

DISTANCES BETWEEN PRINCIPAL POINTS IN CANADA*

NOTE.—Generally, the distances given are the shortest by railway.

A knowledge of distances in miles between principal points constitutes very useful information in these days of wide travel, but when an attempt is made to compile such data difficulties are at once encountered. Railway distances are the logical choice, even though road distances are of increasing interest to a vast body of travellers by automobile and are a useful alternative. Railway distances represent usually the shortest practicable land distances between two points and even to-day the bulk of freight and passenger traffic is by rail. Again, distances by air (sometimes called 'bee-line' distances) are only useful in practice to those who travel by air. This is a growing phase of transportation, of course, but has not yet assumed such proportions that its tabulation should displace the more usual one. Again, it is not a difficult matter to estimate air-line distances from a map made to convenient scale, whereas the ordinary reader is not able to obtain railway distances easily.

Even though it be decided to adopt railway distances as most useful, it is necessary to decide whether the most travelled route between two places or the shortest railway route should govern. In the tables given below, the distances between points are the shortest distances by railway and not necessarily the most travelled routes or the routes by which main trains travel. They are compiled principally from the railway time tables. The main table includes the capital of each province and some of the main shipping points chosen principally, but not altogether, by population; the subsidiary tables include distances of local importance. Included in the distances from Charlottetown is the distance from Borden to Cape Tormentine, over which the trains are transported by ferry; similarly, the train ferry distance between Mulgrave and Point Tupper is included in the distance from Halifax to Sydney. In the main table all the distances from Victoria include the distance travelled by boat from Victoria to Vancouver. However, wherever possible, railway distances only are used. In certain distances from Three Rivers and from Quebec it is possible, by the use of ferries, to travel by shorter routes than those given in the tables, the rail route only being taken in these cases.

Where boat routes are given, the best approximation of the distance travelled is used.

The air-line distances used are not necessarily the straight-line distances between points, but are the distances over the routes usually travelled by aeroplanes in good weather.

Place	Halifax	Moncton	Charlottetown	Saint John	Fredericton	Quebec	Montreal	Sherbrooke	Three Rivers	Ottawa	Kingston	Toronto	Hamilton	London	Windsor	Fort William	Winnipeg	Brandon	Churchill	Regina	Saskatoon	Calgary	Edmonton	Vancouver	Victoria	Prince Rupert
Halifax	0	189	239	278	292	662	747	646	740	858	920	1081	1120	1198	1305	1716	2012	2146	2991	2367	2483	2834	2813	3475	3560	3760
Moncton	189	0	126	89	104	473	568	457	551	669	731	892	931	1007	1117	1527	1823	1957	2802	2178	2294	2645	2624	3286	3371	3580
Charlottetown	239	126	0	215	230	660	684	583	677	795	857	1018	1057	1133	1243	1653	1950	2084	2929	2305	2421	2772	2751	3413	3498	3707
Saint John	278	89	215	0	67	426	476	375	503	587	649	810	849	925	1035	1445	1776	1910	2755	2131	2247	2598	2577	3239	3324	3533
Fredericton	292	104	230	67	0	403	454	353	481	565	627	788	827	903	1013	1423	1753	1887	2732	2108	2224	2575	2554	3216	3301	3510
Quebec	662	473	660	426	403	0	169	127	78	280	342	503	542	618	728	1079	1350	1484	2329	1705	1821	2172	2151	2813	2898	3107
Montreal	747	558	684	476	454	169	0	101	95	111	173	334	373	449	559	969	1353	1486	2331	1707	1823	2174	2153	2815	2900	3109
Sherbrooke	646	457	583	375	353	127	101	0	198	212	274	435	474	550	660	1070	1454	1587	2432	1808	1924	2275	2254	2916	3001	3210
Three Rivers	740	551	677	503	481	78	95	190	0	206	268	429	468	544	654	1064	1445	1581	2426	1802	1918	2269	2248	2910	2995	3205
Ottawa	858	669	785	557	565	280	111	212	206	0	112	247	286	362	472	878	1242	1375	2220	1596	1712	2063	2042	2704	2789	2998
Kingston	920	731	857	649	627	342	173	274	268	112	0	161	200	276	386	908	1292	1426	2270	1647	1763	2113	2093	2754	2839	3049
Toronto	1081	892	1018	810	788	503	334	435	429	247	161	0	39	115	225	811	1207	1340	2185	1562	1677	2028	2008	2670	2765	2964
Hamilton	1120	931	1057	849	827	542	373	474	468	286	200	39	0	80	190	850	1245	1379	2234	1601	1716	2067	2047	2709	2794	3003
London	1198	1007	1133	925	903	618	449	550	544	362	276	115	80	0	110	926	1322	1455	2300	1677	1792	2143	2123	2785	2870	3079
Windsor	1305	1117	1243	1035	1013	728	559	650	654	472	386	225	190	110	0	1036	1432	1565	2410	1787	1902	2253	2233	2895	2980	3189
Fort William	1716	1527	1653	1445	1423	1079	909	1070	1064	858	908	811	850	925	1035	0	419	552	1397	774	889	1240	1220	1882	1967	2176
Winnipeg	2012	1823	1950	1776	1753	1350	1353	1454	1448	1242	1292	1207	1246	1322	1432	419	0	133	978	355	470	821	801	1463	1548	1757
Brandon	2146	1957	2084	1910	1887	1484	1486	1587	1581	1375	1425	1340	1379	1455	1565	652	133	0	937	221	384	688	715	1330	1415	1671
Churchill	2991	2802	2929	2755	2732	2329	2331	2432	2426	2220	2270	2185	2224	2300	2410	1397	978	937	0	845	613	1217	1144	1859	1944	2100
Regina	2367	2178	2305	2131	2108	1705	1707	1808	1802	1596	1647	1562	1601	1677	1787	774	355	221	845	0	163	467	493	1108	1193	1449
Saskatoon	2483	2294	2421	2247	2224	1821	1823	1924	1918	1712	1763	1677	1716	1792	1902	853	470	384	813	163	0	404	330	1046	1131	1287
Calgary	2834	2645	2772	2598	2575	2172	2174	2275	2269	2063	2113	2028	2067	2143	2253	1240	821	688	1217	467	404	0	194	642	727	1150
Edmonton	2813	2624	2751	2577	2554	2151	2153	2254	2248	2042	2093	2008	2047	2123	2233	1220	801	715	1144	493	330	194	0	761	846	955
Vancouver	3475	3286	3413	3239	3216	2813	2815	2916	2910	2704	2754	2670	2709	2785	2895	1882	1463	1330	1859	1108	1046	642	761	0	85	1158
Victoria	3560	3371	3498	3324	3301	2898	2900	3001	2995	2789	2839	2755	2794	2870	2980	1957	1548	1415	1944	1193	1131	727	846	85	0	1243
Prince Rupert	3760	3580	3707	3533	3510	3107	3109	3210	3205	2998	3049	2904	3003	3079	3189	2176	1757	1671	2109	1449	1287	1150	955	1158	1243	0

From Halifax— to Yarmouth..... 217 to Sydney..... 289 to Glace Bay..... 304 to New Glasgow..... 107	From Toronto— to Brantford..... 64 to St. Catharines..... 71 to Kitchener..... 62 to Oshawa..... 33 to Peterborough..... 77 to North Bay..... 225 to Sudbury..... 260 to Sault Ste. Marie..... 439 to Sioux Lookout..... 955 to Cochrane..... 479 to Kenora..... 1,195 to Cobalt..... 830 to Timmins..... 435 to Moosonee..... 666	From Winnipeg— to Portage la Prairie..... 54 to The Pas..... 463 to Flinton..... 560 to Ilford (winter road from Ilford to Gods Lake 132 miles)..... 751 to Norway House (by boat from Selkirk)..... 313	From Regina— to Moose Jaw..... 42 to Swift Current..... 152 to Prince Albert..... 219	North Battleford..... 259 Yorkton..... 123	From Calgary— to Medicine Hat..... 178 to Lethbridge..... 127 to Banff..... 82 to Red Deer..... 96	From Edmonton— to Jasper..... 236 to Peace River..... 317 to Grande Prairie..... 407 to Waterways..... 305	From Waterways— to Fort Smith..... 242 to Rae..... (air-line) 380 to Cameron Bay..... (air-line) 614 to Resolution..... (by boat) 512 to Norman..... (by boat) 1,123 to Aklavik..... (by boat) 1,606	From Vancouver— to Teul..... 603 to Kamloops..... 251 to Prince George..... 691 to Prince Rupert..... 548 to Whitehorse, Y.T..... (by boat) 1,082 to Dawson, Y.T..... (part by boat) 1,473 to Nanaimo..... 73
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* Prepared under the direction of F. H. Peters, Surveyor General and Chief, Hydrographic Service, Department of Mines and Resources, Ottawa.