

indentation of the coast marked Blenkinsop Bay, and a little to the west of it another and larger one marked Port Neville. The Strait here is two miles wide. Blenkinsop Bay would seem to be ideal for the terminus of a railway seeking connection with a car ferry. It is more than a mile long, including the tide-flat at its head, and there is good anchorage shown upon the chart in from 6 to 15 fathoms of water. It is protected from all winds. The strait is unobstructed by rocks or shoals, and has a current varying from 1 to 3 knots an hour. My information is that in one of the several small bights along the Vancouver shore a good location for a ferry terminal can be found. The crossing of Johnstone Strait by a car-ferry would not be anything like as serious a matter as the crossing of the Columbia river by the Northern Pacific on its way to Portland from Seattle. If therefore a good route can be found from the Summit at Lake Tatlayacoh to Blenkinsop Bay or Port Neville, for the latter is also admirably adapted to be the terminus of a car-ferry, the question of Mainland connection would be simplified so far as the length of the necessary ferriage is concerned. I shall therefore speak in the next article of the probability of a good route being found from the Summit to Blenkinsop Bay.

Tatla Lake is the source of the Chilancoh river, a tributary of the Chilcotin. Its outlet is crossed by the Bute Inlet railway survey at a point 190 miles from Frederick Arm. The elevation there above sea level is 2,985 feet. Surrounding Tatla Lake is a grazing region, which I am told extends a considerable distance to the west, that is towards the source of the Kleena-Klene river, which flows into the head of Knight Inlet. The railway survey extends from this point south-west to Bute Inlet by way of the Homathco valley. I am informed that a much easier route and through better country would be found by going in a more westerly direction so as to reach the east fork of the Kleena-Klene river and by following this to the head of Knight Inlet. As far as can be judged from measurements on the map the distance from crossing of the Chilancoh to the head of Knight Inlet is shorter than to the head of Bute Inlet. In other words, it is represented to me that this is the shortest and easiest route through the Coast Range