

The termination of hostilities in 1945 made it possible to employ a much greater volume of shipping to carry relief and rehabilitation shipments to liberated areas. The United Maritime Authority "Agreement on Principles", which had been signed in 1944 by most Allied Nations, including Canada, became effective on May 24, 1945, and provided a system of international control and allocation of shipping which ensured the carriage of war materials and essential civilian supplies. Before the expiration of that Agreement on Mar. 2, 1946, a new arrangement was agreed upon by the various contracting governments in order to continue, during the transitional period ending on Oct. 31, 1946, the international controls necessary to maintain the prompt and orderly movement of the supplies programmed for shipment to devastated areas. Shipping contributed for relief and rehabilitation programs by member governments is allocated by the Contributory Nations Committee in Washington and by a Canadian sub-committee in Montreal. A United Maritime Consultative Council was also set up as a forum for consideration of international shipping problems; the Council has no executive powers and is scheduled to terminate on Oct. 31, 1946.

The end of the War and the simplification of international control made it possible for the Board to relax its controls over Canadian shipping. In April, 1946, the Board revoked its ship licensing and charter controls over all coastal and inland navigation vessels; these controls were continued, however, for foreign-going vessels of 500 tons or over gross register, to enable the Board to meet the obligations which Canada has assumed under the new arrangement for international shipping control during the transitional period ending on Oct. 31, 1946.

**Ship Repairs and Salvage Control.**—The Controller of Ship Repairs and Salvage of the Munitions and Supply Department, operating with the United Kingdom Ministry of War Transport, ship owners, ship agents, shipyards, drydock operators, and other similar agencies, worked to ensure quick action in the event of repairs being required in Canadian ports. Control operations extended also to the salvage of sunken vessels and their cargoes.

At the close of the War in Europe, in May, 1945, the convoying of merchant ships from the maritime ports ceased. This permitted better regulations of work on vessels which were arriving more regularly and in smaller numbers. During August, 1945, the Control gradually dropped out of the regulations of drydock and other services, as congestion at shipyards lessened. By the end of September, 1945, all controls on ship repairs had been lifted, and ship salvage operations were being carried on as in peacetime.

The Ship Repairs and Salvage Control ceased to function at the end of October, and was formally disbanded Dec. 1, 1945.

## Section 2.—Government Control Over Agencies of Communication\*

The development and control of radio-communication in Canada from the beginning of the century is outlined at pp. 644-646 of the 1945 Year Book.

The present phase of national radio broadcasting in Canada was entered upon in 1936, when, with the passage of the Canadian Broadcasting Act, 1936, the Canadian Broadcasting Corporation replaced the Canadian Radio Broadcasting Commission (see pp. 717-720). The new Act gave the Corporation much wider powers in the operation of the system, and was modelled very largely along the lines of the Act

\* Prepared in co-operation with the Department of Transport.