governing the British Broadcasting Corporation. The technical control of all broadcasting stations reverted to the Minister of Transport, who was also empowered to make regulations for the control of any equipment liable to cause interference with radio reception.

However, pursuant to the provisions of the Public Service Rearrangement and Transfer of Duties Act and of the War Measures Act, the duties, powers and functions vested in the Minister of Transport under the Radio Act, 1938, and the Canadian Broadcasting Act, 1936, were transferred to the Minister of Munitions and Supply by Orders in Council passed in July and September, 1940. An Order in Council, passed in June, 1941, transferred jurisdiction over the broadcasting activities of the Canadian Broadcasting Corporation to the Minister of National War Services. Further Orders in Council in October and November, 1944, transferred the duties, powers and functions in respect to radio, previously vested in the Minister of Munitions and Supply, to the Minister of Reconstruction.

In addition to being subject to the provisions of the Radio Act, 1938, and of the regulations issued thereunder, the administration of radio in Canada, including broadcasting, is subject to the International Telecommunication Convention (Madrid, 1932) and the Radio-communication Regulations annexed thereto (Revision of Cairo, 1938) as well as to regional agreements such as the Inter-American Radio-communications Convention, the North American Regional Broadcasting Agreements, Havana, 1937, and the Inter-American Arrangement respecting Radio-communications, including the revision thereto, of Santiago de Chile, January, 1940.

PART II.—RAILWAYS

The treatment of rail transportation is divided into three sections dealing, respectively, with steam railways, electric railways and express companies.

Section 1.—Steam Railways*

The steam railway is the most important transportation agency from the standpoint of investment and of traffic handled and the statistical field is more completely covered for this form of transportation than for any other.

Historical.—A brief historical sketch of the development of steam railways in Canada is given at pp. 635-638 of the 1940 Year Book. Further details are given at pp. 616-623 of the 1922-23 Year Book, at pp. 601-603 of the 1926 Year Book and at pp. 694-698 of the 1934-35 Year Book. An article at pp. 648-651 of the 1945 edition deals with the wartime role of the steam railways of Canada.

Subsection 1.—Mileage and Equipment of Steam Railways

Although construction was begun in 1835 on the first railway in Canada—the short link of 16 miles between Laprairie and St. Johns, Que.—there were only 66 miles of railway in operation by 1850. The first great period of construction was in the 1850's when the Grand Trunk and Great Western railways, as well as numerous smaller lines, were built. The building of the Intercolonial and the Canadian Pacific railways contributed to another period of rapid expansion in the

* Revised and checked by G. S. Wrong, B.Sc., Chief of the Transportation and Public Utilities Branch, Dominion Bureau of Statistics. This Branch publishes an annual report on "Steam Railway Statistics", as well as numerous other reports, a list of which is given in Chapter XXXII of this volume. Certain of the financial statistics of steam railways are compiled in co-operation with the Department of Transport.