

Under the Railway Act its jurisdiction is, stated generally, in respect of construction, maintenance and operation of railways that are subject to the legislative authority of the 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 Gaspe 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 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.

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, 1952 and 1966. By the most recent amendment the Board's complement was increased to five members including the Chairman and the staff is comprised of: an Executive Director; 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; and a Secretary's Branch.

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 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.

On Oct. 20, 1966, the Minister of Transport tabled in the House of Commons a "Statement of Principles for Regional Air Carriers", which assigned to the Board the responsibility for initiating measures to implement the policy set out therein. In this connection, the Board is introducing regulations respecting domestic and international charter and inclusive-tour operations, subsidies to regional air carriers, and increased financial control, and is reviewing the route structures of regional air carriers.

The Board takes an active part in the work of the International Civil Aviation Organization and, when appropriate, undertakes bilateral negotiations for the exchange of traffic rights. At present, Air Canada and Canadian Pacific Airlines Limited are Canada's designated international scheduled carriers.