

At any rate it is evident that the line must be pushed without delay into this part of the province, which by nature of its geographical position, is now cut off from the main part. The road will not only weld this district to the mother province but will prove an avenue of commerce by which the agricultural products of the great Peace River district will find their way to the Pacific coast—their logical shipping point. An air line from Peace River town to Prince Rupert is about 525 miles in length as compared with 1,275 miles which is the approximate length of a similar line from this town to Fort William. The distance to Vancouver is about the same as that to Prince Rupert. It is thus evident that the logical direction for the movement of the Peace River products is west.

The lands of the Edmonton, Dunvegan and British Columbia railway are guaranteed by the Provincial Government of Alberta. As the improvement and extension of the road is now becoming a matter of vital importance and economic necessity it may be safely assumed that some action will shortly be taken by provincial or federal authorities to insure this work being carried out.

Central British Columbia may therefore expect to have the additional advantage of north and south lines of transportation. With these main trunk lines radiating from the vicinity of Prince George as centre, the interior development should be assured. Branch lines and feeders to tap various agricultural, mining or lumbering regions could then be built as required with a minimum of expense.

Along the coast are to be found a number of short railways built and operated by various companies in connection with their mining, lumber, or pulp industries. These lines are usually narrow gauge and in some cases electrified.

Of water transportation two principal divisions may be considered, namely, ocean and inland. These may each be subdivided, the ocean navigation into foreign and coastwise, and the inland into steamboat and small craft operations.

Foreign or transpacific steamship service from Central British Columbia has not yet been established or developed to any great extent. It offers, however, a most attractive field for investment. Prince Rupert is built on Kaien island and is surrounded and hemmed in by groups of islands and overhanging hills forming a most extensive and safe natural harbour. It is the natural outlet for the products of the great fertile interior of Central British Columbia and Northern Alberta and the centre of the great fishing, lumbering and mining industries of the coast regions north of Vancouver island.

The geographical location of this port gives it a tremendous advantage in Oriental connections. It is 480 miles nearer Yokohama than is Vancouver. Its splendid harbour, rich adjacent territory and transcontinental railway connections, together with its mild climate, making it an all-the-year-round port, should result in the establishment shortly of regular steamship services to the principal Pacific ports of call.

The coast steamship service, unlike the foreign, is highly developed, and vessels in this service are continually coming and going to and from Prince Rupert and other ports of call. The Pacific coast from the strait of Juan de Fuca to the head of Lynn canal provides one of the most beautiful and famous land-locked ocean routes in the world. It is protected from the main ocean by the insular system comprising groups of islands of varying size stretching over almost the entire course and affording protection and an "inside passage" of approximately 1,000 miles in length.