

armed merchantmen, boarding and hospital ships, etc. This has been accomplished only by the Board's close direction of all Canadian cargo vessels and by co-operative arrangements made with the United Kingdom Ministry of War Transport and with the War Shipping Administration of the United States, whereby certain British, United States and other Allied and neutral vessels have been made available for Canadian service.

On the recommendation of the Board, an appreciable number of new cargo vessels being built in Canada have been turned over to the Park Steamship Company (a Crown company established under the Department of Munitions and Supply) for service in trades important to the United Nations' war effort. These vessels, being built by Wartime Merchant Shipping Limited, are of three types: 10,000 dead-weight ton, and 4,700 dead-weight ton, dry-cargo vessels; and 10,000 dead-weight ton tankers. Of the larger dry-cargo vessels, the Board has allocated a number to the Canada-United Kingdom service, while others have been placed in service to Australia, New Zealand, South Africa, India and the Middle East. The smaller vessels have been allocated for service between Canada and ports in Newfoundland, Labrador, the United States and the British West Indies and two have been allocated for British Columbia coastal service. The vessels retained for Canadian service are assigned by the Park Steamship Company to Canadian shipping firms for direct operating management under direction of the Board. The tankers are being assigned to Canadian oil companies for operation under the supervision of the Oil Controller and the Board.

**Ship Repairs and Salvage Control.**—As much of the construction work on the facilities required for the quick handling of ship repairs has been completed, the Ship Repairs and Salvage Control is able to meet the increased demands made upon it by all types of naval and merchant vessels of the United Nations. These demands are, in many instances, the result of direct enemy action and sometimes necessitate extensive repairs. In addition, ship salvage operations are being conducted on an impressive scale and valuable cargoes are being reshipped to original destinations or diverted into Canadian war industry. Steps have been taken to prevent the illegal sale of salvaged material to unauthorized persons and to provide compensation in a legal manner to fishermen turning salvage over to the Receiver of Wrecks.

The Controller of Ship Repairs and Salvage, operating with the U.K. Ministry of War Transport, ship owners, ship agents, shipyards, drydock operators, machine shops, foundries, ship salvage operators, cargo salvage operators and ship insurance agencies, assures quick action in the event of repairs being required in Canadian ports. To reduce delays to a minimum, members of the engineering staff of the Control are constantly in attendance at each important port.

### Subsection 3.—Control of Civil Aviation

Immediately after the War of 1914-18 it became apparent that aviation was destined to play an important part in Canadian development and that it would, therefore, be necessary to introduce legislation both to encourage and control flying. The Aeronautics Act, 1919, which is still the bulwark of Government control over civil aviation, was passed for that purpose. Briefly, it makes the Dominion Government responsible for: study and research in conjunction with other bodies; the construction and maintenance of airports and the naming of air routes; the