

years' time. The acquisition agreement provided for an appeal on a point of law, and as the majority of the arbitrators had declined to hear evidence as to replacement value of the physical property of the system, an appeal was made to the Judicial Committee of the Privy Council. This appeal was dismissed on July 28, 1922.

The Grand Trunk lines, both in Canada and United States, are now Government-owned and are being operated in close co-ordination with the Canadian National Railways, but under separate management pending the taking over of operations by the new board of directors of the Canadian National Railways, whose appointment was announced by the Prime Minister on October 4, 1922. The new Board will have control of the unified management and operation of all Canadian Government railways.

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 to March 31, 1921, was \$14,831,175. 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 Railway system, and is operated as a part of such systems.

Summary.—The operating mileage of the Canadian Government lines at December 31, 1921, was 17,338 miles. The gross earnings during 1921 amounted to \$126,691,456, the operating expenses to \$142,784,357, involving a loss on the operation of the system of \$16,092,901 for the year as compared with \$36,842,970 for 1920, or an improvement as compared with 1920, of \$20,750,069. The Grand Trunk system, which is to be consolidated with the Canadian Government lines, has an operated mileage of 4,776. Its operating revenue (including the Central Vermont Railway system which is controlled by the Grand Trunk) was in the calendar year 1921, \$109,097,558 as compared with operating expenses of \$104,725,040, leaving a net revenue from railway operation of \$4,372,518, a slight improvement as compared with the preceding year.¹

The Board of Railway Commissioners for Canada.

In the early days of railway building in Canada, the provinces were more concerned with rapid development than with rate regulation. Under the Railway Clauses Consolidation Act of 1851, rates were fixed by the directors of the railway, subject to the approval of the Governor in Council. Beyond this, competition was relied upon to bring rates to a reasonable level. As time went on, however, those

¹ For detailed statistics of the operation of Government lines of railway in 1921, see the annual statement by the Minister of Railways and Canals in Hansard of April 11, 1922.