

Under Part II of the Act the Canadian National and Canadian Pacific Railways are required to co-operate as recommended by the report of the Commission and, in addition, the railways shall divide the employment of such co-operative activities between the employees of the two railways, the division to be made by negotiations with the employees.

The co-operative measures may include:—

- (a) New companies controlled by stock ownership, equitably apportioned between the companies;
- (b) Leases, entrusting agreements, or licences, or agreements for pooling and division of earnings arising from the joint operation of any part or parts of freight or passenger traffic, or express, telegraph, or other operating activities or services;
- (c) Joint trackage, running rights, joint ownership, or joint operating agreements, depending upon the nature of the property or services included in any co-operative plan;
- (d) Joint or individual highway services, or highway and railway services combined, in any form.

In the formation of any new company, the employees in any services taken over by the new company shall be given preference.

Under Part III provision is made for the erection of a tribunal with jurisdiction as recommended by the Commission, except that clause (e) "abandonment of lines, services and facilities" is struck out.

The powers of the tribunal may be invoked by either company and decisions of the presiding officer and one member shall be final and binding on both railways, even if one railway fails to appoint a representative. The orders of the tribunal shall be binding and enforced in the same manner as orders of the Board of Railway Commissioners and shall not be subject to appeal except as to jurisdiction and only to the Supreme Court of Canada. Where an order of the tribunal conflicts with an order of the Board of Railway Commissioners the former shall prevail. Where a dispute is of substantial concern to the public, or affects any province, the presiding officer shall give due notice and the interested persons may be heard at the sitting.

The Act does not authorize the amalgamation or unified management of the two railways.

## Section 2.—Statistics of Steam Railways.

The steam railways of the world may be said to have commenced their operations with the opening of the Stockton and Darlington Railway in England on Sept. 26, 1825. Between then and 1931, the mileage of the steam railways of the world had increased to an estimated total of 781,458 miles, of which figure 294,601 miles were State railways. Of the total, nearly one-third, or 253,286 miles is in the United States. Canada is second with 41,967 miles (exclusive of 341 miles of Canadian railways in the United States) and British India third with 38,736 miles. Germany has 36,344 miles, France 33,208 miles, Russia in Europe 36,701 miles, Russia in Asia 11,061 miles, Australia 28,883 miles, Great Britain and Ireland 24,360 miles, Argentina 23,430 miles, Brazil 19,560 miles and Mexico 16,406 miles.<sup>1</sup> Canada has an average of 247 persons per mile of her railway lines.

The mileage of steam railways in operation in Canada is given by years for each year from 1850 to 1931 in Table 1, showing the first great period of construction in the 1850's, when the mileage grew from 66 to 2,065, the lull in the

<sup>1</sup> From Slason Thompson's *Railway Statistics of the United States of America*, 1931, p. 32, with revisions for Canada and United States.