

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.

#### 1.—Record of Steam Railway Mileage, 1835-1919.

Year.	Number of miles in operation.	Year.	Number of miles in operation.	Year.	Number of miles in operation.	Year.	Number of miles in operation.
1835.....	—	1856.....	1,414	1877.....	5,782	1898.....	16,870
1836.....	16	1857.....	1,444	1878.....	6,226	1899.....	17,250
1837.....	16	1858.....	1,863	1879.....	6,858	1900.....	17,657
1838.....	16	1859.....	1,994	1880.....	7,194	1901.....	18,140
1839.....	16	1860.....	2,065	1881.....	7,331	1902.....	18,714
1840.....	16	1861.....	2,146	1882.....	8,697	1903.....	18,988
1841.....	16	1862.....	2,189	1883.....	9,577	1904.....	19,431
1842.....	16	1863.....	2,189	1884.....	10,273	1905.....	20,487
1843.....	16	1864.....	2,189	1885.....	10,773	1906.....	21,353
1844.....	16	1865.....	2,240	1886.....	11,793	1907.....	22,452
1845.....	16	1866.....	2,278	1887.....	12,184	1908.....	22,966
1846.....	16	1867.....	2,278	1888.....	12,163	1909.....	24,104
1847.....	54	1868.....	2,270	1889.....	12,628	1910.....	24,731
1848.....	54	1869.....	2,524	1890.....	13,151	1911.....	25,400
1849.....	54	1870.....	2,617	1891.....	13,838	1912.....	26,727
1850.....	66	1871.....	2,635	1892.....	14,564	1913.....	29,304
1851.....	159	1872.....	2,899	1893.....	15,005	1914.....	30,795
1852.....	205	1873.....	3,832	1894.....	15,627	1915.....	35,582
1853.....	506	1874.....	4,331	1895.....	15,977	1916.....	37,434
1854.....	764	1875.....	4,084	1896.....	16,270	1917.....	38,604
1855.....	877	1876.....	5,218	1897.....	16,550	1918.....	38,879
						1919.....	38,896