SYNOPTICAL TABLE OF THE PRECEDING DISTANCES BETWEEN HALIFAX, NOVA SCOTIA, AND BUTE INLET, BRITISH COLUMBIA.

	Stage.	Steam Nav.	Railroad
	Miles.	Miles.	Miles.
From Halifax to Collingwood, by Railroad			1285
From Collingwnod to Current River, 6 miles NE of of Fort William, Lake Superior		534	
From Lake Superior to Dog Lake	28		
Up Dog Lake and River		35	
Portage to Savanne River, easy ground	5		
Down the Savanne River, the Lac des Mille Lacs and the River Seine, to the Little Falls		65	
Thence along the Seine to Rainy Lake	66½		
Through the Lake, down Rainy River and across the Lake of the Woods, to the North-west end of Lac Plat or Shoal Lake		208	
Thence over the Plain to Fort Garry, Red River Settlement [with 12,000 inhabitants]	91½		
Down Red River, to the North-west end of Winipeg Lake, and the Grand Rapid, 2 miles beyond, on the Great Saskatchewan		297	
Portage along the North Bank	5		
Thence up the Great Saskatchewan and its North Branch to below the Junction of Brazean River, 80 miles above Fort Edmonton, and the Settlements of St Alban and St Ann		952	
Thence to Jasper's House, Lat. 53°:12, at the foot of the Rocky Mountains	140		
Thence south up the Altrabasca to the foot of the Yellow Head Pass		29	
Through the Pass to the Upper Fraser	90		
Down the Fraser to Quesnellemouth [road to Cariboo] at the Junction of Quesnelle River		280	
Across the Chilcoaten Plain, 137½ miles, and through the Cascade range, 84½ miles, by a level valley to Waddington Harbor, Head of Bute Inlet	222		
	648	2400	1285

Total 4333 miles, requiring from 20 to 23 days' travel.

RECAPITULATION

	Miles	Miles	Miles
Railroads built or in construction		1285	
Bute Inlet Road	222		
Other portions to be built	426	648	1933
Steam Navigation			2400
Distance from Bute Inlet to Halifax			4333
Distance from Halifax to Liverpool			2467
Against 8200 miles by Panama			680

PROBABLE TIME AND COST.

The expense of opening the portion between Lake Superior and Fort Garry, comprising roads, bridges, drainage, clearing of driftwood, and several small dams, has been estimated, as before mentioned, at about £80,000; towards