

Further amendment to the Railway Act (c. 170, R.S.C.) is made by c. 40. Snow fences erected by a railway company along its route or line must, if damages are suffered, be compensated for either by mutual agreement, or, failing this, in the manner provided by law with respect to such railway or, alternatively, at the option of the claimant, by the Board of Railway Commissioners for Canada. Compensation by process of law alone was previously provided for.

The Canadian National Railways Financing and Guarantee Act, c. 43 of the Statutes, empowers the Canadian National Railways to issue securities for refunding to the extent of \$9,019,233 and for capital expenditures to an amount not exceeding \$8,555,000. Such securities may be turned over to the Minister of Finance in return for loans from the Consolidated Revenue Fund not exceeding the aggregate of the amounts mentioned. The National Company may use the proceeds of the securities or make advances to other companies comprised within the National Railways System. Stipulations as to the form of guarantee of principal, interest, and sinking funds are laid down.

*Shipping.*—Part V of the Canada Shipping Act, 1934, relating to sick mariners and marine hospitals is amended by c. 6 of the Statutes for 1938. The exempted classes of vessels subject to duty payments under s. 305 of the original legislation are now extended to include barges, scows, or lighters which do not carry crews and are not self-propelling.

By c. 17, the Winnipeg and St. Boniface Harbour Commissioners Act is amended. The harbour limits and waters are re-defined to take in 'municipalities' and waters belonging thereto which have been or may be brought under the provisions of the Act subsequent to the passing of the original legislation. Additional amendments cover such matters as appointment of additional Commissioners, surplus profits disposition, and inspection of accounts.

By c. 26 a new section, *viz.*, 703A, is added to Part XVI of the Canada Shipping Act, 1934, so as to prohibit the shipment or transshipping on the high seas of articles of war, by a ship registered in Canada, to countries in a state of war. The Governor in Council may make regulations designating such countries, prescribing times during which the provisions shall apply, exempting certain defined articles in the case of any designated country, and other matters.

Officers empowered to carry out the provisions of the Shipping Act or a consular officer or an officer as defined under the preventive measures provisions of the Customs Act are given additional powers under this legislation to enable them to carry out its provisions.

Under c. 34, an Act to amend the National Harbours Board Act, 1936, right of action against the National Harbours Board arising out of any contract entered into in respect of its undertaking or out of any death or injury to person or property resulting from the negligence of an officer of the Board while acting within the scope of his duties may be enforced in any court having jurisdiction for like claims between subjects. Particulars covering procedure, costs, etc., are laid down.

C. 37 amends the New Westminster Harbour Commissioners Act by re-defining the boundaries of New Westminster harbour and providing for the remuneration of the Commissioners.

*Miscellaneous.*—The Opium and Narcotic Drug Act, 1929, is amended in several minor respects by c. 9 of the 1938 Statutes. Dihydrocodeine (paracodeine) is added to the drugs listed under Part II of the Schedule to the Opium and Narcotic Drug Act as enacted in 1932 (c. 20, 1932).