

Railway and the Canadian National Railways; and the simplification of the capital structure of the Canadian National Railways involving the replacement of Government-held debt by preferred stock.

Certain other recommendations of the Commission have been put into effect or are being studied with a view to putting them into effect at an early date without any legislative amendments. These include the establishment of a uniform carload mixing rule and a general revision of the freight classification.

The Air Transport Board.—A summary of the general functions of the Air Transport Board is given in the 1952-53 Year Book, pp. 740-741, and later developments in the 1954 edition, pp. 783-784. Since its establishment in 1944, the administrative organization of the Board has been changed to meet an increasing variety of problems in the domestic and international aviation fields, but the Board itself continues to consist of three members, including the chairman. The Executive Director's Branch of the staff is divided into Legal, International Relations, and Traffic Divisions and the Secretary's Branch into Administrative, Licensing, and Inspection and Enforcement Divisions.

The Board is currently devoting special attention to problems created by new circumstances and changed conditions. Until recently the same regulations governed operations by both rotating-wing aircraft and fixed-wing aircraft but substantial regulatory amendments have now been made to facilitate commercial use of helicopters in work in which the special characteristics of this type of aircraft may be best employed. Helicopter operations are kept under constant review by an economic and technical committee set up for the purpose.

The Board has also under consideration the publication of a uniform charter tariff and the formulation of basic principles for the guidance of operators in the establishment of their rates and fares. On both proposals, the Board has invited the comments of the air carriers concerned.

In the field of international aviation, the Board has continued to take an active part in the work of the International Civil Aviation Organization (*see* p. 897) and has participated in discussions and negotiations with several countries concerning proposed new bilateral air-transport agreements and amendments to existing agreements.

Canadian Maritime Commission.—By authority of an Act (R.S.C. 1952, c. 38) passed in the 1947 session of Parliament, the Canadian Maritime Commission was constituted for the purpose of examining into, keeping records of, and advising the Minister of Transport on matters pertaining to Canadian shipping and ship-building services.

In addition to these duties, the Act also empowers the Commission to:—

- (1) exercise and perform on behalf of the Minister such powers, duties and functions of the Minister under the Canada Shipping Act, 1934, as the Minister may require;
- (2) administer, in accordance with regulations of the Governor in Council, any steamship subventions voted by Parliament; and
- (3) exercise or perform any other powers, duties or functions conferred on or required to be performed by the Commission by or pursuant to any other Act or order of the Governor in Council.