

and Occidental Railway. The item of \$5,160,054 in 1909 includes the payment of the principal. From 1910, the amounts include the loan of \$10,000,000 made to the Grand Trunk Pacific Railway Company under federal legislation of 1909 (8-9 Edw. VII, c. 19). During the year ended June 30, 1918, loans of \$25,000,000 were made to the Canadian Northern Railway, and of \$7,500,000 to the Grand Trunk Pacific Railway by the Dominion Government.

**Dominion and Provincial Guarantees.**—Guarantees of bonds have been substituted in large measure for other forms of aid during recent years, and in 1918 the total value of the guarantees authorized by the Dominion and Provincial Governments was \$405,444,992. Of this value, the sum of \$189,666,539 represents bonds authorized by the Dominion Government and the sum of \$215,778,453 bonds authorized by the Provincial Governments. Of the total value of bonds authorized, viz., \$405,444,992, bonds to the value of \$358,488,395 have been executed and the sum of \$342,317,649 represents the value of guarantees earned. Grand Trunk Pacific bonds of the value of \$33,116,000, purchased by the Dominion Government, are included in the amount of guarantees authorized, although in this case the guarantee does not apply.

**Hudson Bay Railway.**—The route of the Hudson bay railway lies between Pas, Manitoba, where connection is made with the Canadian Northern Railway, and Port Nelson on Hudson bay, a total distance of 424 miles. The work of construction was placed under contract in August, 1911. The entire line has now been graded and track laid from Pas north to the second crossing of the Nelson river at Kettle rapids, a distance of 334 miles, to which point also telegraphic communication has been established. All bridges up to and including that at Kettle rapids, have been completed. Between this point and Port Nelson two bridges have yet to be constructed. Considerable progress has been made on railway terminals, docks and other harbour works at Port Nelson. The total expenditure up to March 31, 1919, was \$20,796,445.

**Quebec Bridge.**—The Quebec Bridge was built by the Dominion Government to replace the structure which fell during the erection in 1907. The contract for the substructure was let in 1909, and for the superstructure in 1911. The bridge was opened for traffic in October, 1917, although not entirely completed until August, 1918. It was officially opened by H.R.H. the Prince of Wales, on August 22, 1919. The main span is the longest in the world, being 1,800 feet centre to centre of piers, or 100 feet longer than that of the Forth Bridge in Scotland. The total cost of this structure was in the neighbourhood of \$15,000,000. The bridge is of the cantilever type and carries a double track railway and accommodation for foot traffic, but no highway. The bridge forms a connecting link in the Canadian National Railways system, and is operated as a part of such system