

## PUBLICATIONS NOTED

Annual Report, Director of Investigation and Research, Combines Investigation Act, for the year ended March 31, 1982. Chapter II contains useful analyses of recent jurisprudence on the authority of the Attorney General of Canada to prefer indictments and conduct prosecutions under the Act, on subsections 38(3) and (4) relating to suggested resale prices and the publication of retail prices by a supplier other than a retailer, and on the meaning of unreasonably low prices in subsection 34(1)(c).

Albert J. Hudec and Michael J. Trebilcock, Lawyer Advertising and the Supply of Information in the Market for Legal Services, University of Western Ontario Law Review (1982) Vol. 20, No. 1. This long and comprehensive article concludes that only minimal regulation is desirable.

Research Branch, Bureau of Competition Policy, Trucking Industry: Analysis of Performance, Consumer and Corporate Affairs Canada, Ottawa, 1982. Prepared by A.B. Klymchuk, the study synthesizes the highlights of a number of studies which were produced through an interdepartmental program of research into the role of competition in transportation. The study concludes that the performance of for-hire trucking, especially in Ontario, leaves substantial room for improvement and would be enhanced by less regulation. It also notes a high dependence upon private trucking in Ontario which it attributes in part to a failure of for-hire trucking to meet the price and service needs of many shippers. Officials of Transport Canada who were involved in the study express a disclaimer to the effect that they think the tone of the study understates the performance of for-hire trucking and over-emphasizes the significance of private trucking.

William A. Jordan, Performance of Regulated Canadian Airlines in Domestic and Transborder Operations, Consumer and Corporate Affairs Canada, Ottawa, 1982. This study, which has just become available in published form, is described in Canadian Competition Policy Record, December, 1981. It provides a strong case for airline deregulation and its release comes at a time when the federal government is still apparently wrestling with the question of what to do about Transport Minister P  pin's airline policy proposals of August, 1981. Those proposals would continue and even strengthen Canadian airline regulation. The House of Commons Standing Committee on Transport, in its report of last year, Domestic Air Carrier Policy, largely rejected the P  pin proposals and favoured substantially less regulation.