

Air Priority Control.—Pressure of war business necessitated the establishment of a priority system on all domestic air lines in order to ensure 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.

INTERNATIONAL AIR CONFERENCES*

Canada has built a world reputation as an efficient operator of civil air services and has contributed extensively to combat air services and in the training of air pilots.

As long ago as the spring of 1942, Canadian Government officials undertook a study of international aviation and that study is still being continued.

Commonwealth Meetings.—At London in October, 1943, Canada participated in a preliminary exchange of views among members of the Commonwealth with respect to international discussions on air transport policy. The Minister in Charge of Air Services reported to the House of Commons on Mar. 17, 1944 (see Canada Year Book 1943-44, pages 574-75), and tabled a tentative and preliminary draft of an International Air Transport Convention upon which Canadian officials and the Government had been working.

Further exchanges of views on international aviation between members of the Commonwealth were held in Montreal in October, 1944, preceding the International Conference on Civil Aviation held in Chicago, and again immediately following this Conference. Exchanges of views related to air connections between the various regions of the Commonwealth.

It was agreed to establish an advisory body to be known as the Commonwealth Air Transport Council to keep under review the progress and development of Commonwealth air communications, serve as a medium of exchange of views and recommendations between Commonwealth nations on civil aviation, and to consider and advise on such civil aviation matters as any Commonwealth government may desire to refer to it. It will meet from time to time in the various countries represented on the Council.

In a public statement, the Minister in Charge of Air Services stated: "The basis upon which Canada desired to proceed had already been brought forward in the Commonwealth conversations in London, October, 1943, namely, that in services connecting the various parts of the Commonwealth, each member government should operate the services, or sections of services, adjacent to its own territory, and that out of these co-operative efforts a broad pattern of connecting links, joining the areas of the Commonwealth, would emerge. As a result of the discussions in Montreal, plans were outlined which are now under consideration by the Commonwealth governments concerned, and which are the subject of continuing negotiations."

International Conference.—The International Conference on Aviation opened in Chicago on Nov. 1, 1944, with fifty-four of the United Nations represented. The Permanent Convention agreed upon covers the general field of air navigation

* Supplied by the Acting Director of Publicity, Department of Transport, Ottawa.