

Regional route operations are under current review by the Board by way of public hearings throughout Canada. The Board also has under study the potential for and requirements of increased and improved air services into the Canadian North. Continued attention is being given to the question of uniformity in the rules governing the filing and application of tariffs in both the fixed and rotating wing services. The rules governing applications for licence procedures are also being examined for improved processing methods.

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 for the exchange of traffic rights when appropriate. At present, Trans-Canada Air Lines, Canadian Pacific Air Lines Limited and TransAir Limited are Canada's 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. Payments of capital subsidy are made under regulations of the Governor in Council. About \$2,000,000 was expended during the first fiscal year but this figure cannot be taken as a guide to future yearly expenditures because part of the subsidy is to be applied toward the construction of large ships which require from a year to a year and a half to complete.

Subsidies have been paid by the Government for the maintenance of essential steamship services since the latter part of the nineteenth century. Included in this program were subsidies for domestic services and, as well, mail and operating subventions for overseas services. At the outbreak of World War II all subventions except those for domestic services were suspended and since the end of the War subsidies for ocean-going ships have been paid on only two occasions. On one occasion the purpose was for the preservation of a water transportation link with Australia and New Zealand but this was discontinued in 1952 when the *Aorangī* was withdrawn from service for demolition; the other occasion was a special one-year subsidy for Canadian ocean-going ships generally during a period of depressed freight rates in 1950.

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 opera-