

# TRANS-PACIFIC

## Quotations from Eminent Engineers, Sir Sanford Fleming and Marcus Smith.

In referring to the route via Butte Inlet, Sir Sanford Fleming, on page 74 of his Official Report on Surveys, re C. P. R., says: "If it be considered of paramount importance to convey an unbroken line of railway to one or more of the harbors on the Western Coast of Vancouver Island, and there is a likelihood that this project will, regardless of cost, hereafter be entertained, then Route No. 6 becomes of the first importance and really

### *The Only One Open for Selection."*

In his report, re Canadian Pacific Railway, 1877, Sir Sanford Fleming, on page 168, points out the advantages which a terminal on the Northern end of the Island would have over that of one on the Mainland. In case of the former selection ocean navigation would not be beset with dangerous rapids and other impediments, while if a terminal was chosen on the Mainland many of these obstructions to travel would be encountered.

On page 72 of the same report appears the following: "From Elk Bay or Otter Cove a railway could be carried to Esquimalt or to a much nearer point—Alberni—at the head of the Alberni Canal; possibly to Nootka, or, perhaps with *still greater ease, to Quatsino Sound*. Compared with Esquimalt, Quatsino Sound has the advantage of being fully 200 miles nearer the Asiatic Coast. At Quatsino coal beds are reported to crop out at the water's edge."

On page 72 Mr. Fleming refers to Quatsino as a terminus of a trans-continental line, and as will be seen by map on back of folder, his line terminates on our property. On page 68 appears a recommendation from DeHorsay, British Admiral, that for the sake of a more direct through ocean traffic a line should be extended to Quatsino Sound.

Marcus Smith, Acting Engineer-in-Chief, in writing to Department Public Works, Ottawa, says: "In conclusion the writer is desirous of expressing his strong conviction as the result of detailed investigation of the subject in all its bearings, that the line by the Pine River Pass to Butte Inlet, with extension by steam ferry to Vancouver Island, will prove the true route whether regarded in its national or economic aspect. It traverses a far greater extent of good agricultural land and affords better communication with the chief gold and coal mining districts than any other route.