

which re-establishes a Board of Directors (seven in number) in place of three Trustees. The organization of the Board and its duties are specifically laid down. Annual reports are to be submitted to Parliament through the Minister of Transport.

C. 26 provides for the construction of about ninety-nine miles of Canadian National railway line from Senneterre to Rouyn in the province of Quebec at an estimated cost of \$5,940,000. The nature and form of securities and guarantees are to be decided by the Governor in Council and signed by the Minister of Finance, and construction contracts are to be let by tender. Pending the issue of guaranteed securities, advances from the Consolidated Revenue Fund may be authorized.

C. 27 authorizes the issue of notes for refunding and capital expenditures made during 1936 to the amount of \$9,959,000 made up of an amount not exceeding \$7,459,000 on account of equipment, and up to \$2,500,000 for construction and betterments. The Minister of Finance may make loans, secured by such notes, to the total sum named.

*Shipping.*—The Canada Shipping Act (c. 44, 1934) is amended by c. 23. The powers of pilotage authorities are widened in certain particulars, and under "Offences and Penalties" the punishable offences of pilots are re-defined. A new section is added on the application of load line provisions and several other amendments of a general nature are made.

Certain rules relating to bills of lading in connection with the carriage of goods by water are made effective under c. 49—the Water Carriage of Goods Act, 1936. These rules are detailed in the Schedule to the Act, and cover: risks; responsibilities and liabilities; rights and immunities; surrender of rights and immunities and increase of responsibilities and liabilities; special conditions; limitations on the application of the rules; and limitation of liability.

*Harbours.*—The Toronto Harbour Commissioners are empowered to borrow money from time to time to pay or redeem debentures, and to issue debentures for money so borrowed, under c. 11—the Toronto Harbour Commissioners' Act, 1936.

C. 42 is an Act respecting the National Harbours Board. The Board is given jurisdiction over the following harbours: Halifax, Saint John, Chicoutimi, Quebec, Three Rivers, Montreal, and Vancouver, the boundaries of which are described in Schedule B to the Act, and over other Dominion works and property which may be transferred to the Board by the Governor in Council. The rights of employees under the Government Employees' Compensation Act and the Civil Service Superannuation Act are protected. The Board may acquire real estate either under the Expropriation Act or by other means when previously authorized by the Governor in Council; such property is to be vested in His Majesty in the right of the Dominion of Canada. Works executed under the direction of the Board must be by public tender except in stated cases.

The Board is empowered to enforce by-laws made by the Governor in Council for the management and control of property under its jurisdiction. Rates and tolls may be levied or commuted and power of seizure is vested in the Board in case of default or under certain other circumstances, the Board having a lien on any vessel in preference to all other claims except wages of seamen. Other powers of the Board and the manner of carrying them out and the payment of penalties are defined. The Minister of Finance may make advances from the Consolidated Fund, for working capital purposes, not exceeding at any time \$1,000,000, to be covered by certificates of indebtedness bearing interest. Procedure regarding the keeping of accounts and annual reports are also laid down. This legislation repeals the Quebec