

23.—Steamship Subventions, Years Ended Mar. 31, 1964 and 1965—concluded

Services	1964	1965
	\$	\$
Eastern Local Services—concluded		
Prince Edward Island and Nova Scotia.....	620,098	748,882
Quebec, Natashquan and Blanc Sablon, Que.....	430,000	430,000
Rimouski, Matane and North Shore of St. Lawrence River, Que.....	229,000	—
Rimouski and North Shore ports to Blanc Sablon, Que.....	—	290,000
Rivière du Loup and St. Siméon, Que.....	21,000	21,000
Ste. Anne des Monts and Sept Îles, Que.....	—	50,000
Saint John, N.B., Westport, Tiverton, Freeport and Yarmouth, N.S.....	38,000	38,000
Saint John and White Head Island, N.B.....	—	3,500
St. Lawrence River and Gaspé ports to Chandler, Que.....	34,042	43,000
Sorel and Île St. Ignace, Que.....	43,000	43,000
Sydney and Bay St. Lawrence, N.S.....	42,500	42,500
Trois Pistoles and Les Escoumins, Que.....	5,000	5,000
Twillingate and New World Island, Nfld.....	—	10,875
Yarmouth, N.S., and Rockland, Maine, U.S.A.....	6,600	8,235
Newfoundland Coastal Steamship Services.....	4,752,104	4,647,287
Totals.....	9,368,894	8,234,299

PART V.—CIVIL AIR TRANSPORT

Administration.—Civil aviation in Canada is under the jurisdiction of the Federal Government and is administered under the authority of the Aeronautics Act, 1919 and amendments thereto. The Aeronautics Act is in three parts. Broadly speaking, Part I deals with the technical side of civil aviation comprising matters of registration of aircraft, licensing of airmen, the establishment and maintenance of airports and facilities for air navigation, air traffic control, accident investigation and the safe operation of aircraft. This Part of the Act is administered by the Director of Civil Aviation under the supervision of the Assistant Deputy Minister, Air Services, Department of Transport. Part II of the Act deals with the social and economic aspects of commercial air services and assigns to the Air Transport Board certain regulatory functions of commercial air services (see pp. 758-759). Part III deals with matters of government internal administration in connection with the Act.

International Air Agreements.—The position of Canada in the field of aviation as well as its geographical location makes co-operation with other nations of the world engaged in international civil aviation imperative. Canada therefore took a major part in the original discussions that led to the establishment of the International Civil Aviation Organization (ICAO) which has headquarters at Montreal, Que. A special article on The International Civil Aviation Organization and Canada's Participation Therein appears in the 1952-53 Year Book, pp. 820-827. At present Canada has air agreements with 21 other countries.

Federal Civil Aviation Policy.—The intent of Federal Government concern in civil aviation is to provide an efficient and stable service for the Canadian public and the best possible economic framework for the major and regional carriers. In formulating its aviation policy in 1964, three principles were accepted by the Government as basic. The first related to the international field and stated that air services provided by Canadian airlines should serve the Canadian interest as a whole; that these services should not be competitive or conflicting but should represent a single integrated plan which could be achieved by amalgamation, by partnership or by a clear division of fields of operations. The two major airlines agreed that the most effective way to carry out this policy would be by a clear division of their fields of operations so that outside Canada neither airline