

Section 2.—Government Control Over Agencies of Communication*

The development and control of radio-communication in Canada from the beginning of the century is outlined at pp. 644-646 of the 1945 Year Book.

The present phase of national radio broadcasting in Canada was entered upon in 1936, when, with the passage of the Canadian Broadcasting Act, 1936, the Canadian Broadcasting Corporation replaced the Canadian Radio Broadcasting Commission (see pp. 737-740). The new Act gave the Corporation much wider powers in the operation of the system, and was modelled very largely along the lines of the Act 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 and in October, 1945 (P.C. 6552), it was transferred to the jurisdiction of the Minister of National Revenue. 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, and they were again transferred to the Minister of Reconstruction and Supply under the provisions of the Department of Reconstruction and Supply Act, 1945, which was assented to on Dec. 18, 1945.

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, Spain, 1932) and the Radio-communication Regulations annexed thereto (Revision of Cairo, Egypt, 1938); as well as to regional agreements such as the Inter-American Radio-communications Convention, the North American Regional Broadcasting Agreement, Havana, Cuba, 1937, the Inter-American Arrangement respecting Radio-communications, including the revision thereto, of Santiago de Chile, January, 1940, and the Third American Radio Conference of Rio de Janeiro, Brazil, September, 1945

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.

* Revised by the Department of Transport.

† Revised and checked by G. S. Wrong, Director, Transportation and Public Utilities Division, Dominion Bureau of Statistics. More detailed information is given in the annual reports of the Division. Certain of the financial statistics are compiled in co-operation with the Department of Transport.