

nautics Act, which was proclaimed in effect as from Oct. 31, 1944. The Board is to advise the Minister on civil aviation to license all forms of commercial air transport on the basis of public convenience and necessity, and to exercise economic control in the matter of financial responsibility, schedules, rates and charges, insurance and other matters. The organization of the Board comprises the Secretary's Branch, which includes the Administrative and Licensing Divisions, and the Economics, Traffic and Research Aeronautical Engineering Branches.

Under the amended Act all commercial air transport flying must be licensed, whereas previously only scheduled services required licensing. Also an operating certificate, issued by the Minister of Transport, must be held by the operator of a carrier certifying that the necessary air navigational aids and ground facilities have been established and that the operator is adequately equipped to operate a safe service.

In preparation for the task laid upon it by the Act to review all licences respecting commercial air services issued under the Transport Act, 1938, the Board, in collaboration with the Department of Reconstruction and Supply, executed a Dominion-wide traffic pattern survey, the results of which will be made available to the public through the King's Printer. During 1945, the Board became fully operative and co-operated with the Department of Transport in bringing existing operations into line with the new legislation and in authorizing the inauguration of a number of new services which made their appearance after the cessation of hostilities.

Resulting from the experience of the Board in dealing with the applications put before it, additional amendments to the Aeronautics Act were passed under 9-10 Geo. VI, c. 9, assented to Dec. 15, 1945, which further determined the rights and duties of the Board.

Subsection 2.—Wartime Controls

The extensive transportation systems of Canada were, in peacetime, capable of handling a much greater volume of traffic than conditions required. However, after the outbreak of war in 1939, the vastly increased movements of raw materials to the factories, and of munitions, troops, etc., to the theatres of war, placed a heavy burden on existing transportation facilities. Early in the War, the Government took steps to ensure that the vital transportation requirements of the war effort would be met and many important measures were put into effect. The chief agencies of transportation control were the Canadian Shipping Board; the Controllers of Ship Repairs; Transport and Transit; the Administrator of the Wartime Prices and Trade Board and the Director of Merchant Seamen. The Ship Repairs Control and the Transit Control were dissolved on Dec. 1, 1945.

Control of Interior Transportation

Transport.—A Transport Controller, responsible to the Minister of Transport, was appointed in November, 1939, to facilitate the orderly and expeditious transit of war materials, troops, etc., and to prevent congestion at freight terminals and at the seaboard. The Transport Controller had from time to time ex officio membership on the Canadian Shipping Board, the United Kingdom Ministry of War Transport, the Shipping Priorities Committee, Wartime Industries Control Board, Fairmont Co. Ltd., (the Crown Company dealing in rubber for wartime industries)