

Under the Transport Act the Board entertains applications for licences for ships to transport goods or passengers for hire or reward between places in Canada on the Great Lakes and the Mackenzie and Yukon Rivers, except goods in bulk on waters other than the Mackenzie River. Before granting a licence the Board must be satisfied that public convenience and necessity require such transport. The Board also has regulative powers over tolls for such transport.

'Agreed charges' between shippers and carriers, authorized by the Transport Act, were also reviewed by the Hon. W. F. A. Turgeon in 1955 and his recommendations were implemented in amendments to that Act in 1955. Under the amendments, an agreement for an agreed charge shall be executed in tariff form and a duplicate original shall be filed with the Board within seven days after the making of the agreement, and the agreed charge takes effect twenty days after the filing, without necessity of the Board's approval of the charge. The Board continues to have power to fix a charge for a shipper who is unjustly discriminated against by an agreed charge and it also has power to vary or cancel an agreed charge referred to it by the Minister of Transport or the Governor in Council for investigation.

The Board is required by the Railway Act to make an annual report to the Governor in Council through the Minister of Transport. Copies may be obtained from the Secretary.

During the year 1959, a total of 3,153 applications were submitted to the Board under the provisions of the Railway Act, the Transport Act, the Maritimes Freight Rates Act, the Pipe Lines Act\* and other legislation under the Board's jurisdiction; 3,330 Orders and 18 General Orders were issued.

The Board, shortly after the interim freight rate increase of 17 p.c. was authorized in November 1958, required the railways to specify before Apr. 10, 1959, the amount of supplementary relief sought. But before that date, the Government announced that no further general increases would be allowed for a period of one year pending the findings of a Royal Commission to be established to inquire into the railway rate structure and other matters affecting railway transportation. The Royal Commission was appointed May 13, 1959 and is still conducting hearings (August 1960) across Canada, receiving submissions from the railways and all interested parties. On July 8, 1959, Parliament passed the Freight Rates Reduction Act. Designed as a relief measure for shippers, the Act provided a fund of \$20,000,000 to permit a reduction in class rates and commodity rates (other than competitive rates) on Canadian railways for a period of one year—to Aug. 1, 1960. In compliance with the Act, the Board of Transport Commissioners ordered the substitution of an increase of 10 p.c. for the said permissive increase of 17 p.c. A further reduction to 8 p.c. was ordered by the Board as of May 1960 to continue in effect until Aug. 1. By an amendment to the Freight Rates Reduction Act dated July 28, 1960, the reduced rates will remain in effect until Apr. 30, 1961, and the \$20,000,000 authorized in lieu of the higher rates is increased to \$35,000,000.

**The Air Transport Board.**—The Air Transport Board was established in September 1944 by amendment to the Aeronautics Act. Subsequent amendments to the Act were made in 1945, 1950 and 1952. The Board has three members including the Chairman, and the staff comprises an Executive Director's Branch including Legal and International Relations Divisions, an Operations Branch comprised of the Traffic Division, Special Traffic Adviser and the Licensing and Inspection Division, and a Secretary's Branch including Administrative and Special Projects Division.

The Board is responsible for the economic regulation of commercial air services in Canada and is also required to advise the Minister of Transport in the exercise of his duties and powers in all matters relating to civil aviation. The regulatory function relates to Canadian air services within Canada and abroad and to foreign air services operating into Canada. It involves the licensing of all such services and the subsequent regulation of the licensees in respect of their economic operation and the provision of service to the public.

\* With the coming into effect of the National Energy Board Act as of Nov. 1, 1959, the administration of pipe-lines legislation was transferred to the National Energy Board.