

is in future to be known as the Board of Transport Commissioners and references to the former body are to be so interpreted in the Railway Act and any other Act. The Board of Transport Commissioners is to co-ordinate and harmonize the operations of all carriers by railway, ship, and aircraft. The Board is to decide whether public convenience or necessity requires such transport before granting licences and may accept certain evidence as set forth in the Act in proof of public convenience and necessity. Part II of the legislation relates specifically to transport by water and governs the issuance of licences and related matters in this respect. Part III enacts similar legislation for transport by air. Part IV governs matters of traffic, tolls, and tariffs. Part V stipulates that, notwithstanding anything previously enacted, carriers and shippers may agree between themselves on charges for transport of goods, but such agreed charge must have the approval of the Board. Details regarding the manner in which such agreed charges shall be made and approved are laid down. Part VI empowers the Board, when requested by the Minister of Transport, to inquire into the matter of harbour tolls and the matters to which the Board shall direct their attention in making such inquiries are set forth. If, as a result, harbour tolls should be amended, the Board shall make a corresponding recommendation to the Minister.

Airways.—By c. 15, the Trans-Canada Air Lines Act, 1937, is amended as regards the business and powers of the Trans-Canada Air Lines Corporation. The Corporation is empowered to purchase or dispose of shares of a new transatlantic aerial transport company to be organized jointly by nominees of the Government of the United Kingdom and the Government of Eire. The scope of operation of the Corporation is extended to cover routes partly within and partly outside of Canada.

Radio.—The Radio Act, 1938, is the subject of c. 50. Hereunder the Governor in Council is empowered to prescribe the tariff of fees to be paid for licences, etc., and the payments to be made from such fees for services rendered in connection with issuing such licences; to accede to any international convention on radio and make such regulations as may be necessary to carry out the terms of such convention; to regulate radio in case of war, rebellion, riot, or other emergency. The field in which regulations may be made by the Minister of Transport is also defined. Except in the case of motor cars and other vehicles temporarily in Canada, no person shall establish a radio station or private receiving station unless licensed. Only British subjects shall be employed as radio operators at coast, land, or mobile stations and such operators shall subscribe in the proper way as laid down to the Declaration of Secrecy set forth in the Schedule to the Act. Penalties are defined for transmitting false or fraudulent messages and for establishing stations without licence and warrants may be issued and powers of search given to any police officer or officer appointed by the Minister and named in the warrant.

Railways.—C. 3 relates to the appointment of auditors for the National Railways for the year 1938.

The Board of Railway Commissioners for Canada is empowered, under c. 12, to deal, upon application, with questions of unreasonableness or unjust discrimination in respect of telephone tolls resulting from changes in boundaries of base-rate areas or telephone exchange areas.

Refunding of maturing obligations for the Canadian National Railways is provided for in c. 22 and, subject to provisions laid down, the National Company may issue notes or other securities in respect to such refunding to the amount of \$200,000,000.