

If these data are correct we get the following results, as the distance from Edmonton to the several points mentioned in the last preceding article:

From Edmonton to—		Miles
Quatsino	(Route No. 1)	970
"	(Route No. 2)	901
"	(Route No. 3)	978
Alberni	(Route No. 1)	956
"	(Route No. 2)	887
"	(Route No. 3)	964
Esquimalt	(Route No. 1)	1037
"	(Route No. 2)	968
"	(Route No. 3)	1045
Victoria	(Route No. 1)	1042
"	(Route No. 2)	973
"	(Route No. 3)	1050

If the suggested route via Knight Inlet and Blenkinsop Bay were adopted the distance to Quatsino would be reduced about 15 miles; but I do not think the distance to the other points would be lengthened, for the reason that between Otter Cove, where a ferry from Frederick Arm would land, and a point opposite Blenkinsop Bay the trend of the Island shore is nearly due west, and consequently the latter point is not any further from Victoria, Esquimalt and Alberni than the former point; moreover, the valley of the Salmon river, which extends due south from a point near where the Island terminus of the Blenkinsop Bay ferry would be, would doubtless afford a good route for a railway equally short with one following the Island shore line from Otter Cove.

I estimate the distance from Edmonton to Prince Rupert at 930 miles. By Route No. 2 mentioned in the previous article, if it were carried to Blenkinsop Bay instead of to Bute Inlet, the distance from Edmonton to Quatsino would be under 900 miles. The above statements of distance seem to indicate that a good route for a railway from Edmonton to the Vancouver Island ports, not materially different in length from that of the Grand Trunk Pacific to Prince Rupert is available for the transportation of the products of "the plains of Alberta" to the open ocean. I have endeavored to make these statements of distance as accurate as possible and submit them for the consideration of all persons interested in the great project of railway connection between Vancouver Island and the mainland. I shall take occasion before