

The Board consists of three members, including the Chairman, and the staff comprises a Secretary's Branch, which includes an Administration Division; a Legal Branch, administered by an Executive Director who is Legal Adviser to the Board on all matters of domestic and international air law, and includes an Examiner who conducts public hearings by order of the Board, a Departmental Solicitor and a Licensing Division; and a Traffic Branch, which supervises all matters relating to tariffs and schedules.

Financial and operating statistics are collected under authority of the Board's Regulations by the Bureau of Transportation Economics, which serves the Board of Transport Commissioners for Canada as well as the Air Transport Board.

**Report of the Royal Commission on Transportation.**—The Royal Commission on Transportation was established by Order in Council dated Dec. 29, 1948, to review and report on the economic, geographic and other disadvantages of certain sections of Canada in relation to transportation services, equalization of freight rates, particular freight-rate problems, railway accounting and statistics, recapitalization of the Canadian National Railways, national transportation policy and other matters affecting Canadian economic policy in respect to transportation.

The Report of the Commission, presented to Parliament in 1951, included the following recommendations: the adoption of a program of freight-rate equalization between all regions in Canada, including uniformity of class and commodity mileage rates and a uniform carload mixing rule; a general revision of the freight classification; that the Crownsnest Pass rates remain under the immediate control of Parliament and that Parliament continue to have the responsibility for fixing these rates; an amendment to the Railway Act to provide that when transcontinental competitive rates are published the tariffs shall contain a provision that rates to or from intermediate territory shall not be more than one-third greater than the transcontinental competitive rates; payment by the Government of Canada of the cost of maintaining the 'link' sections in the so-called Lake Superior territory of the transcontinental railway system between Eastern and Western Canada, estimated at \$7,000,000 annually; the retention of the right of appeal to the Governor in Council from decisions of the Board of Transport Commissioners for Canada; an amendment to the Railway Act to provide for a uniform classification and system of accounts and reports by the Canadian National and Canadian Pacific Railway Companies as prescribed by the Board of Transport Commissioners; that no major changes be made in the Maritime Freight Rates Act or in the Canadian National-Canadian Pacific Act; simplification of the capital structure of the Canadian National Railways, with interest on Canadian Government loans to be payable only when earned, and provision to allow a reserve to be accumulated out of earnings in each year; and the creation of a single Board to co-ordinate and regulate the various agencies of transportation that are under the jurisdiction of the Parliament of Canada, bringing together the Board of Transport Commissioners, the Air Transport Board and the Canadian Maritime Commission.