

lished in 1906), the Quebec Commission of Public Utilities established in 1909, the Nova Scotia Board of Commissioners of Public Utilities and the Public Utilities Commission of Manitoba. In the three most westerly provinces these same duties are performed by provincial Departments of Railways.

**The Board of Transport Commissioners for Canada.**—An explanation of the situation that led to the introduction of railway regulation by commission in Canada, as well as other information relating to the organization of the Board of Transport Commissioners' procedure, judgments, etc., is given at pp. 633-634 of the 1940 Year Book.

*Powers of the Board.*—With regard to transport by rail, the powers of the Board cover matters relating to the location, construction and operation of railways. The most important of these has to do with rate regulation. Passenger rates are divided into standard and special; freight rates into standard, special and competitive. Standard rates are maximum rates and the only ones that must be approved by the Board before they are applied. Special and competitive rates, being less than maximum rates, may be applied by railways without the Board's approval, provided that a change of rates has been advertised. Important rate adjustments, however, usually come to the notice of the Board, for a changed rate alters the extent of the territory in which a shipper can compete and on this account he is likely to appeal the case to the Board.

The Board now has jurisdiction over the railways in Newfoundland. These railways have come to form part of the Canadian National Railway System, following the entry of Newfoundland into Confederation, Apr. 1, 1949.

By an amendment to the Railway Act, the regulation of telephone, telegraph and express rates was given to the Board, but with narrower powers than were given to it in dealing with railways. Such rates in Newfoundland also come under the Board's jurisdiction.

Under the Transport Act, 1938, and proclamations of the Governor General in Council made thereunder, the Board has power to issue licences to ships engaged in the transportation of passengers or goods on the Great Lakes, the Mackenzie River and the Yukon River. The Board is required to perform the functions vested in it under the Transport Act and the Railway Act with the object of co-ordinating and harmonizing the operations of all carriers engaged in transport by railways and ships. The Board may require every applicant for a licence under the Transport Act to establish public convenience and necessity to its satisfaction and take into consideration the financial responsibility of a licensee or applicant. The Board may, in the licence, state the ports between which the ships named therein may carry goods or passengers and the schedule of services to be maintained; every standard tariff and every amendment and supplement thereto requires the approval of the Board before it becomes effective.

In 1948 legislation was enacted giving the Board of Transport Commissioners jurisdiction over interprovincial and international pipe lines.

**The 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 main function of the Board is the economic regulation of commercial air services in Canada, which includes the issue of licences to all such services and