

The Railway Act also places the regulation of passenger tariffs under the control of the Board and regulates the operations of express, telegraph and telephone companies, and, as a court of record, may impose substantial penalties for disobedience of the orders of the Board.

The Railway Act also obliges every railway, telegraph, telephone or express company to prepare and furnish to the Board, and in accordance with its classifications, complete statistical information, and complete information with respect to all such operations must also be furnished the Dominion Statistician.

From these provisions of the Railway Act it will be seen that the railways as a class are subject to strict regulation and control by the Dominion authorities, and in the provincial field provincial railways are also subject to the railway acts of the various provinces, which contain regulatory provisions somewhat similar to those of the Dominion.

In addition to all this the hours of labour, rates of pay and working conditions of railway employees are subject to agreement between the workers themselves, as represented by the railway brotherhoods, and the companies. In this way the operation of the railways is assured under conditions making for the safety and convenience of the travelling and shipping public and ensuring as well a proper standard of living for railway workers and their families.

As to the Bill itself a brief explanation will be all that is necessary at this stage.

Part I provides that the Board of Railway Commissioners for Canada shall hereafter be known as the Board of Transport Commissioners for Canada, and provides that in all relevant legislation the name of the new Board shall be substituted for that of the present Board.

Part II provides that the provisions of the Railway Act relating to tolls and tariffs and joint tariffs, and the making of returns, and the powers of the Board with respect to tolls and tariffs, and for the enforcement of the orders of the Board, and for the review of and appeals from such orders shall apply to transportation by water, and to every person engaged in such transportation. It provides that the Board may license ships to transport passengers and goods from one Canadian port to another Canadian port, either directly or by way of a foreign port, and no vessel may engage in such carriage of passengers or goods unless so licensed.

Part III similarly deals with aircraft, and Part IV with transportation by highway by public commercial vehicles engaged in inter-

provincial or foreign trade, or upon a Dominion highway. The Board may by regulation prescribe standards of design and operating efficiency of public commercial vehicles to be licensed.

Part IV also provides that where provincial legislation is enacted for the regulation of motor transport the Board may, if so authorized by provincial law, undertake the administration or enforcement of such scheme of regulation; provided that the Board considers that such scheme can be co-ordinated with the regulation of interprovincial and foreign trade and transportation upon any Dominion highway, as provided in this Act.

Part V places the regulation of harbour tolls under the Board and provides that all tolls shall, under substantially similar circumstances and conditions, be charged equally to all persons and at the same rate, and that there shall be no reduction or advance in such tolls with respect to any particular person or port. The Board may disallow any tariff of tolls, other than statutory tolls, should it consider the same to be unjust or unreasonable, and if the Board should be of opinion that any statutory tolls should be amended or rescinded it shall be the duty of the Board to recommend the same to the Minister of Transport for such further action as the Minister may deem fit.

Part VI provides that contract carriers may make such charge or charges for the carriage of the goods of any trader as may be agreed between the company and the trader, but any such agreed charge shall require the approval of the Board, and the Board shall not approve such charge if in its opinion the object to be secured by the making of the agreement could, regard being had to all the circumstances, be adequately secured by means of a special tariff of tolls under the Railway Act.

Part VII provides for regulation by the Board, if it be deemed necessary, of brokers carrying on business by any means of transportation, in which event no broker shall sell, or offer for sale, transportation, or make any contract, agreement or arrangement regarding transportation in respect of which transportation tolls are charged otherwise than in accordance with the provisions of this Act.

The Act provides that breach of its provisions shall constitute an offence punishable by fine of not more than one thousand dollars nor less than one hundred dollars.

The Act is not to come into effect in any respect until proclaimed by the Governor in Council, and any part of it may be separately proclaimed.