

the construction and maintenance of airports and the naming of air routes; the 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 Government 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 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.

On Apr. 2, 1943, a statement was made in the House of Commons by the Rt. Hon. W. L. Mackenzie King outlining the official Air Policy of Canada (see Canada Year Book 1943-44, pp. 572-574).

**Air Transport Board.**—The Aeronautics Act was amended in 1944 making provision for setting up an Air Transport Board to license all civil air carriers and to advise the Government on questions of policy with regard to the development of new air routes.

The Minister of Munitions and Supply, in a statement to the House of Commons on Mar. 17, 1944, announced that Trans-Canada Air Lines would be given the task of operating all trunk air lines in Canada and all international air lines. He stated that steps would be taken to ensure that the control of any civil air transport company was divorced from association with any surface transport company within one year after the end of hostilities in Europe. The amended Aeronautics Act makes provision for putting this policy into effect. The Minister also stated that the licensing of new air routes would be deferred until such time as the men serving overseas were in a position to participate in them.

The Transport Act under which the licensing of civil air routes had been placed in the hands of the Board of Transport Commissioners was amended by deleting from it all reference to the control of aviation since such licensing now rests with the newly created Air Transport Board.