

The Prime Minister on June 8, 1948, announced proposed legislation with reference to Government plans for a reconstitution of the Board of Transport Commissioners in view of substantially increased responsibilities which it is expected that Board will have to assume over the coming years.

A single Act was later passed, June 16, 1948, to amend the Railway Act, the Exchequer Court Act and the Judges Act, 1946. This Act provided that a Judge of the Exchequer Court of Canada holds the office of Chief Commissioner of the Board of Transport Commissioners. Such Judge, however, while acting as Chief Commissioner, devotes his full time to the work of the Board.

The Act also provided, with a consequential amendment in the Judges Act of 1946, that in the light of the foregoing change, the Exchequer Court be increased by one, to consist thereafter of the President and four Judges, instead of the President and three Judges as at present.

The Act does not in any way change the term of appointment to the post of Chief Commissioner from a ten-year period. When a Judge of the Exchequer Court has served for this term as Chief Commissioner he will, unless his term of office is extended, return to the Exchequer Court; his successor will then be appointed from that body.

Air Transport Board.—The Air Transport Board was established in September, 1944, as a result of an amendment to the Aeronautics Act (8 Geo. VI, c. 28). The Board's main function is the economic regulation of commercial air services in Canada, which includes the issue of licences to all such services and the subsequent regulation of the licensees in respect of tariffs and schedules, public liability, and standards of service to the public. The latest regulations respecting commercial air services made by the Air Transport Board, under the Aeronautics Act, were approved by Order in Council P.C. 972 of Mar. 25, 1947, and became effective on Apr. 9, 1947. These Regulations, which were made pursuant to amendments to the Aeronautics Act of Dec. 15, 1945 (9 and 10 Geo. VI, c. 9), deal with the classifications of air carriers, applications for licences, accounts, records and reports, traffic, tolls and tariffs, and other related matters. Detailed regulatory instructions are issued by the Board in the form of Directives, which are made consistent with the Regulations.

In addition to the regulatory function, the Act lays upon the Board the duty to advise the Minister in the exercise of his duties and powers under the Act in all matters relating to civil aviation.

The Board consists of three members, including the chairman, and the organization of the Board's staff comprises a Secretary's Branch, which includes the Administrative and Licensing Divisions; a Legal Adviser, who is the Chief Legal Adviser to the Canadian Government on all matters of domestic and international air law; an Examiner, who conducts public hearings by order of the Board; a Traffic Branch, and a Research Aeronautical Engineering Branch.

Financial and operating statistics are collected under the authority of the Board's Regulations by the Bureau of Transportation Economics which was established, in 1947, under the administration of the Board of Transport Commissioners and serves that Board as well as the Air Transport Board.