

Parliament of Canada, including matters of engineering, location of lines, crossings and crossing protection, safety of train operation, operating rules, investigation of accidents, accommodation for traffic and facilities for service, abandonment of operation, freight and passenger rates, and uniformity of railway accounting. The Board also has certain jurisdiction over telephones and telegraphs, including regulation of the telephone tolls of The Bell Telephone Company of Canada, the British Columbia Telephone Company, the Bonaventure and Gaspé Telephone Company and the Yellowknife Telephone Company, and over tolls for express traffic and for the use of international bridges and tunnels.

Regulation of railway freight and passenger rates is one of the Board's principal tasks. Except for certain statutory rates, it has power "to fix, determine and enforce just and reasonable rates, and to change and alter rates as changing conditions or cost of transportation may from time to time require"; it may disallow any tariff that it considers to be unjust or unreasonable or contrary to any provision of the Railway Act; it may prescribe other tolls in lieu of the tolls disallowed, or require the railway company to substitute a tariff satisfactory to the Board. During the past decade there has been a succession of applications for authority to make general freight rate increases and general telephone rate increases.

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.

A review of transport regulation was undertaken by the Royal Commission on Transportation, under the chairmanship of the Hon. W. F. A. Turgeon, which held extensive hearings in 1949-50 and issued its Report in 1951 (see 1952-53 Year Book, p. 741). Certain of its recommendations were incorporated into the Railway Act by amendments made in 1951 (see 1962 Year Book, p. 760).

A Royal Commission was appointed May 13, 1959 with the Hon. C. P. McTague named as chairman (later succeeded by M. A. MacPherson) to inquire into the railway rate structure and other matters affecting transportation. Its findings were published in three volumes, which appeared between March 1961 and July 1962. Pending the results of this inquiry, the enactment of the Freight Rates Reduction Act, 1959 and later amendments gave some relief to shippers by providing the finances necessary to permit the reduction of freight rates and the payment of compensation to the railways for maintenance of their rates on freight traffic at the reduced levels (see 1963-64 Year Book, pp. 752-753). Legislation based on the findings of the MacPherson Royal Commission was still before the House of Commons in December 1965.

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 Vice Chairman and the staff is comprised of a Senior Adviser; a Legal Branch; an Operations Branch which includes a Traffic Division, an Operations Analyst, an International Relations Division, and a Licensing and Inspection Division; an Economics and Accounting Branch which includes an Economics Division, an Audit Division and a Financial Analyst; and a Secretary's Branch which includes an Administrative Division.