

Under the Transport Act, 1938, the Board of Railway Commissioners became the Board of Transport Commissioners and, in addition to its authority over railways, it was given power to regulate certain aspects of water transportation on the Great Lakes, the Mackenzie River and the Yukon River.

The Royal Commission on Transportation, in its Report to Parliament in 1951, recommended a further step in the co-ordination of transport agencies by the creating of a single Board to take over the functions now discharged by the Board of Transport Commissioners, the Air Transport Board and the Canadian Maritime Commission. No action has been taken by Parliament on this recommendation.

**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, procedure, judgments, etc., of the Board of Transport Commissioners is given in the 1940 Year Book, pp. 633-635.

The powers of the Board with regard to rail transport cover almost all aspects of railway activities including corporate organization, location, construction and operation of lines, rates and charges. The railways under the Board's jurisdiction include those operating interprovincially, the Canadian portions of United States lines and those incorporated under federal charter. In addition, the Board assumes jurisdiction over any railway which, by Act of Parliament, has been declared to be for the general advantage of Canada. In practice, this means that apart from provincially owned railways in Ontario and British Columbia, all railways in Canada are under the Board's authority.

Once constituted, the Board became the logical body to be entrusted with the regulation of other transportation and communication agencies. The list has grown steadily and now includes express companies, telegraph companies, telephone companies other than those provincially or municipally controlled, international bridges and tunnels, inland shipping, and the recent addition of pipelines (1949). Regulation of traffic of inland-water carriers on the Great Lakes-St. Lawrence system is limited to package freight and thus excludes the important bulk traffic in grain, coal and ore.

The most recent review of transportation regulation was that undertaken by the Royal Commission on Transportation, under the chairmanship of the Honourable W. F. A. Turgeon, which held extensive hearings in 1949-50 and issued its Report in 1951. (See 1952-53 Year Book, p. 741.) Certain of its recommendations have been incorporated into amendments to the Railway Act and other legislation is either in effect or being put into effect. These include: the equalization of freight rates between all regions of Canada, affecting chiefly the class and commodity mileage rates; the requirement that, when transcontinental competitive rates are published, the corresponding rates to intermediate points shall not be more than one-third greater than the former; the payment by the Government of Canada of the cost of maintaining the so-called 'bridge' lines of the transcontinental systems in Ontario between Sudbury, Capreol and Cochrane on the one hand and Port Arthur and Armstrong on the other, up to the amount of \$7,000,000 annually, the amounts so received by the railways to be offset by certain reductions in rates between Eastern and Western Canada; the requirement of a uniform classification of accounts to be prescribed by the Board of Transport Commissioners for the Canadian Pacific