

All these routes enter the province by way of Yellow Head Pass.

Route No. 1 was surveyed in 1876. See Report on the Canadian Pacific Railway, 1877, pages 261 et seq. It follows the Fraser northwesterly 181 miles (the route taken by the Grand Trunk Pacific), and extends from Fort George to Bute Inlet, the distance from Yellow Head Pass to Frederick Arm being 597 miles.

Route No. 2 was surveyed by H. P. Bell for the government of British Columbia in 1895. See Sessional Papers for 1896, pages 775 et seq. It follows the Fraser valley northwesterly 119 miles and thence extends in a general southwesterly direction to Bute Inlet, the distance to Frederick Arm from Yellow Head Pass being 528 miles.

Route No. 3 was surveyed for the Canadian Pacific before 1874, and for a summary reference to it reference may be made to the Progress Report for 1874, pages 18 and 19. It extends southerly from Yellow Head Pass to the Thompson River, which it follows until near the mouth of the Clearwater, and thence extends in a general westerly direction to Bute Inlet. The distance from Yellow Head Pass to Frederick Arm by this route is 605 miles. The distance from Edmonton to Yellow Head Pass is put by Marcus Smith at 251 miles. Hence we have the distance from Edmonton to Frederick Arm by these routes as follows:

Route No. 1.....	848 miles
Route No. 2.....	779 miles
Route No. 3.....	856 miles

These distances would not be greatly varied if Blenkinsop Bay was taken as the ferry point on a line from Edmonton to the ocean ports of Vancouver Island.

Sir Sandford Fleming, in his report for 1877, gives the following distance between the points mentioned:

Waddington Harbor to Quatsino .....	173 miles
“ “ Alberni .....	159 miles
“ “ Esquimalt .....	249 miles
“ “ Victoria .....	245 miles

I assume that in this estimate the outer harbor of Victoria and the head of Esquimalt harbor are taken. Alberni means the head of the Canal, not the outer harbors at Barkley Sound.