

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

The Board is currently devoting special attention to the publication of a uniform charter tariff and to the formulation of basic principles for the guidance of operators in the establishment of their rates and fares. Helicopter operations are under constant review by an economic and technical committee set up for the purpose.

The rapid industrial and commercial advancement of the country has reflected the use of increasingly larger aircraft necessitating further study and possible alteration of the basic policies underlying Air Transport Board regulations in the field of charter operations, both domestic and international.

In the field of international aviation, the Board continues to take an active part in the work of the International Civil Aviation Organization, a member of its staff being the representative of Canada on the Council, 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 of Parliament (R.S.C. 1952, c. 38) passed in 1947 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 shipbuilding services.

In addition to these duties, the Act 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.

PART II.—RAIL TRANSPORTATION*

The treatment of rail transport in this Chapter is divided into three Sections dealing, respectively, with railways, urban transit systems and express companies.

Section 1.—Railways

The railways of Canada have served and will continue to serve as the principal facility of movement because only they have the capacity to supply cheap all-weather transportation in large volume over continental distances. Because of their premier importance in the transport picture, statistics concerning them are much more complete than for other forms of transportation.

Two great transcontinental railway systems operate almost all of the railway facilities in Canada. The Canadian National Railway System, a government owned system, is Canada's largest public utility operating, in addition to its rail network and the multifarious associated facilities, a fleet of coastal and ocean-going steamships, a nationwide telegraph service providing efficient communication between all principal points of Canada with connections to all parts of the world, express facilities in Canada and abroad, a chain of hotels, a scheduled trans-Canada and North American air service and a trans-Atlantic air service. The Canadian Pacific Railway Company, a joint-stock corporation, has, in addition to its farflung railway operations, a fleet of inland, coastal and ocean-going vessels, a north-south airline system which is one of the world's greatest air freight carriers, a transpacific airline service to the Orient and the Antipodes, air service to Mexico and

* Revised in the Public Finance and Transportation Division, Dominion Bureau of Statistics; more detailed information is given in the annual reports of the Division. Certain of the financial statistics were compiled in co-operation with the Department of Transport.