

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 complete 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. Highway distances represent usually the shortest practicable land distances between two points and are usually the bulk of freight and passenger traffic by rail. Again, distances by air (sometimes called "ice-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 inclusion 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 route 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, some of the main shipping points chosen principally, but not altogether, by population; the subsidiary tables include distances of local importance. Included in the C. N. route from Champlain to the distance from Halifax to Sydney. In the main table all the distances from Victoria include the distance travelled by P. V. 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 P. V. and Victoria to Vancouver. However, wherever possible, railway distances only were 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 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	Shutbrooke	Three Rivers	Ottawa	Kingston	Toronto	Hamilton	London	Windsor	Port William	Windsor	Cherhill	Regina	Saskatoon	Calgary	Edmonton	Vancouver	Victoria	Prince Rupert
Halifax	0	189	228	278	302	602	747	646	740	838	820	1381	1127	1106	1206	1716	2012	2691	2687	2534	2432	3455	3590	3721	
Moncton	189	0	120	161	178	478	588	467	561	659	641	1081	891	887	1017	1567	1823	2502	2478	2241	2045	3271	3569	3721	
Charlottetown	228	120	0	215	232	690	664	553	647	731	715	1087	913	903	1037	1607	1873	2581	2557	2311	2172	3500	3757	3900	
Saint John	278	161	215	0	67	403	454	353	441	525	507	882	718	707	843	1403	1670	2379	2355	2115	1976	3310	3567	3710	
Fredericton	302	178	67	403	0	403	454	353	441	525	507	882	718	707	843	1403	1670	2379	2355	2115	1976	3310	3567	3710	
Quebec	602	478	690	426	403	0	169	127	78	200	342	500	642	648	728	1079	1379	1887	1867	1633	1512	2831	3238	3407	
Montreal	747	659	664	478	403	169	0	109	150	186	312	435	441	530	620	979	1256	1764	1744	1521	1400	2716	3123	3276	
Shutbrooke	646	553	553	454	353	127	109	0	150	186	312	435	441	530	620	979	1256	1764	1744	1521	1400	2716	3123	3276	
Three Rivers	740	646	647	561	441	78	95	192	0	206	268	429	468	541	634	1084	1458	1954	1934	1712	1591	2916	3323	3476	
Ottawa	838	659	731	615	525	127	200	342	206	0	112	247	286	362	478	1084	1458	1954	1934	1712	1591	2916	3323	3476	
Kingston	820	715	715	615	507	403	435	468	441	112	0	112	247	286	362	478	1084	1458	1954	1934	1712	1591	2916	3323	
Toronto	1381	1081	1081	882	882	882	1081	1081	1081	882	882	0	30	115	225	419	613	807	1001	1195	1389	1583	1777	1971	
Hamilton	1127	891	891	718	718	718	891	891	891	718	718	30	0	80	150	280	419	613	807	1001	1195	1389	1583	1777	
London	1106	1017	1017	843	843	843	1017	1017	1017	843	843	80	80	0	110	210	350	544	738	932	1126	1320	1514	1708	
Windsor	1206	1037	1037	863	863	863	1037	1037	1037	863	863	110	110	110	0	110	250	444	638	832	1026	1220	1414	1608	
Port William	1716	1567	1567	1393	1393	1393	1567	1567	1567	1393	1393	1393	1393	1393	1393	0	419	613	807	1001	1195	1389	1583	1777	
Windsor	2012	1823	1823	1649	1649	1649	1823	1823	1823	1649	1649	1649	1649	1649	1649	419	0	193	387	581	775	969	1163	1357	
Cherhill	2691	2502	2502	2328	2328	2328	2502	2502	2502	2328	2328	2328	2328	2328	2328	613	419	0	193	387	581	775	969	1163	
Regina	2687	2478	2478	2304	2304	2304	2478	2478	2478	2304	2304	2304	2304	2304	2304	613	419	193	0	193	387	581	775	969	
Saskatoon	2534	2355	2355	2181	2181	2181	2355	2355	2355	2181	2181	2181	2181	2181	2181	613	419	387	193	0	193	387	581	775	
Calgary	3455	3276	3276	3102	3102	3102	3276	3276	3276	3102	3102	3102	3102	3102	3102	613	419	581	387	193	0	193	387	581	
Edmonton	3590	3411	3411	3237	3237	3237	3411	3411	3411	3237	3237	3237	3237	3237	3237	613	419	775	581	387	193	0	193	387	
Vancouver	3721	3542	3542	3368	3368	3368	3542	3542	3542	3368	3368	3368	3368	3368	3368	613	419	969	775	581	387	193	0	193	
Victoria	3721	3542	3542	3368	3368	3368	3542	3542	3542	3368	3368	3368	3368	3368	3368	613	419	1163	969	775	581	387	193	0	
Prince Rupert	3721	3542	3542	3368	3368	3368	3542	3542	3542	3368	3368	3368	3368	3368	3368	613	419	1357	1163	969	775	581	387	193	

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