

Trade and Commerce.—C. 15 amends the Precious Metals Marking Act (c. 84, R.S.C. 1927) so far as the latter legislation applies to gold- and silver-plated articles. To the original list of such articles which must have applied to them the authorized trade mark are added “gold plate” and “gold plated”, “silver plate” and “silver plated”. The penalties outlined in s. 14 of the original legislation are also amplified with regard to the importation of advertising matter wrongly describing such articles.

The Trade Agreement between Canada and the United Kingdom is approved by c. 17. Inconsistent laws are suspended and the United Kingdom Trade Agreement Act, 1932, (c. 2, 1932-33) is repealed. The new Agreement is set out in the seven Schedules to the Act.

C. 18 is a minor amendment to the Weights and Measures Act regarding recovery of penalties.

A Trade Agreement between Canada and Germany, as set out in the Schedule to the Act, is approved by c. 20 of the Statutes.

C. 21 approves a Trade Agreement between Canada and Uruguay, as set out in the Schedule to the Act.

Transportation.—*Railway.*—By c. 3, independent auditors for the year 1937 are appointed to make a continuous audit of the accounts of the National Railways notwithstanding the provisions of s. 13 of the Canadian National-Canadian Pacific Act, 1933.

C. 6 is an Act to authorize the provision of moneys to meet certain expenditures made and indebtedness incurred by the Canadian National Railways during the calendar year 1937 and to authorize the guarantee by the Dominion Government of certain securities to be issued by the Canadian National Railways. The Company is given power to issue securities for retiring maturing obligations and payment of sinking funds to the extent of \$7,114,000 and for capital improvements to the extent of \$23,607,700. The form and terms of the guarantee are laid down.

The cancellation of capital stocks and certain indebtedness of the Canadian National Railway System to the Dominion Government and the adjustment of the accounts of the System is provided for by c. 22, the Canadian National Railway Capital Revision Act, 1937. Certain Government claims against the Canadian National Railways are abandoned, and capital stock surrendered. Provision is also made for the adjustment of differences between the Public Accounts and the National Railway System accounts; surpluses and deficits, notwithstanding s. 15 of the Canadian National Railways Act, are now to be included in the surpluses and deficits of the National Railways but the directors of the C.N.R. may cause surplus earnings to be paid over to the Consolidated Revenue Fund. The ‘proprietor’s equity’ must now be shown in the accounts of the National Railway System and included in the net debt of Canada as well as disclosed in the Public Accounts under “Government assistance to railways”. A ‘Securities Trust’ is established to which is transferred indebtedness amounting to \$1,218,642,195.67 as set out in Schedules A1 and A2 which it is to hold as authorized by this Act.

Other.—Minor amendments are made to the Government Harbours and Piers Act by c. 10, mainly respecting changes made necessary by the organization of the Department of Transport and the National Harbours Board.

C. 28 provides for the opening of a Department of Transport Stores Account to which shall be charged the value, at cost, of all stores acquired prior to Apr. 1, 1927, and transferred to the Department of Transport, together with all subsequently