

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 parties 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 operation with the opening of the Stockton and Darlington railway in England on Sept. 26, 1825. Between then and 1933 the mileage of the steam railways of the world had increased to a total of approximately 783,000 miles. Nearly a third of this total was in the United States, which had a total of 247,595 miles in 1932. Soviet Russia came second with 55,926 miles, British India third with 42,961 miles and Canada fourth with 42,338 miles. France had 26,113 miles, Germany 36,405 miles, Great Britain 20,251 miles, Australia 27,798 miles, Argentina 25,451 miles, Brazil 19,853 miles and Mexico 14,506 miles. On a per capita basis Australia had the greatest mileage with only 238 inhabitants per mile of line, and Canada was second with 254 persons per mile of line, (exclusive of 341 miles of line, chiefly main lines of Canadian railways, crossing over United States territory).

The mileage of steam railways in operation in Canada is given by years for each year from 1850 to 1933 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 1860's, the second great period of construction in the 1870's and 1880's, the lull in the 1890's, the third great period of construction between 1900 and 1917 and the subsequent falling-off in the rate of increase.