

to the coast anywhere between Burrard Inlet and the Bella Coolá. On the other hand the route which a railway would have to take from the head of Knight Inlet to Blenkinsop Bay, might be somewhat longer than from the head of Bute Inlet to Frederick Arm. The difference would not be great from the crossing of the Chilancoh to the point from which ferry connection would be made with the Island, and my information is that the whole route via Knight Inlet would be more favorable and less expensive than that via Bute Inlet. I find on looking at the chart, whereon I have noted information given me from time to time about this part of the province, that at the head of Knight Inlet there is a tract of good land estimated to contain about 10,000 acres. The railway would follow the eastern shore of Knight Inlet, and I note that the summits here are a mile or more from the coast. The shore is less precipitous than that of Bute Inlet and the shading on the charts is in keeping with what I am told by persons who know the Inlet well, namely, that except at one or two points railway construction would not be very costly. The road would follow the Inlet between 25 and 30 miles, or as far as Glendale Cove, from which point it would ascend a short river to Tom Browne Lake, at the head of which I find noted "good land." Thence the route would be across country to the head of Neville Inlet, where I also see "good land" noted, and thence by the most feasible route to Blenkinsop Bay. I am told that there are no serious obstacles in the way of railway construction from Tom Browne Lake to Blenkinsop Bay. The distance from the Lake to the Bay would be under 20 miles. The summits marked on the chart do not indicate a high average level, but on the contrary suggest the existence of low valleys between hills of moderate altitude.

Examination Suggested

I have given above such information as has been given me by the various people with whom I have discussed this possible route for a railway. Doubtless there are many persons who can cast a good deal of useful light on the subject, and I should be glad if any such would say if their information would, in their opinion, justify the examination of the route as