

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 and Rules, relating to all air services, or groups of air services; Board Orders relating to individual air services; and Circulars for general guidance and information.

The Board is continuing its study of the potential for and requirements of increased and improved air services into the Canadian North as well as the consolidation of its over-all regulations. The procedures governing applications for licence are being examined for improved processing methods.

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, Air Canada, Canadian Pacific Air Lines Limited and TransAir Limited are Canada's designated international scheduled carriers.

**The Canadian Maritime Commission.**—The Canadian Maritime Commission was established by Act of Parliament in 1947 (RSC 1952, c. 38) as a separate department of the Government reporting to Parliament through the Minister of Transport. It is the function of the Commission to "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" The Commission is authorized to examine into, ascertain and keep records of all phases of ship operation and to "administer, in accordance with regulations of the Governor in Council, any steamship subventions voted by Parliament"

The Commission administers the Ship Construction Assistance Regulations enacted by Order in Council PC 1961-1290 of Sept. 8, 1961, as amended. The Regulations authorize the payment of direct subsidies for the construction of commercial ships and fishing vessels in Canadian shipyards.

Subsidies are paid by the Federal Government for the maintenance of essential steamship services; the services and the amounts paid for the years ended Mar. 31, 1963 and 1964 are given on p. 807.

**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. The functions and operations of the Board are covered in the Domestic Trade and Prices Chapter of this volume, Part II, Section 4.

## PART II.—RAIL TRANSPORT\*

### Section 1.—Railways

Since Confederation the railways of Canada have been the principal transport facility throughout, and beyond, the nation. The two great transcontinental systems, supplemented by a major north-south line on the West Coast and a number of regional independent railways, are the only carriers able to transport large volumes of freight at low cost in all weather by continuous passage over Canadian transcontinental routes.

\* The statistical data in this Part have been revised in the Public Finance and Transportation Division, Dominion Bureau of Statistics; more detailed information is given in the annual reports of the Division.