

As provided by the Act, the Board issues Regulations, approved by the Governor in Council, dealing with the classification of air carriers and commercial air services, applications for licences to operate commercial air services, accounts, records and reports, ownership, transfers, consolidations, mergers and leases of commercial air services, traffic tolls and tariffs, and other related matters. Detailed regulatory instructions are issued by the Board in the form of General Orders, relating to all air services or groups of air services; Board Orders relating to individual air services; and Rules and Circulars for general guidance and information.

Financial and operating statistics are collected under authority of the Board's Regulations by the Economics Division of the Department of Transport.

The Board continues to devote special attention to the uniform charter tariff and to its interpretation for the guidance of operators in the establishment of their rates and fares. Regional route operations are under current review by a staff committee set up for the purpose.

In the field of international aviation, the Board continues to take an active part in the work of the International Civil Aviation Organization, and to undertake bilateral negotiations with a number of countries for the exchange of traffic rights. Canada's two designated international scheduled carriers, Trans-Canada Airlines and Canadian Pacific Airlines Limited, have recently extended their operations pursuant to bilateral agreements, to serve Vienna and Rome, respectively (see pp. 871 and 872).

**Canadian Maritime Commission.**—By authority of an Act of Parliament (RSC 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.

The Commission is also responsible for the administration of a number of the provisions of the Canadian Vessel Construction Assistance Act.

**The National Energy Board.**—The National Energy Act (SC 1959, c. 46) proclaimed Nov. 1, 1959, provided for the establishment of a five-member Board charged with the duty of assuring the best use of energy resources in Canada. In the performance of this function, the Board is responsible for the regulation of the construction and operation of the oil and gas pipelines that are under the jurisdiction of the Parliament of Canada, the tolls charged for transmission by oil and gas pipeline, the export and import of gas and the export of electric power, and the construction of the lines over which such power is transmitted. Up to mid-1960, the work of the Board was confined mainly to the conducting of hearings in connection with the issuing of permits to export oil and gas and for that reason is covered in more detail in the Foreign Trade Chapter of this volume (see Index).

## PART II.—RAIL AND URBAN TRANSPORT\*

### Section 1.—Railways

Since Confederation the railways of Canada have been the principal utility for the movement of passengers and freight throughout, and beyond, the nation. The two great national systems, supplemented by a newly completed north-south line on the West Coast

\* 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.