

than a year the enormous difficulties of the Kicking Horse Pass were overcome.

Near the close of 1884 the Government had completed the line from Burrard Inlet to Savona's Ferry (210 miles), and the company were thus able to attack the west end of their section.

On the 7th November, 1885 the last spike was driven by Sir Donald Smith. The railway was completed, fifty-four months having been taken in doing the work, instead of the 120 months allowed under the contract of 1881.

The difficulties of construction were very great. More than 300 miles of the railway track had to be cut through solid rock. Numerous tunnels pierced the mountains, Rivers and streams by the hundred were crossed by bridges, some of which are over a thousand feet in length. Fourteen streams were diverted from their course by means of tunnels.

The main line of the Canadian Pacific Railway from Montreal to Vancouver is 2,905 miles in length. Under arrangement with the Quebec and the Dominion Governments, the North Shore Railway, connecting Montreal and Quebec, was acquired by the company in 1882.

The branch line from Sudbury to Sault Ste. Marie was opened in conjunction with the St. Paul & Minneapolis Railway and the first freight train passed over it on the 9th January, 1888.

366. Between 1881 and 1884 various lines in Manitoba, amounting to 471 miles, were added to the main line, which now has a mileage of 3,879½ miles.

The leased lines, aggregating 1,905½ miles, were acquired at different times.

Of these, 407 miles are in New Brunswick, 218 in Manitoba, 79 in British Columbia and the remainder in Quebec and Ontario, principally in the latter province.

367. The Dominion Government aided the enterprise as already mentioned, including a grant of \$25,000,000 and 25,000,000 acres of land. The construction of the portions of the line by the Government cost \$30,818,414.

Notwithstanding these aids, the financial undertaking was enormous. Indeed it may be said that the financial difficulties encountered were no less formidable than the physical obstructions.

The total cost of the 3,243 miles given in the Railway Returns as forming the Canadian Pacific proper is stated in the same returns at \$150,101,923. The total amount contributed to the enterprise by the Government of Canada is given in the Public Accounts at \$62,604,535.

It is clear that it was no light task to finance for the difference between these two sums, and as well for the 636 miles additional shown by the company's statements to belong to the main line, and for the negotiations resulting in the acquisition of 1,905 miles of leased lines.

The following statement taken from an address delivered by Thomas C. Keefer, President of the American Society of Civil Engineers, presents the financial features of the enterprise in sufficient fulness for the present purpose :—

1. \$25,000,000 cash and 25,000,000 acres of selected lands in the Fertile Belt, in addition to the right of way for track and stations, shops, docks and wharfs, on or through public property.