

518. Owing to the energy displayed by the company, and to the assistance obtained by them from the Government, the road has been completed very much sooner than at one time was thought to be possible. The first sod was turned by the company on the 2nd of May, 1881, and the last spike was driven at Craigellachie, in British Columbia, on 7th of November, 1885, the work having been completed in 4 years and 6 months, being 5 years and 6 months less than the originally stipulated time. The road was opened for general traffic on the 28th of June, 1886, the first passenger train leaving Montreal on that day, and reaching Vancouver on the following 4th of July.

Duration  
of con-  
struction.

The first  
train.

519. The total distance between Callander and Port Moody is 2,547 miles; of this the company built 1,906 miles, viz., from Callander to Port Arthur, 649 miles, and from Winnipeg to Savona's Ferry, 1,257 miles, and the Government built the remainder, viz., from Port Arthur to Winnipeg, 428 miles, and from Savona's Ferry to Port Moody, 213 miles.

Construc-  
tion by  
company.

By Gov-  
ernment.

520. In order to prolong their line eastward, the Company in 1881 purchased the Canada Central Railway from Callander to Ottawa, a distance of 224 miles, and in 1882 the western division of the Montreal, Ottawa and Occidental Railway between Ottawa and Montreal, a distance of 120 miles, and in 1885 they acquired, by special statutory provision, the North Shore Railway between Montreal and Quebec, a distance of 159 miles, making the longest continuous railroad in the world owned by one company, the distance from Quebec to Vancouver being 3,050 miles, as follows:—

Length of  
road.

	Miles.
Quebec to St. Martin's Junction.....	159
Montreal to Callander.....	344
Callander to Port Arthur.....	649
Port Arthur to Red River (Winnipeg).....	428
Red River to Savona's Ferry.....	1,257
Savona's Ferry to Port Moody.....	213
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	3,050