

by a motor vehicle, by permitting the proceeds of any liability insurance to be applied to those claims. The amendment in the latter case had relation to the priority of claims for wages, salaries and commissions.

An amendment to the Companies Act (c. 27, R.S.C., 1927) was made by c. 26 of the Statutes to allow companies to make loans to employees to assist them in the erection of dwelling houses, even though such employees be shareholders of the company; and to prevent auditors of any public company from being appointed directors or holding other office in the company.

The Customs Act (c. 42, R.S.C., 1927) was amended by c. 29 as regards several matters pertaining to the administration of the Act

Transportation.—C. 6 amended the Canadian National Railways Act (c. 172, R.S.C., 1927) with regard to the nomination of directors, and empowered the Minister of Railways and Canals to appoint any person to inquire into and report upon any matters affecting the company or the operation of the Government railways.

By c. 7, an agreement dated Jan. 28, 1926 (Schedule A to c. 7), between the Canadian Pacific Railway, the Canadian Northern Railway and Grand Trunk Pacific Railway and the amending agreement dated May 5, 1930, made by the Canadian Pacific Railway, the Canadian Northern Railway, the Grand Trunk Pacific Railway, the Grand Trunk Pacific Branch Lines Company and the Canadian National Railway Company (Schedule B to c. 7) were ratified.

By c. 10, power was given to the Northern Alberta Railways Company to construct and complete certain lines described in the Schedule to this legislation.

An Act respecting the Beauharnois Light, Heat and Power Company, Limited, granting the right to divert water from lake St. Francis up to 52,072 cubic second feet of the flow of the river St. Lawrence and providing that further diversion be approved by Parliament, formed the subject matter of c. 19. The works of the Beauharnois Light, Heat and Power Company, Limited, were declared to be for the general advantage of Canada by c. 20.

The requirements for certificates of service as masters and mates were revised by c. 21—an Act to amend the Canada Shipping Act.

The Canadian National Railways Financing Act, 1931 (c. 22 of the Statutes), authorized the provision of monies to meet expenditures during 1931. The purposes for which capital could be borrowed and the adoption of the principle of competitive bids were established by the Act. C. 23 authorized the guarantee by the Government of securities issued under c. 22.

A loan of \$450,000 for the construction of terminal facilities was provided to the Chicoutimi Harbour Commissioners by legislation under c. 25 of the Statutes; and other loans of \$3,500,000 for terminal facilities and \$300,000 to complete the grain elevator and meet outstanding indebtedness were made to the Halifax Harbour Commissioners and the New Westminster Harbour Commissioners respectively under cc. 34 and 40. The North Fraser Harbour Commissioners Act (c. 162 of the Statutes of 1913) was amended by c. 41 with regard to the harbour limits and the power of the corporation to make by-laws. C. 50 provided for a loan of \$10,000,000 to the Saint John Harbour Commissioners for the construction of terminal facilities, and c. 56 a loan of \$700,000 to the Three Rivers Harbour Commissioners for the same purpose.