this quite accurately describes a voyage through the Straits of Fuca and Gulf of Georgia, passing around the southern and western sides of Vancouver island, and just crossing the entrance to Puget sound proper. The objection to its authenticity is, that the Spanish archives contain no record of any such voyage, or any such navigator. The only authority is the unsupported narrative of Michael Lock, an English gentleman, who claimed to have met De Fuca in Venice, in 1596, and received from him an account of this and other voyages, which the Greek mariner laid claim to having made. This narrative was published in 1625, a third of a century after the date of the alleged voyage, in a geographical and historical volume, called "The Pilgrims," edited by Samuel Purchas. Its authenticity remained unquestioned until it became an issue between England and the United States.

Granting the correctness of the Greek pilot's claim, no practical benefit was derived from his voyage, for the straits were not again entered or seen for two centuries. The first authentic discovery of the straits was that of an Englishman, Captain Barclay, who, in 1787, visited the coast in the ship *Imperial Eagle*, belonging to the Austrian East India Company, engaged in the fur trade. He observed the entrance while passing, and marked it on his chart, but made no effort to explore it. On the twenty-ninth of June, 1788, Captain John Meares, an Englishman, sailed down the coast in the ship *Felice Adventurer*, and, observing the entrance recorded the year before, by Barclay, dispatched a boat's crew to explore it. The expedition was gone a week, and after proceeding thirty miles up the strait, was attacked by Indians and forced to return, every member of the crew bearing away wounds to remind him of the conflict and the prowess of the natives. By some historians, it is claimed that Captain John Kendrick, in the *Lady Washington*, sailed through