

291. The branch lines, either acquired or built by the Company, are fourteen in number, with a total length of 432½ miles.

292. The distances on the main line are now as follow :—

	Miles.
Montreal to Callander .....	34½
Callander to Port Arthur .....	651
Port Arthur to Winnipeg .....	428
Winnipeg to Savona's Ferry .....	1,257
Savona's Ferry to Port Moody.....	213

Total..... 2,893

1,908 miles of this having been built in four years and nine months. By adding the length of branch lines a total of 3,325½ miles is obtained, while the distance from Montreal (St Martin's Junction) to Quebec, 159 miles, increases the number of miles to 3,484½.

293. The cost of the road compares favourably with the American trans-continental lines, as shown by the following table.

Name.	Total Mileage.	Share Capital.	Funded Debt.	Cash Subsidy.	Land Subsidy.
		\$	\$	\$	Acres.
Canadian Pacific. ....	3,325½	65,000,000	35,000,000	25,000,000	25,000,000
Northern do .....	2,467	109,000,000	50,000,000	.....	43,000,000
Union do .....	3,050	120,000,000	230,000,000	61,000,000	33,000,000
Southern do .....	4,051	152,000,000	85,000,000	.....	56,000,000

294. Surveys have been made of various routes for a direct line from Montreal to the harbours of St. John and Halifax, as well as for a line through Cape Breton from the Strait of Canso to Sydney, or Louisbourg which is the nearest point to Liverpool on this continent, by this means the distance from ocean to ocean will be materially shortened, and it is calculated that when fast steamers are running direct to the eastern ports, the average time between Liverpool and Vancouver will be reduced to eleven days.

295. The importance of this road for military purposes is very great, and this has been recognized by the Imperial authorities, who are expected to avail themselves of the road to a large extent, more particularly in the movement of troops to and from the East, and the carriage of stores and supplies for the Pacific naval stations.