

conclusion of international agreements on civil aviation; the preparation and enforcement of regulations governing aviation; the licensing of technical personnel, aircraft and airports; the investigation of accidents; and in general, the supervision of all matters connected with aeronautics.

The question of Dominion Government versus provincial control over aeronautics was placed before the Privy Council on Oct. 22, 1931. The Privy Council handed down the unequivocal decision that the Dominion Government has control over all matters pertaining to civil aviation and aerial navigation in Canada.

The Aeronautics Act, 1919, placed the control of civil aviation with the Air Board in 1919 and under the Department of National Defence in 1922. The steady increase in civil operations made it necessary to bring civil aviation under civil control, and the Department of Transport Act, 1936, transferred the control of the Civil Aviation Branch of the Department of National Defence to the Department of Transport.

By the Transport Act of 1938 the powers of the Board of Transport Commissioners were extended to cover air transport.

The Air Regulations, 1938, passed pursuant to the Aeronautics Act, prescribe the conditions under which civil flying in Canada may be carried out. All aircraft operators licensed in Canada are subject to these regulations, whether flying in Canada or abroad.

Aircraft are required to fly on the right side of a recognized airway, and at different elevations, in order to avoid the risk of collision. A separation in time is also provided; and a system of control, which records and reports all the movements of all aircraft on a particular airway, has been set up. Control centres have been established at Toronto and Montreal; and the airways controlled by these centres extend from Windsor to St. John's, Newfoundland, and as far north as North Bay, Ont. The Canadian system fits into and is completely co-ordinated with a similar system in the United States.

**Air Priority Control.**—Pressure of war business necessitated the establishment of a priority system on all domestic air lines in order to insure the movement of essential passengers and goods. Order in Council P.C. 3556 of Apr. 30, 1942, gives the Minister of Munitions and Supply, to whom the Air Services Branch is responsible, authority to direct an air carrier to give priority in the movement of such passengers or goods as may be necessary to the war effort. One control office is established in the Airways Section of the Civil Aviation Division at Ottawa and another at Edmonton.

### OFFICIAL STATEMENT OF AIR POLICY

The Official Air Policy of Canada was crystallized in the following statement made in the House of Commons by the Rt. Hon. W. L. Mackenzie King on Apr. 2, 1943. Because of its fundamental importance in the future development of civil aviation in Canada, this statement, together with the summary is printed in full.

1. During the War, a remarkable expansion of Canadian aviation has taken place—in the training of air and ground personnel, in the construction of airports and air navigation facilities, in the manufacture of aircraft, and in the extension of air transport services. Details of this expansion in aviation cannot be revealed at present, and therefore its magnitude is not generally appreciated. The Canadian Government is aware of the importance of the developments in aviation now in progress and intends that the people of Canada shall benefit from them to the fullest possible extent.