

which was proclaimed in effect as from Oct. 31, 1944. The Board is to advise the Minister of Transport 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 Traffic and Research Aeronautical Engineering Branches. The economic analyses, surveys and statistical reports of the Board are prepared in the Bureau of Transportation Economics, established in 1947 under the Board of Transport Commissioners to co-ordinate under one department all economic studies pertaining to air, rail and water transportation in Canada.

Under the 1944 amendment, all commercial air transport flying must be licensed; previously only scheduled services required licensing. Also, an operating certificate, issued by the Civil Aviation Division of the Department of Transport, must be held by the air carrier certifying that he is adequately equipped to operate a safe service.

Amendments to the Aeronautics Act were passed under 9-10 Geo. VI, c. 9, assented to Dec. 15, 1945, extending the definition of a commercial air service to include, "any use of aircraft in or over Canada for hire or reward" and further determined the rights and duties of the Board.

The Board is required, under Section 13 of the Aeronautics Act, to review all licences respecting commercial air services issued prior to the establishment of the Board and, to this end, in collaboration with the Department of Reconstruction and Supply, the Board commenced a Dominion-wide traffic pattern survey in 1945. During 1946, two members of the Board toured and inspected practically all the air services under review and the full Board conducted public hearings across Canada to review evidence and hear representations from the licensees and any interested parties. All the information secured, supplemented by statistical data accumulated by the Board, has now been studied and the Board's report on the Review of Licences was issued early in 1947.

Since its inception, the Board has issued a limited number of licences for new scheduled services and a considerable number for non-scheduled services throughout the Dominion.

Wartime Controls.—During 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. These controls which, with the exception of the Transport Controller and the Merchant Seamen Branch, have now been dissolved, are dealt with in the wartime editions of the Year Book.

Transport Control freight orders governing maximum carloading, and fruit and vegetable regulations affecting refrigerator cars, also orders fixing penalties for prolonged holding of refrigeration, box, gondola, hopper, covered hopper and ballast cars are still in effect. The continued heavy volume of freight traffic moving and the short supply of railway equipment both in Canada and the United States makes this necessary.