

and a Secretary's Branch which includes the Administrative Division. In addition, a small staff is located in Montreal to service the Senior Canadian Representative on the Council of the International Civil Aviation Organization.

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 and out of 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. 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.

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 the Board by way of public hearings throughout Canada.

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. Trans-Canada Air Lines and Canadian Pacific Air Lines Limited are Canada's major designated international scheduled carriers.

The Canadian Maritime Commission.—The Canadian Maritime Commission Act passed in 1947 (RSC 1952, c. 38) constitutes the Canadian Maritime Commission a body corporate exercising its powers as an agent of Her Majesty. The Commission is established as a separate department of the Government reporting to Parliament through the Minister of Transport. The Commission is charged by Sect. 6 of the Act with the following responsibility:—

“The Commission shall consider and recommend to the Minister from time to time such policies and measures as it considers necessary for the operation, maintenance, manning and development of a merchant marine and a ship-building and ship-repairing industry commensurate with Canadian maritime needs.”

For the discharge of this responsibility the Commission is authorized to examine into, ascertain and keep records of all phases of ship operation. In addition, the Commission is specifically directed by paragraph (b) of Sect. 8 to:—

“administer, in accordance with regulations of the Governor in Council, any steamship subventions voted by Parliament.”

On May 12, 1961, the Minister of Transport announced in the House of Commons a national maritime policy designed to encourage the construction and operation of ships in Canada and, as well, provide assistance to Canadian fishermen. To this end a capital subsidy amounting to 35 p.c. of the cost will be paid by the Government toward the construction of self-propelled ships in Canadian shipyards, to be increased to 40 p.c. for work done between May 12, 1961 and Mar. 31, 1963. For steel fishing trawlers the assistance will be 50 p.c. of the cost in cases where the new trawler will replace an old vessel withdrawn from service. Capital grants toward the construction of small wooden fishing vessels are also to be increased.