

between Montreal and Vancouver, it may be profitable to give a short summary of the history of the line.

Condi-
tions of
construc-
tion.

499. It was required by the Province of British Columbia, as one of the conditions on which it entered the Confederation in 1871, that the Dominion Government should secure the construction of a railway connecting that Province with the railway system of Canada, that such railway should be commenced simultaneously at each end within two years and should be completed within ten years from the date of the Union.

First sur-
veys.

500. The first surveying party for the purpose of finding a practical route, commenced their work in June, 1871, and from that date surveys were continued every year.

First com-
pany
formed

501. In 1872 a company was formed to build the line, and Parliament granted a subsidy of \$30,000,000 in money and 50,000,000 acres of land. The company, however, failed to carry out its charter, which it accordingly surrendered, and in 1874 Parliament again proceeded with the road as a public work, further surveying parties being sent out.

Port Ar-
thur and
Winnipeg;
road.

502. The Government, becoming alive to the necessity of providing direct communication with Manitoba through Canadian territory, determined to build a railroad from Port Arthur, on Lake Superior, to Winnipeg, it being their intention to utilise the system of inland navigation as far as possible. This work was begun on the 3rd April, 1875, and this may be considered as the date of the actual commencement of the road.

Re-ar-
range-
ment of
conditions

503. It had long been seen that it would be impossible to finish the whole line according to the original terms, and, after several attempts at arrangement with British Columbia had failed, the matter was referred to Lord Carnarvon, Her Majesty's Colonial Secretary. At his suggestion, amended