PROVINCE OF BRITISH COLUMBIA

THIRD ANNUAL REPORT

OF THE

PUBLIC UTILITIES COMMISSION

PURSUANT TO SECTION 36 OF THE

MOTOR CARRIER ACT

FOR THE

LICENCE-YEAR 1942-43

VICTORIA, B.C.:
Printed by CHARLES F. BANFIELD, Printer to the King's Most Excellent Majesty.
1943.

VICTORIA, B.C., June 30th, 1943.

To His Honour the Lieutenant-Governor in Council
of the Province of British Columbia.

MAY IT PLEASE YOUR HONOUR:

SIR,—We have the honour to transmit herewith, in accordance with section 36 of the "Motor Carrier Act," the Third Annual Report of the Public Utilities Commission under that Act for the year ended February 28th, 1943.

PUBLIC UTILITIES COMMISSION.

W. A. CARROTHERS,
Chairman.

L. W. PATMORE,
Commissioner.

J. C. MACDONALD,
Commissioner.

ANNUAL REPORT OF THE PUBLIC UTILITIES COMMISSION, PURSUANT TO SECTION 36 OF THE "MOTOR CARRIER ACT," FOR THE LICENCE-YEAR ENDED FEBRUARY 28th, 1943.

GENERAL.

In general, as a result of the war, a distinct change has taken place during the last twelve months with respect to the licensing of carriers under the "Motor Carrier Act." This change, which became noticeable towards the end of the previous licence-year, was more marked during the year 1942–43 under the influence of war-time restrictions and shortages of motor-vehicle equipment, gasoline, tires, and labour.

To a large extent previous competition between carriers in the larger centres seems to be approaching the vanishing-point for the reason that all carriers are extremely busy and, at times, unable to meet all demands; furthermore, most carriers are endeavouring to conserve their equipment as much as possible and are reluctant to undertake other than necessary trips. The natural result of this situation has been a gradual but progressive falling-off in the objections filed to the granting of licences or extensions of same and, in a number of cases, no objections have been filed.

It is also noteworthy that the large majority of applications received for additional licences, for new licences, and for extension of privileges during the year were for operations which were either directly or indirectly connected with the war.

PUBLIC CONVENIENCE AND NECESSITY.

Whereas in the past "public convenience and necessity" have been the guiding principles with respect to the issuance or refusal of licences, "necessity" is now the dominant factor.

There are many sections of this Province which are not served by railroad, including the towns of Wells and Barkerville, the district north of Vanderhoof, portions of the Slocan Valley, and elsewhere. In other sections the train service is infrequent, possibly once a week or even only twice a month and, in such cases, the public depend entirely on the services of trucks and buses. Every effort has been made to see that vital services of this nature are continued, even though some reduction in such service has been necessary.

RESTRICTION ON MOTOR-VEHICLE TRANSPORTATION.

Owing to the necessity for conservation of rubber and gasoline, it was inevitable that a number of orders were promulgated by the Dominion Government for the purpose of conserving the use of motor-vehicles and of restricting such use, as far as possible, for essential purposes only. A summary of these orders, and of their effect, is given later in this report.

In view of the expected restriction of road transportation by the Dominion Government because of war conditions, it appeared that some apprehension was felt by operators as to whether consideration would be given by the Commission to such operators whose operations have been curtailed on account of their having previously been in the transportation business, at such time as road transportation may be restored in the future. Accordingly, the Commission forwarded to all licensed public and limited operators a circular letter during the month of April, 1942, stating "it is the intention of the Public Utilities Commission to give consideration to an operator who has sur-

rendered his licence, or whose 'conditions of licence' has been modified because of regulations of the Dominion Government, at such time as public convenience and necessity again require the service involved."

In addition, under date of May 4th, 1942, a circular letter was sent to all licensed bus operators which read as follows:—

"With regard to the restrictions on passenger traffic made by orders and regulations under the authority of the Dominion Government during the war, it is the intention of the Public Utilities Commission that all existing rights and privileges of motor carriers affected be frozen or held in abeyance for the duration of the war, consequently, the holder of such rights and privileges will be protected."

It should be explained that the foregoing statements have reference to cases where a service may be stopped or curtailed as a direct result of an order of the Dominion Government. They do not apply to cases in which the operator voluntarily or of his own accord ceases to operate, either because of difficulty in obtaining equipment or because of a falling-off in business. In such cases, consideration would have to be given to an application from some other party to give similar service, having regard to public necessity, provided the previously licensed operator was no longer interested in giving the service.

BUS AND TRUCK SERVICES VOLUNTARILY DISCONTINUED OR REDUCED.

The following is a list of certain public passenger and public freight services operated on regular time schedules and between fixed termini which were reduced or discontinued during the year; in practically all cases other service, either by rail or by motor-vehicle, is available:—

Name of Licensee.	Details of Service discontinued or reduced.
Arnold's Truck Line	Scheduled public freight service between Smithers and Vancouver discontinued.
Fred Beach	Scheduled public freight service between Francois Lake and Vancouver discontinued.
Johnson Transfer	Scheduled public freight service between Prince George and Vancouver discontinued. (Service is being given between Prince George and Vanderhoof.)
A. L. Townsend d/b/a Prince George Transportation	Scheduled public freight service between Vancouver and Prince George discontinued.
Docherty's Cariboo Freight Lines, Ltd.	Scheduled public freight service between Vancouver, Quesnel, and Barkerville discontinued. (Service from Quesnel to Barkerville is already furnished by two other operators.)
Bridge River Motor Service, Ltd.	Scheduled public freight and passenger service between Shalalth and Pioneer discontinued. (Similar service is being given by Neal Evans Transportation Company, Ltd.)
Snappy Service Truck Lines (R. J. Barber)	Scheduled public freight service between Nelson and Vancouver discontinued.

Name of Licensee.	Details of Service discontinued or reduced.
Albert Ogden	Scheduled public freight service between Nelson and Procter discontinued.
Vanderspek Transportation Company	Scheduled public freight service between Vancouver and Kelowna via Kamloops discontinued.
Earle Chase d/b/a Triangle Transportation Company	Scheduled public freight service between Vancouver and Merritt discontinued. (Service now supplied by Johnston Bros. & Byrnell in connection with their Vancouver–Princeton–Penticton service.)
Brown Transfer Company	Scheduled public freight service between Surrey Municipality and Vancouver discontinued. (Service is given by other operators.)
A. R. Townsend	Scheduled public freight service between Vancouver and Ladner discontinued. (There are two other firms supplying this service.)
Harold W. Mainguy	Scheduled public passenger service from Williams Lake to Keithley via Likely discontinued. (Passengers now carried on freight truck operated by Robert I. Walters.)
W. D. Robertson	Public passenger service between Kelowna and McCulloch discontinued.
Pacific Stage Lines (B.C. Motor Transportation, Ltd.)	Public passenger service between Vancouver, B.C., and Seattle, Wash., discontinued. (A reduced service is being provided by North Coast Transportation Company, of Seattle, who also are licensed to operate over this route.)

SUMMARY OF WAR-TIME ORDERS OF THE DOMINION GOVERNMENT RESTRICTING THE OPERATION OF PASSENGER-VEHICLES.

Order No. S1, dated March 10th, 1942, of the Services Administrator of the War-time Prices and Trade Board had the effect of "freezing" the number of taxis as at the last day of December, 1941, by prohibiting the use by any person of a taxicab unless the vehicle was so used and operated during the year 1941, except by permit first obtained from the Administrator. This order was later reissued by the Transit Controller.

Under Order No. 1 of the Transit Controller, Department of Munitions and Supply, dated March 13th, 1942, the operation of a bus for the purpose of sightseeing tours, or tours of a like nature, was prohibited; further, the operation of a bus for any chartered trip of an unessential nature (excluding such operation for a purpose clearly identified with the war effort, including war charities) was prohibited.

Order No. 3 of the Transit Controller, issued March 6th, 1942, was a far-reaching order that may be summarized as follows:—

Chartered vehicles not to be operated for the purpose of sightseeing or for a conducted tour.

A taxicab not to be operated as a public vehicle.

The radius of taxicab operations generally limited, except in cases of exceptional emergency, to a distance of not more than 15 miles beyond the limits of the place where the taxicab is situated, and persons operating taxicabs prohibited from soliciting by "cruising" and prohibited from carrying goods.

The operations of U-drive or drive-yourself cars were restricted and regulated.

All public vehicles and chartered vehicles were required to have and display, not later than July 15th, 1942, a marker issued by the Department of Munitions and Supply, and to have legibly shown beneath the marker the name of the place where the vehicle is stationed.

The operation of public vehicles was restricted to:—

(*a*) Vehicles licensed by the municipal or Provincial authority to carry on the business of public passenger-vehicles; and

(*b*) Operation strictly in accordance with the routes and schedules stated in the municipal or Provincial licence.

The operators of public passenger-vehicles were required, on or before the 15th of July, 1942, to submit a full report with regard to their operations and to set out proposals for pooling of facilities and temporary abandonment of runs which duplicate rail service and curtailment of service and schedules to reduce bus mileage.

An amendment to Order No. 3, dated October 31st, 1942, effective November 15th, 1942, had the effect of restricting public passenger journeys to not more than 50 miles in any direction, subject to special consideration in certain cases where no other form of transportation exists. An outline of the effect of this amendment on public passenger service in British Columbia is contained in Appendix C of this report.

SUMMARY OF WAR-TIME ORDERS OF THE DOMINION GOVERNMENT RESTRICTING THE OPERATION OF TRUCKS.

Order A-314 of the Wartime Prices and Trade Board respecting private commercial vehicles was issued July 29th, 1942. With certain specified exemptions—including vehicles used in civic service, vehicles carrying bulk liquids, vehicles used by public utilities, vehicles used to transport logs, and vehicles used by farmers transporting their produce and supplies—this order had the effect of restricting the operation of any "private commercial vehicle" to within not more than 35 road-miles from its registered address, except with a written permit from the Administrator of Services. An important exception was any vehicle which was, on August 1st, 1942, and continuously thereafter, licensed as a public vehicle, as defined in the "Motor Carrier Act" of British Columbia. Vehicles licensed as limited-freight vehicles under the said Act do not come within the meaning of public freight-vehicles and are not exempt from this order. In other words, the number of public freight-vehicles operating more than 35 road-miles from the registered address was "frozen" as from August 1st, 1942, unless under special permit or authority of the Wartime Prices and Trade Board.

The effect of this order was far-reaching and resulted in many firms who previously operated their own private commercial vehicles extensively finding themselves compelled to restrict their operations considerably; it also undoubtedly had the effect of diverting a certain amount of additional business to the regularly licensed public freight services.

Order No. 121 of the Wartime Prices and Trade Board respecting the "Transporting of Goods" was issued on April 7th, 1942, and gave the Administrator of Services power to regulate and control transportation of goods in vehicles, including

power to require the pooling of transportation, property, facilities, and services. The order also prohibited the transportation, on a truck, of persons other than the driver and persons necessary to load or unload the vehicle, with the object of preventing the use of trucks as passenger-vehicles. It is understood that a later ruling was made permitting the transportation of passengers on the front seat of a truck when it is transporting freight or proceeding to a place to pick up freight or returning after having delivered freight. In other words, passengers may be carried when their transportation is merely incidental to the use of the vehicle as a freight-vehicle.

Order No. S2 of the Administrator of Services of the Wartime Prices and Trade Board, issued March 3rd, 1942, was for the purpose of regulating retail deliveries and prohibiting the retailer from making more than one regular delivery per day, and prohibiting special deliveries—although this did not apply to daily newspapers, fuel, and certain other defined goods.

Order No. A-533 of the Administrator of Services of the Wartime Prices and Trade Board respecting the transportation of milk and cream was issued December 29th, 1942, and required the granting of specific or general permits for transportation of milk and cream prior to processing or bottling thereof. The general effect of this order was to "freeze" the various milk collection routes as they existed during the four weeks' period ending December 26th, 1942; power was also taken to rearrange such routes with a view to eliminating dual transportation, and for this purpose authority was given to establish Provincial or regional advisory committees comprised of representatives of the Wartime Prices and Trade Board and representatives of a Provincial Government and other persons.

RUBBER TIRE AND TUBE ORDERS.

The following is a brief summary of Order C S 4J of the Department of Munitions and Supply respecting rubber tires and tubes:—

This is a comprehensive order restricting the sale of new, retreaded, and second-hand tires, and was necessary for the conservation of existing stocks of rubber as a direct result of the cutting-off of the main source of raw rubber. Vehicles eligible for new tires include those engaged in necessary public services, such as police cars and fire-fighting equipment, as well as public vehicles licensed by Provincial or municipal authority used in regular service for the transportation of passengers and of essential freight, but not including delivery to the ultimate consumer for personal, family, and household use, except for the transportation of ice and fuel. New tires are also available for trucks used for deliveries in connection with mechanical or structural maintenance or repair of buildings or houses, and for the transportation of farm products otherwise than to the ultimate consumer.

Retreaded tires are available for taxicabs and for U-drive vehicles and for trucks engaged in retail delivery and trucks delivering consumer goods direct to the consumer.

Used tires are available to certain specified classes of persons operating their vehicles in a private capacity.

CO-OPERATION BETWEEN PUBLIC UTILITIES COMMISSION AND DOMINION GOVERNMENT CONTROLLERS.

As may be imagined, the foregoing orders had a marked effect on the administration of the "Motor Carrier Act" in this Province. Throughout the various orders above referred to there are various provisos requiring that, in addition to any licences or permits issued by the Dominion Government, the operators concerned must also conform to the appropriate municipal and (or) Provincial licensing regulations; as an example, regarding the operation of a taxi, not only would it be necessary to obtain permit from the Dominion Government but also a municipal licence and a licence under the "Motor Carrier Act" if operating outside a single municipality.

As soon as it was apparent that the motor-vehicle industry would be severely restricted, the Commission laid down a policy of closest co-operation with the Wartime Prices and Trade Board and the Department of Munitions and Supply, and instructed the Superintendent of Motor Carriers to keep in close touch with the local representatives of these departments (the Regional Director of Transit Control of the Department of Munitions and Supply and the Services Officer, Truck Control, of the Wartime Prices and Trade Board), and this co-operation has existed to a gratifying extent, thus avoiding an intolerable situation which might otherwise have occurred, such as the granting of a permit or licence by the Dominion Government and the refusal to grant such a permit by the Provincial Government or vice versa. Furthermore, the general public is saved much inconvenience by this arrangement.

No public or limited licences, or permits in lieu of same, have been issued or extended by the Public Utilities Commission under the "Motor Carrier Act" without the concurrence of the appropriate Dominion Government Controller, and, conversely, the local Dominion Government representatives in British Columbia have not authorized additional services without first ascertaining whether the Public Utilities Commission concurs, having regard to public necessity. As an example of the extent to which this co-operation has been extended, in the case of permits (not licences) the concurrence of the Services Officer, Truck Control, is usually obtained by telephone and endorsed on the permit issued by the Superintendent of Motor Carriers, and the public is thus saved any necessity of making a special trip to the Wartime Prices and Trade Board offices.

Quite a number of points regarding Order A-314 required clarification and these matters were taken up by the Commission with the Administrator of Services and were all satisfactorily settled.

PASSENGER TRAFFIC.

One of the effects of the increased business activity in this Province has been an increase in the demand for accommodation on buses. Three factors responsible for this situation are (*a*) a large increase in numbers of service men and women travelling on duty or on leave; (*b*) an increase in numbers of men and women (many residing in the country) employed in war industries and on National Defence construction projects close to the large centres of population; and (*c*) a general increase in the earnings of the entire population, resulting in there being much more spending-money available than in peace-time. The bus companies have therefore been placed in the position of endeavouring to meet this increased demand for services in the face of war-time restrictions, shortages of equipment, and loss of experienced drivers. On the whole it is considered that the bus operators of this Province have met this difficult situation in a capable manner, although many adjustments have been necessary, as well as some inconvenience to the public.

It has been necessary for the Motor Carrier Branch and this Commission to co-operate very closely with the Regional Director of Transit Control of the Dominion Government in order to facilitate changes in time schedules, routes, and equipment, often at short notice. In all cases where such changes have been necessary, the companies concerned have been required to file proper time schedules or to obtain permits or alteration of licences in the prescribed manner.

Instances where additional bus equipment was licensed to take care of very greatly increased traffic are in the vicinity of Prince George and at Chilliwack (in both cases on account of military camps) and on the Marpole–Sea Island run on account of the aircraft construction plant. Additional bus equipment was also licensed in a number of cases for the carrying of industrial workers by certain firms on vehicles owned by the employers, such as Alberni Pacific Lumber Company, Northwest Bay Logging Company (both on Vancouver Island), and Boeing Aircraft of Canada, Limited (Marpole–Sea Island).

As a result of a request made by the Transit Controller, in general, no public passenger operator was permitted, during the summer, to recommence any service which had been discontinued or restricted during the winter. The direct result of this was that the following runs, which had been discontinued during the previous winter, have not been resumed:—

Western Canadian Greyhound Lines, Ltd.	Golden–Revelstoke via Big Bend Highway.
	Cranbrook–Kootenay Park–Banff.
B.C. Coach Lines, Ltd.	Vernon–Edgewood.
	Salmon Arm–Revelstoke.
	Sicamous–Revelstoke.

In the same manner, certain time schedules showing seasonal increase in bus service and special schedules to take care of holiday traffic were not permitted to be filed.

For the purpose of discouraging as far as possible unnecessary travel by motor-bus, the practice of filing reduced bus rates for holiday seasons, such as Labour Day and Christmas, was discontinued.

As a result of the Dominion Government order prohibiting ordinary charter trips and sightseeing tours, a number of operators who previously held licences to operate buses for charter trips only did not renew their licences; as, for example, Brewster Transport Company, Limited, of Banff, Alberta, who previously held a number of licences of this class for sightseeing in the National Parks, and the C. & C. Taxi Service of Victoria who catered to the sightseeing industry.

One effect of restrictions respecting gasoline and tires was the receipt of applications for licences from persons who, apparently, were already operating, either part-time or as a side-line, a local taxi service or transfer service in country districts without benefit of motor carrier's licence. Such persons are unable to obtain appropriate gasoline privileges or tires unless they can show that they are duly licensed to carry out the services which they claim to be giving.

PASSENGERS STANDING IN BUSES.

As a result of increased passenger traffic, coupled with reduced time schedules and shortage of equipment, it became a practical necessity to permit standing passengers to be transported on public passenger-vehicles to a greater extent than previously. The question of allowing the transportation of standing passengers has always been a difficult one.

The carrying of standing passengers is prohibited under the regulations unless specifically permitted by the licence issued under the "Motor Carrier Act." Vehicles are carefully inspected by mechanical inspectors of the British Columbia Police as to the maximum allowable capacity for passengers, both seated and standing, particular attention being given to head-room and safety appliances such as hand-grips or straps and, except in cases of short runs, a stipulation is contained in the licence to the effect that no passenger shall be required to stand for a distance of more than 15 miles or for more than thirty minutes. Furthermore, standing passengers are not permitted to be transported over certain routes or portions of same.

FREE PASSES ON PUBLIC PASSENGER-VEHICLES.

The regulations pursuant to the "Motor Carrier Act" prohibit the granting by the operators of free passes other than for charitable or patriotic purposes, or to their own officers and employees, except with specific approval of the Commission.

In view of the need for conservation of bus transportation to the fullest possible extent, steps were taken requiring operators to file supplements to their tariffs showing

all rules and regulations respecting the granting of passes, together with lists of names of persons to whom passes are granted from time to time. Such supplements are, of course, subject to approval of the Commission and carefully scrutinized.

This matter was also taken up with the Regional Director, Transit Control, Department of Munitions and Supply, who, in turn, took the matter up with the Transit Controller, and the Commission was advised that it was not proposed by the Transit Controller at that time to insist on the discontinuance of issuing passes, but that it had been suggested to bus operators that free transportation should be reduced to a minimum; further, that passes will be subject to the same restrictions as are imposed on fare-paying passengers with respect to the 50-mile limitation.

POLICY REGARDING THE ISSUANCE OF TAXI LICENCES, VICTORIA AND VICINITY.

The taxi situation in Victoria is unique in this Province, inasmuch as the sightseeing industry at Victoria was, prior to the war, an important and lucrative business. Therefore, for a number of years it has always been the policy to restrict the number of licences issued under the "Highway Act," and subsequently under the "Motor Carrier Act," with respect to sightseeing vehicles operated beyond the confines of the City of Victoria. If such restrictions had not been in effect, the way would have been open for persons who are otherwise employed in the fall, winter, and spring to go into the sightseeing business for the brief period May 24th to September 1st in order to enjoy the cream of the busy tourist season, thereafter leaving the regular operators to share what little sightseeing business was available during the remainder of the year. The situation has now entirely changed. Firstly, sightseeing has been stopped by order of the Dominion Government. Secondly, taxis are now restricted to operating not more than 15 miles. Thirdly, there are now adjacent to Victoria several National Defence establishments of the navy, army, and air force, the existence of which has resulted in its becoming a practical impossibility to confine operation of a taxi entirely within the city limits of Victoria and the municipal limits of Oak Bay and Esquimalt. Fourthly, the number of taxis that may operate is "frozen" by Dominion Government order, and no additional taxis may be put into service.

As a consequence, the Commission decided to lift the restriction with respect to the number of taxis at Victoria which may be licensed under the "Motor Carrier Act" for operation beyond the boundaries of Victoria, Oak Bay, and Esquimalt, but such licences are issued for taxi work only and for a distance of not more than 15 miles. The privilege of transporting sightseeing parties has not been included in these licences.

TRANSPORTATION OF INDUSTRIAL WORKERS.

The transportation of workers from their homes to their place of work and vice versa has assumed an increasingly important place in the licensing of carriers for two reasons, namely (*a*) there has been a large increase in the number of persons working and (*b*) there has been a decrease in the number of private passenger-vehicles available on account of gasoline rationing and inability of the owners to obtain new or retreaded tires. Early during the year 1943 the Department of Munitions and Supply put into effect a "War-time Industrial Transit Plan," a comprehensive arrangement designed to provide orderly transportation of workers riding in private cars owned by fellow-workers to and from industrial plants. The plan provided for the supply of the necessary gasoline and tire replacements for vehicles recognized and registered under the plan. It being clear that compensation would be charged by the owner of the vehicles for transporting these workers, it was decided, after conference with the Regional Director of Transit Control, to exempt from the provisions of the "Motor Carrier Act" any vehicle operating under this plan, and the necessary amendment to the regulations pursuant to the "Motor Carrier Act" was approved.

The foregoing arrangement, however, did not provide for a certain class of workers who are not eligible for inclusion in the War-time Industrial Transit Plan, such as temporary employees employed on airport construction or other essential war-work in rural districts. Owing to the difficulty of obtaining responsible individuals to distribute monthly gasoline ration coupons, the application of the War-time Industrial Transit Plan was impracticable in such cases. It was foreseen that this situation would become more acute after April 1st, 1943, at which time a more restricted gasoline rationing system would go into effect. Accordingly the Commission agreed to a plan whereby licences or permits would be issued under the " Motor Carrier Act " to persons transporting their fellow-workers in passenger-cars for compensation in cases of proved necessity, subject to concurrence of the Regional Director of Transit Control. The individual having received a licence or permit from this Department, duly endorsed with the concurrence of the Regional Director of Transit Control, would then be able to obtain sufficient additional gasoline to continue the operation of his vehicle. This scheme did not, however, go into effect during the licence-year.

TRUCK TRAFFIC.

As previously reported, early during the year 1942 the Commission issued instructions to the Superintendent of Motor Carriers to the effect that additional licences for public vehicles were not to be granted under the " Motor Carrier Act," except in cases of proven necessity. This policy has been carefully followed by the Superintendent. In quite a number of cases persons who have applied for new licences have later withdrawn their applications on being required to submit proof of necessity. In other cases applications have been refused on the grounds that necessity did not appear to exist.

Despite the need for conservation of truck operations, however, cases arose where it was found necessary to issue additional public or limited freight-vehicle licences, almost exclusively because of the effect of the war on the transportation industry. This was particularly noticeable in the Prince George and the Greater Vancouver areas. At Prince George business activity was reported to have increased more than twofold and there were not enough trucks available to meet public transportation requirements. Here several additional public passenger-vehicle licences were applied for and issued. In the Greater Vancouver area the majority of the larger carriers found it necessary to apply for additional licences in order to accommodate the greatly increased demands for transportation in connection with war industries, particularly ship-building. In some cases the additional licence or licences applied for were with respect to equipment already in operation within the City of Vancouver but not previously licensed under the " Motor Carrier Act," although in some cases additional equipment was purchased, either new or second-hand. In all cases the applicants were required to submit proof of necessity, giving comparative statements showing details of tonnage hauled or gross receipts. In the majority of cases in the Greater Vancouver area the additional privileges or licences were restricted to transportation directly in connection with war-work.

In general it may be mentioned that the effect of Order A-314 of the Wartime Prices and Trade Board restricting the operation of " private commercial vehicles " to within a distance of 35 miles has been to divert a considerable amount of additional business to those public carriers not affected by the order, and it has been necessary to keep this in mind when dealing with applications for additional public freight-vehicle licences.

TRANSPORTATION IN CONNECTION WITH NATIONAL DEFENCE PROJECTS.

As a result of the declaration of war against Japan, commencement was made by the Department of National Defence on the construction of certain important defence

projects in Western Canada, such as airfields, camps, and communications. Some of these projects are of an extensive nature, requiring the use of a large number of dump and other trucks, of which some were brought in from the Prairie Provinces, there being an apparent shortage of dump-trucks in British Columbia.

The Commission usually had no information with regard to the location, extent, or date of commencement of these works until the appearance on the ground of a contractor and a demand from truck-owners for licences or permits to operate their trucks on these works.

During the year under review this contingency was dealt with, partly by licences and partly by temporary permits issued by Inspectors employed by the Commission. The issue of permits, however, did not really prove satisfactory, a good deal of extra work being involved in renewing same, whilst the matter of filing a copy of contract showing the rates to be paid was not satisfactory under the permit system. In some cases the jobs were "cost-plus" contracts and therefore the Dominion Government was vitally interested in the rates paid to these truckers by the contractors. Contact was made with the resident inspecting engineer of the Department of Munitions and Supply, and matters in this regard were eventually ironed out satisfactorily. While no steps were taken by the Commission to set rates for hauling on any particular project, no rates were accepted unless the Commission was satisfied that same were just and reasonable and, in this connection, any departure from the already established schedule of dump-truck hourly rates was only permitted in cases where it was considered that the hauling conditions were such as to justify a different rate.

Commencing with the licence-year 1943–44, the Commission, with respect to the operation of trucks on these National Defence projects, set the policy that, except for jobs of very short duration, licences (short term, if necessary) were to be issued, accompanied by a written contract or agreement as to rates, instead of permits.

When the hauling in connection with any of these projects is entirely within the boundaries of one municipality, licences are not required under the "Motor Carrier Act."

ALASKA HIGHWAY.

The regulations exempt from the provisions of the "Motor Carrier Act" any vehicle operated in the extreme northern portion of British Columbia, including the Peace River District. This exemption was made effective before the construction of the highway to Alaska was even seriously considered. It is common knowledge that the construction of this road by the U.S. Army has resulted in tremendous activity in what was previously an almost uninhabited territory, and there has been a large and increasing influx into this district of privately owned trucks and even buses, as well as quantities of equipment, the property of the Government of the United States.

The Commission is of the opinion that any attempt to bring into operation the licensing of vehicles under the "Motor Carrier Act" in this area at the present time would not be wise. The matter would further be complicated by the fact that the work is being undertaken by the United States Government. Accordingly no action was taken by the Commission in this regard, but it is recognized that at some future time, when the present urgency has passed, the question of regulation of bus and truck traffic over this International Highway will require serious consideration and study.

CONDITIONAL CERTIFICATES.

Suitable provision is made in the regulations for exemption from the provisions of the "Motor Carrier Act" of vehicles rented to and operated on behalf of the Dominion Government (or Provincial Government or Government of the United States) provided that a conditional certificate has been issued by the employee of the Govern-

ment authorized to hire the vehicles on behalf of the Government. These certificates were used to a considerable extent during the year as follows:—

At Hope: In connection with the establishing of a camp for evacuated Japanese nationals. It was necessary for the officials of the British Columbia Security Commission to have a free hand with respect to the transportation of passengers and freight from Hope to the new Japanese camps on the Hope–Princeton Road. On the arrival of a train-load it was important that nothing should interfere with the movement of the personnel, their baggage and food, while the construction of the camp involved the transportation of a considerable quantity of lumber and other material. This was clearly a case where the ordinary licensing provisions of the "Motor Carrier Act" were unsuitable and where the matter could only be satisfactorily handled by a responsible official at the rail-head.

At Revelstoke: In connection with the road-work carried out by the Dominion Government for the purpose of employment of evacuated Japanese.

At Williams Lake: In connection with a "Pacific Communications Programme" involving transportation of large quantities of poles and wire. This was also a situation where the number of trucks required could not be foreseen and it was therefore left in the hands of the responsible official on the spot to issue the certificates as and when required.

Conditional certificates were also used to a lesser extent with respect to the trucking in connection with operation of certain mines operated by the Wartime Metals Corporation of the Dominion Government, and in a few other isolated cases.

CARRYING OF PASSENGERS ON FRONT SEATS OF TRUCKS.

With restrictions on operations of private passenger-vehicles, there were increased demands for permission to carry passengers on the front seats of trucks. While the use of trucks for the purpose of carrying passengers is prohibited under order of the Wartime Prices and Trade Board, this restriction was, later, eased to the extent that passengers may be carried on the front seat when the vehicle is being used as a freight-truck, but the vehicle may not be used for the purpose of transporting passengers only.

In a number of cases the Commission approved the transportation of passengers on the front seat of trucks for compensation, it being recognized that this is a practical solution to a difficulty which exists and has been aggravated in country districts.

EVACUATION OF JAPANESE NATIONALS.

A large number of Japanese nationals were the holders of licences not only for operation of their farm-trucks, but also, in some cases, for transportation for compensation, particularly of agricultural products. The evacuation of these Japanese during the early summer of 1942 had a marked effect on the small-fruit and berry industry in the Lower Fraser Valley. A number of these farms were, however, taken up by Canadians and a good deal of adjustment was necessary in order to conserve, as far as possible, the crops which were then coming into fruition. The Pacific Co-operative Union of Mission took over a large number of the trucks from the Japanese and limited freight licences therefor were issued to the Co-operative Union.

STATEMENT OF LICENCES ISSUED.

A statement of the number of licences issued during the licence-year ended February 28th, 1943, is contained in Appendix B of this report and is in similar form to the statement contained in the preceding annual report. Comparison of the two state-

ments indicates very little change in the total number of licences issued, there being a drop of only 1 per cent. in this figure. A very great reduction, however, will be noted in the number of replacement licences issued (527 for the licence-year 1942–43 as compared with 1,224 for the previous licence-year). This drop is a definite indication of the difficulty in obtaining new equipment arising out of the discontinuance of the open marketing of new trucks. There is also a decrease of 220 (or 6 per cent.) in the number of new licences issued; whereas the number of licences renewed increased from 9,352 to 10,134 (approximately 8 per cent.).

Dealing with the various classifications, an increase will be noted in the number of new limited passenger-vehicle licences issued for buses. This is on account of additional licences issued for the transportation of industrial workers and includes such licences respecting converted trucks.

Whereas during the previous licence-year 278 new licences were issued respecting public freight-vehicles of all classes, the figure for the licence-year under review is 96 new licences issued. Taking the total number of new licences issued, together with licences renewed for all classes of public freight-vehicles, there is a reduction of 108 licences for this class.

There was an increase of 558 (or approximately 6 per cent.) in the number of private freight-vehicle licences renewed and new licences issued (excluding replacements) during the licence-year. This was, on the whole, surprising, but presumably the effect of the restricting orders of the Dominion Government will be reflected in the year 1943–44 by a decrease.

The following is an analysis of various classes of licences issued during the last three years (comprising new licences and licences renewed, but not including replacements and transfers):—

Kind of Licence.	Number of Licences (New and Renewed).		
	1940–41.	1941–42.	1942–43.
Passenger (buses)	336	344	351
Passenger (taxis)	403	508	521
Public freight	1,606	1,678	1,580
Limited freight	620	717	799
Private freight (ordinary)	5,085	5,657	5,998
Private freight (farmers)	3,853	4,252	4,469

Licences issued Free of Charge.

The figures for the total number of licences issued and renewed during the licence-year 1942–43 include 85 licences issued free of charge under paragraph 1.2 of the regulations, covering transportation of industrial workers; licences issued to the Greater Vancouver Water Districts and the Vancouver and Districts Joint Sewerage and Drainage Board, and miscellaneous; also 40 public passenger-vehicle licences issued for a flat fee of $5 or $6, pursuant to paragraph 3.72 of the regulations.

Number of Licences in Effect.

In reviewing the tabulation of licences issued shown in Appendix B it should be remembered that the figures shown therein do not take into account licences which have been surrendered or short-term licences which have expired and therefore do not give a true picture of the total number of licences in effect from time to time.

The following tabulation shows approximately the number of licences actually in effect at the beginning of each month, taking into account licences surrendered or expired, etc.

Month.	Approximate Number of Licences in Effect.*
March, 1942	6,842
April	9,866
May	10,552
June	11,237
July	11,603
August	11,905
September	12,169
October	12,310
November	12,422
December	12,504
January, 1943	12,512
February	12,495
End of licence-year	12,488

* Namely, the number of licences issued, less number of licences surrendered or expired.

Monthly Record of New Applications received.

The following is a statement of the number of applications for licences of all kinds recorded month by month and year by year since the inception of the "Motor Carrier Act." The figures cover applications for new licences only and do not include applications for renewals or replacements:—

Month.	Number of New Applications recorded.		
	1940–41.	1941–42.	1942–43.
March, 1942	567	608	632
April	391	412	506
May	362	431	353
June	347	353	367
July	388	378	275
August	341	340	312
September	336	292	228
October	276	227	226
November	202	209	215
December	168	208	146
January, 1943	117	131	85
February	191	321	139
Totals	3,686	3,910	3,484

Number of Licences issued Annually, 1935–43, inclusive.

The following is the total number of licences issued under Part V. of the "Highway Act" and under the "Motor Carrier Act" respectively for the years stated:—

	Licence-year.	Licences issued.*
Part V., "Highway Act"	1935–36	1,672
	1936–37	7,832
	1937–38	11,148
	1938–39	11,970
	1939–40	12,427
"Motor Carrier Act"	1940–41	13,025
	1941–42	14,635
	1942–43	14,425

* Including licences transferred.

Analysis of Number of Licences held by Various Individuals and Firms.

An analysis was made with a view to ascertaining the average number of vehicles operated by any one licensee (exclusive of owners of private freight-vehicles). Naturally, no exact figures can be given as the number of licences in effect varies from time to time. However, the following is an analysis made from the records as they existed during February, 1943, and cover public freight and limited freight-vehicles only, exclusive of passenger-vehicles.

Total Number of Vehicles (Public or Limited Freight) licensed in the Name of any One Person or Firm.	Total Number of Individuals or Firms holding Public or Limited Freight Licences.
1 vehicle	876
2 vehicles	159
3 vehicles	71
4–6 vehicles	60
7–10 vehicles	21
11–15 vehicles	9
16–20 vehicles	*Nil*
20–25 vehicles	2
25–30 vehicles	2
Over 30 vehicles	1

From the above it may be concluded that 14 firms have fleets of more than 10 vehicles licensed as public or limited freight-vehicles under the "Motor Carrier Act," representing approximately 12 per cent. of the number of vehicles so licensed: further, that 66 per cent. of public or limited freight-vehicles licensed under the "Motor Carrier Act" are owned by persons or firms having only from 1 to 3 such vehicles licensed. The average number of licensed vehicles per licensee is 1.7, while 73 per cent. of all operators have only one (1) vehicle licensed as a public or limited vehicle. These figures indicate the extent to which the freighting business in this Province is undertaken by individuals and smaller firms, rather than by large corporations.

REVENUE.

A statement of revenue derived under the "Motor Carrier Act" for the licence-year 1942–43 is included in the statement shown in Appendix B of this report. This revenue amounted to $174,867.06, there being an increase of over $7,000 compared with the revenue for the previous year. There was an increase not only in licence fees but also in fees for temporary permits, of which a larger number was issued than last year. The schedule on which fees are based was unchanged.

The following is a comparative statement of revenue for the past four years, showing the various sources of revenue:—

Kind of Licence.	1939–40.*	1940–41.	1941–42.	1942–43.
Passenger (buses)	$16,295.91	$18,369.50	$20,061.60	$18,999.30
Passenger (taxis)	2,273.34	4,040.77	5,281.72	5,402.38
Public and limited freight	79,498.27	89,093.03	100,696.10	104,139.81
Private freight	25,540.00	33,032.81	37,723.89	39,939.39
Permits	535.76	2,426.14	3,853.26	6,360.88
Miscellaneous	22.00	85.70	56.70	25.30
Totals	$124,165.28	$147,047.95	$167,673.27	$174,867.06

* Denotes licences issued under Part V. of "Highway Act."

SPECIAL PERMITS.

Reference has been made in previous reports to the need for the issuing of temporary permits covering seasonal transportation or special trips. Due in part to extraordinary conditions caused by the war, particularly the need for delivery of materials to the sites of National Defence projects and the operation of dump-trucks in connection with the construction of army camps and airfields, there was an increase in the number of special permits issued during the licence-year and in the revenue from this source. The total number of permits issued during 1942–43 was 2,844 with a revenue of $6,360, compared with 2,215 permits issued during the previous year with a revenue of $3,853.

SUMMARY OF SPECIAL PERMITS ISSUED DURING THE YEAR 1942–43.

Class I. Permits (temporary operation, usually for a few days only)	922
Class II. Permits for seasonal operation (for thirty, sixty, or ninety days)	914
Class III. Permits for operation of licensed vehicle temporarily in a manner other than is authorized by the licence	734
Class IV. Permits for substitute vehicle when licensed vehicle is disabled	254
Class V. Permits to farmers for transportation for compensation	*Nil*
*Class VI. Permits for operation of school buses in connection with authorized school function (issued by Provincial Police)	20

* Owing to Dominion Government restrictions respecting charter trips the issuance of this class of permit has practically ceased. None were issued subsequent to April, 1942.

LICENCE REPORTS.

The Commission received from the Superintendent of Motor Carriers reports on all cases of applications respecting licensing of public and limited vehicles, including new applications, alteration of licences, and transfer of licences. In some cases these reports were referred to the Commission for a decision. In other cases they were forwarded with a notation thereon as to the decision of the Superintendent. During the year the Commission received a total of 824 "licence reports" from the Superintendent, compared with 1,258 during the previous licence-year and 1,426 during the licence-year 1940–41.

Copies of reports dealing with licensing of freight-vehicles have been furnished to the Services Officer, Truck Control, of the Wartime Prices and Trade Board who, as previously stated, is now consulted respecting all applications, except in the case of certain routine applications such as licensing of trucks for hauling on Department of National Defence projects.

REVISION OF LICENCES.

With the exception of licences in the Vanderhoof area, no general revision of licences in any other area was necessary, this work having been undertaken during the years 1940 and 1941. The revision of licences in the Vanderhoof area was made after careful investigation, with a view to rearrangement of routes and territories among the various operators in this area to provide adequate service.

SUMMARY OF THE MORE IMPORTANT FINDINGS, DECISIONS, AND RULINGS OF THE COMMISSION.

Freight Rates for Transportation over Private Roads.

The question arose whether a licensed carrier who has tariff filed under the "Motor Carrier Act," showing rates on a mileage basis, must apply those rates in cases where a portion of the hauling will be over a private road and a portion over a public road as, for instance, in taking out logs or cordwood. In many cases these private roads are difficult to negotiate; have poor surfaces and steep grades. The Commission ruled that an operator may charge a premium in so far as hauling over a private road is concerned. In other words, that the rates filed, unless otherwise stated, cover hauling on the public highways.

Roads in Dominion Parks.

The question was considered whether vehicles operating entirely on the highways in Dominion National Parks in British Columbia should be required to obtain a carrier's licence under the "Motor Carrier Act," it being noted that such vehicles are required to obtain a motor-vehicle licence under the "Motor Vehicle Act."

The Commission examined the "Banff–Windermere Road Agreement," which was entered into in the year 1919 (at which time there was no legislation governing the licensing of motor carriers issued in this Province). This agreement made provision for the Province to continue to exercise its powers within the parks with regard to licences and motor-vehicles. Though it might be assumed that, had the "Motor Carrier Act" been in effect in 1919, motor carriers' licences would have been included, there may be some doubt as to this. In view of all the circumstances and of the fact that these vehicles are licensed by the Dominion Parks Department, the Commission did not consider it advisable to press its rights in the matter of licensing these vehicles under the "Motor Carrier Act," and it was decided to take no action in the matter. Naturally, any vehicles which operate on roads outside the parks must be licensed.

U-drive Trucks.

The question of the status of U-drive or Drive-yourself trucks was again under question, and the opportunity was taken to review the matter. The Commission agreed with the submission of the Superintendent of Motor Carriers to the effect that any person hiring a U-drive vehicle for his own use must, himself, apply for the proper licence or permit under the "Motor Carrier Act" to cover the operation by him of the vehicle, which operation is usually of a temporary nature. The U-drive company cannot be expected to be responsible for the manner in which the vehicle is operated while it is out of its control. Therefore, there is no way of licensing a U-drive firm with respect to the operation by other parties of any of its vehicles under rental.

Private Freight-vehicles.

With regard to operation of private freight-vehicles—the question was raised by the Services Officer, Truck Control, of the Wartime Prices and Trade Board—as to whether the Public Utilities Commission would deal with applications for private freight-vehicle licences on the question of "public convenience and necessity." The Commission decided in the negative, feeling that the Dominion Government should issue its own orders in this regard, as it had under Order A-314 previously referred to.

Details of certain Applications granted or refused.

E. A. Giffen.—This applicant transports daily newspapers for distribution in the westerly portion of the Municipality of West Vancouver, travelling over a route served by two scheduled public freight carriers—namely, Ferguson's Motor Transport Com-

pany and Houlden's Transfer. These firms made arrangements with Mr. Giffen to transport freight on their behalf from their West Vancouver depots to points in the westerly portion of West Vancouver, thus effecting a considerable saving by the elimination of unnecessary motor-vehicle operation. A limited freight-vehicle licence was issued to Mr. Giffen accordingly.

Bruce Motor Cartage.—This licensee operates public freight-vehicle service between Vancouver and New Westminster. On application, his licences were altered to include North Vancouver as portion of the Vancouver terminal for the purpose of delivering ship-building materials picked up in New Westminster and vice versa. The application was approved subject to certain limitations, one restriction being that no freight shall be transported from Vancouver to North Vancouver and vice versa.

Cyril C. Harrison.—Application was made by the above-named to operate a bus for transportation of industrial workers between Cranbrook and Kimberley. This route is already served by Star Stages and it appeared that if further service was necessary Star Stages were the logical party to provide it. The application was not approved.

Island Freight Service, Limited, and George H. Jones.—Application of the Island Freight Service, Limited, for transfer to themselves of two public freight-vehicle licences covering scheduled public freight-vehicle service between Victoria and Sooke was approved. The Island Freight Service was already to a large extent serving the same territory as Mr. Jones, resulting in a dual operation.

R. H. Holt.—A Class II. public freight-vehicle licence was granted to R. H. Holt, d/b/a "Cordova Bay Freight," for scheduled public freight service between Victoria and Cordova Bay, being an extension of his service previously confined to the exempted area, the extension being beyond the 5-mile circle to Cordova Bay and Sayward Beach.

Seattle–Vancouver B.C. Motor Freight, Ltd.—This firm, which operates six vehicles in scheduled public freight-service between Vancouver, B.C., and Seattle, Wash., applied for permission to reroute their vehicles, northbound, via Sea Island when necessary for the purpose of delivering through shipments of freight consigned to Boeing Aircraft of Canada, Limited, instead of bringing the freight into Vancouver and reshipping from that point. It being shown that an actual saving of mileage would result, the application was approved, subject to restriction as to minimum loads when operating via this route.

(Mrs.) Alice Ingham.—This licensee operates several sedan cars in public passenger-service between Port Alberni and Alberni and to Somass Bridge; the vehicles were also licensed to be operated as taxis; approval was given to her application to delete the taxi privileges from the licences and to include in the licences permission to transport express freight between Alberni and Port Alberni.

Dorrell Shovar.—A limited passenger-vehicle licence and a Class III. public freight-vehicle licence were issued to this applicant for operation of taxi service and public freight service in the McBride area. No carriers' licences had previously been issued in this territory; this being one of the points which had not previously been brought under the "Motor Carrier Act."

Percy V. Kinnee.—Approval was given to transfer from Harold R. Stoddart to P. V. Kinnee of three Class III. public freight-vehicle licences, which licences permitted transportation of freight for residents of the New Westminster district, non-scheduled service.

Dan McClure's Taxi, Ltd., and Blue & White Transportation Co., Ltd.—Alteration in limited passenger-vehicle licences held by these firms was made in order to provide for the supply by these companies of two cars each for "Airline Limousine Service" between Vancouver and the Airport on Sea Island via a defined route.

Pacific Co-operative Union of Mission.—Owing to the evacuation of Japanese nationals from the Lower Mainland, it became necessary for this Co-operative Union

to take over a number of trucks previously owned by the Japanese with a view to preventing the loss of the berry and small-fruit crop. The necessary limited freight-vehicle licences were issued to permit of transporting fruit and agricultural supplies for growers who are members of the Pacific Co-operative Union, and also to transport persons employed as agricultural workers on farms of these members.

Harley T. Munro.—Additional public freight-vehicle licences were issued to this operator respecting a twenty-nine-passenger bus and a sedan car in connection with public passenger service which this operator supplies between Marpole in Vancouver and the Sea Island Airport. This increase in equipment was necessary because of the increased flow of traffic to Sea Island, largely due to war industry.

Hole & Clarke Transportation Company, Ltd.—This firm operates public passenger-vehicles and taxis as well as a freight-service between Coal Harbour and Hardy Bay, on the north end of Vancouver Island. Whilst the operation was already in existence, licences under the " Motor Carrier Act " had not previously been issued, but the matter was fully investigated by our Inspector and the necessary licences were then applied for and approved.

P. A. Noullet.—Application was made by the above-named for a public and limited passenger-vehicle licence to operate from Jasper, Alberta, to Rainbow or Tete Jaune, B.C., a distance of 44 miles. The highway parallels the Canadian National Railway for the entire distance; the highway is passable although still under construction. The application was refused on the grounds that public passenger service by road is not necessary at the present time.

Barkerville Stage Lines (Wade & Tuffley).—Application was made to file and put into effect passenger time schedule No. 4, cancelling schedule No. 3, respecting passenger and express service between Quesnel, Wells, and Barkerville, by eliminating the additional trips on Tuesdays and Fridays (then in effect) on the grounds of economy of operation. This application was not approved, as it was felt that the proposed time schedule would divert passengers from the railway to the Prince George–Ashcroft buses at a time when it was not considered advisable to encourage additional travel by motor-vehicle. In due course, however, a further schedule was filed which had the desired result of eliminating the extra trips on these train days (Tuesday and Friday) and yet providing reasonable connections with the trains, and the revised schedule No. 5 was approved.

Traders Transport Service, Ltd.—Four limited freight-vehicle licences were granted to this Company for transportation of canned fish and cannery supplies for the Canadian Fishing Company, Limited, between Vancouver, North Vancouver, New Westminster, and Steveston. A later application from this Company for a Class III. public freight-vehicle licence to transport certain named commodities, including canned food stuffs, for individuals or companies storing goods in warehouses operated by Traders Service, Limited (an allied company) was not approved, as it was not considered that public convenience and necessity had been shown for this service.

Albert Goglin.—Licences were granted to this applicant respecting two buses for scheduled public passenger service between Prince George and the airport and army camps at Prince George, with a similar licence for a sedan car. A very great increase in population and activity at Prince George necessitated the authorization of this service.

Pease Van and Storage.—An application for a Class III. public freight-vehicle licence to cover transportation of household goods and to undertake piano and refrigerator deliveries within the Greater Vancouver area was refused. The sum and substance of the applicant's representation was that lately he had been unable to obtain such quick service from licensed carriers as previously. The delays, however, did not appear to be excessive, possibly a matter of a few hours or a day, and it was considered that public necessity had not been proved on this application.

Fred Beach, Burns Lake.—This applicant was formerly licensed to provide scheduled public freight-service between Vancouver and Francois Lake and also to give local service in the Burns Lake-Francois Lake area. His application to delete entirely the scheduled service between Vancouver and Francois Lake was approved. While this service may have been a convenience it was not a necessity at this time.

R. W. Keery.—Application was made by Mr. Keery (who is the holder of three Class III. public freight-vehicle licences) for transfer to himself from Brown Transfer Company, Cloverdale, of a public freight-vehicle licence permitting scheduled service between Vancouver and points in Surrey Municipality. After consideration of the evidence it appeared that the Brown Transfer had recently done very little public hauling on schedule, and the application was not approved. However, an adjustment was made in Mr. Keery's licences to include certain hauling that Brown's Transfer had previously done, the latter company having sold the vehicle and discontinued the scheduled service.

George F. Shaw.—Application for transfer to himself from Glen J. Morris of two public freight-vehicle licences covering scheduled service between Nelson and Creston, including service to Crawford Bay, was approved. This service is necessary as it serves a district on the east side of Kootenay Lake which is not served by the railway.

C. R. Greenaway.—Transfer to himself from Edward P. Stokes (deceased) of a public freight-vehicle licence authorizing scheduled public freight service between Surrey Municipality and Vancouver was approved. Mr. Greenaway had been operating the business on behalf of the widow, subsequent to the death of Mr. Stokes.

Cuthbert Motors, Ltd.—A Class I. public freight-vehicle licence was issued to this applicant for scheduled public freight service between Nelson and Bonnington via Blewitt, with permission to carry two passengers on the front seat of the licensed vehicle. The previous operator, F. Soloveoff, had surrendered his licence. In his original application the applicant filed higher rates than his predecessor. These were not accepted. He later filed rates the same as his predecessor, the question of any increase to be dealt with as and when applied for.

Frank Beban Lumber Company, Ltd.—This firm made an application to file a tariff respecting an increase in contract rates for hauling coal for the Canadian Collieries (Dunsmuir), Limited, from No. 8 Wellington Mine and Extension Prospect Mine to Nanaimo. The contract rates in effect were 78 cents per long ton and 55 cents per long ton respectively. The applicant requested increased rates of $1 per short ton and 55 cents per short ton respectively.

After careful investigation of the Company's operations and books, the Commission made an order, concurred in by the Wartime Prices and Trade Board, approving of an increase of rate for hauling coal from No. 8 Wellington Mine to Nanaimo from 78 cents per long ton to $1 per long ton, retroactive to November 12th, 1942; but subject to the keeping by the Company of proper statistical records of the costs of hauling and subject to a review of these records by the Commission in due course.

S. W. Wilson.—A public passenger-vehicle licence was granted to S. W. Wilson, of Milner, to operate an eight-passenger sedan between Langley Prairie and points in Langley Municipality. This operation had been in effect as a rural shopping service for some time, but had been classed as a taxi business. Objection from the B.C. Motor Transportation, Limited, was not considered justified in view of the fact that the operation had been in effect for more than two years and that no new rights were applied for but only reclassification in order to comply with certain war-time regulations.

Neal Evans Transportation Company, Ltd. — This Company operates a public freight-vehicle service in the Bridge River district. They applied for two limited freight-vehicle licences to undertake transportation of general freight for Bralorne

Mines, Limited, in the Vanderhoof area. This being an operation under contract, the application was approved. Later this Company applied for public freight-vehicle licences to operate from Fort St. James to Vanderhoof and to Pinchi Lake, as well as non-scheduled service in the area north of Vanderhoof. This application was not approved, as similar service was already being provided by other duly licensed carriers in the district.

British Columbia–Seattle Transport (Daverso & Merlino).—This firm holds public freight-vehicle licences to operate two vehicles in scheduled public freight service between Seattle and Vancouver, as reported on page 17 of the second annual report of this Commission. They applied for an additional licence for scheduled service and also for non-scheduled service for special trips.

The applicants were required to submit figures of their loadings of freight. An examination of these figures, which covered a period of more than two months, indicated that the licensed vehicles were not being used to the full extent of their capacity; consequently the application was not approved, as evidence had not been submitted showing necessity for the extra licence applied for.

Ken's Delivery & Trucking, Ltd.—This Company operated three public freight-vehicles for non-scheduled service at Penticton. They withdrew from this business entirely. Application was made for limited freight-vehicle licence respecting one of the vehicles for transportation of logs in the Kettle Valley area in the name of Chester Kenneth Johnson, a member of the firm. This application was approved.

Johnston Brothers & Byrnell.—This firm operates several vehicles in scheduled public freight service between Vancouver and Kelowna via Princeton and Penticton. Earle Chase d/b/a Triangle Transport Company held a licence for a scheduled public freight service between Vancouver and Merritt (*see* page 14 of the second annual report of this Commission). The licences of Johnston Bros. & Byrnell restricted them from serving the territory west of and including Boston Bar, which area was served by Chase. The latter wished to withdraw his services as, chiefly on account of the cessation of the tourist business, his freight business had dropped to a point where it was no longer profitable. Johnston Bros. & Byrnell therefore applied for transfer of Chase's licence to themselves, which was approved. The vehicle, however, was withdrawn from this service, as Johnston Bros. & Byrnell were able to render what service was necessary between Yale and Boston Bar with the trucks already operating from Vancouver to Kelowna, and Chase's vehicle was used by them to replace one of the vehicles operating on their Vancouver–Chilliwack run, for which they also hold licences.

Delta Freight Lines.—This firm operates scheduled public freight-service between Ladner and Vancouver and non-scheduled service for the public in Delta Municipality. Application was made for extension of the non-scheduled privileges to cover transportation of brick and tile from Haney to Ladner. Investigation disclosed no public necessity for granting this additional privilege and it was not approved.

Public Freight Service between Vancouver and New Westminster.—Terminal Cartage Company, Limited, King's Motor Cartage, and Bruce Motor Cartage Company all operate scheduled public freight-service between Vancouver and New Westminster, and these firms applied for permission to make deliveries to South Westminster (on the south side of the Fraser River) within a distance of 1 road-mile from the toll-gate at south end of the Pattullo Bridge. This was approved for freight picked up in the City of Vancouver or for pick-up of freight at South Westminster to be delivered to the City of Vancouver, but only for emergency shipments, when specifically ordered by the shipper or consignee. This avoided unnecessary labour in transferring freight from one truck to another at New Westminster.

R. J. Barber d/b/a Snappy Service Truck Lines.—This applicant applied for and received permission to cease giving public freight-service between Vancouver and

Nelson via Trail. This service was, to some extent, a public convenience, but was not a public necessity.

Vanderspek Transportation.—This firm operated seven vehicles in public freight-service between Vancouver and Kelowna via Kamloops. They applied for and received permission to cease giving this service as from February 1st, 1943. The service was an undoubted convenience to the public at Kamloops, Salmon Arm, Armstrong, Enderby, Vernon, and Kelowna, but was not a public necessity, these points being served by one and in some cases two railway-lines.

White Transportation Company, Ltd.—This firm operates four vehicles in scheduled public freight-service between Vancouver and Kelowna. On learning of the cessation of service by Vanderspek Transportation Company (*see* preceding paragraph) White Transportation Company, Limited, applied for seven additional public freight-vehicle licences, to be operated between Vancouver and Kelowna.

The evidence at hearing indicated that both the Canadian National Railway and the Canadian Pacific Railway have daily way-freight service to Kamloops, Salmon Arm, Vernon, and Kelowna, that there is no shortage of space in the railway-cars and no shortage of cars. There is also daily railway express service via both lines to Kamloops, Armstrong, Vernon, and Kelowna, and by one line to Salmon Arm and Enderby. The Commission considered that freight can move by railway without undue restriction, that the railway express service is actually somewhat faster than the truck service (if more expensive); and that in view of the present necessity of conserving motor-vehicle equipment, tires, and rubber there was no public necessity for the maintenance of the present truck-freight service to the previous full extent. The application was therefore not approved.

O.K. Valley Freight Lines, Ltd.—This firm operates scheduled public freight-service between Osoyoos and Armstrong via Penticton, Kelowna, and Vernon. They applied to extend their northerly terminus to Salmon Arm, chiefly for the purpose of undertaking transportation for firms who previously operated their own vehicles as private freight-vehicles, but whose operations are now restricted to 35 miles by Order A-314 of the Wartime Prices and Trade Board. The only service available at the time between Vernon and Salmon Arm was the express service given by Salmon Arm Coach Lines (Hooper & Son) on their passenger bus.

Previous applications for licences to operate a service from Salmon Arm to Vernon are on record from the B.C. Coach Lines, Limited (who are already licensed to operate between Kamloops and Vernon and between Kamloops and Salmon Arm). In this instance, however, the latter company did not oppose the application of the O.K. Valley Freight Lines, Limited. Later the Vernon–Salmon Arm Coach Lines withdrew their objection on the understanding that O.K. Valley Freight Lines, Limited, would restrict their operation to transporting shipments of not less than 200 lb. in weight, except such shipments of less weight which, owing to their nature, cannot be transported on a passenger bus. The application was approved.

Northwest Bay Logging Company, Ltd.—Application was made by this Company for four limited passenger-vehicle licences respecting four buses to transport their own employees from Nanaimo and from Parksville to their operations at Northwest Bay, near Nanoose and vice versa. The application was opposed by Robert Main, of Nanaimo, who held licences which specifically permitted him to transport employees of Canadian Robert Dollar Company, which operation had recently been taken over by the Northwest Bay Logging Company, Limited. Main transports school children south to Nanaimo on the return trip in the mornings and vice versa in the afternoons, and therefore there was some justification for allowing him to continue the operation of one of his buses on the grounds of economy. The outcome of the matter was an agreement by the Northwest Bay Logging Company, Limited, to employ one of Main's buses,

subject to satisfactory service being given. The licences were then granted to the Northwest Bay Logging Company, Limited.

Seymour Trucking Company, Ltd.—This firm, recently incorporated, applied for a limited freight-vehicle licence to transport rivets, nuts, and bolts from North Vancouver to points in Vancouver City. Investigation disclosed that there were unquestionably sufficient trucks already licensed to carry out this transportation and accordingly the application was not approved on the grounds that public necessity had not been established.

King's Motor Cartage.—This Company operates a large number of vehicles in scheduled public freight service from Vancouver to New Westminster and Fraser Mills, and from Vancouver to Port Moody and Ioco. They applied for four additional licences for similar service. The applicant did not appear at the hearing and was not represented. The application was therefore not granted.

Martens & Neufeldt.—This firm, which holds licences for non-scheduled public freight-vehicle service in the Yarrow district, applied for alteration of licences to transport store merchandise for certain stores at Yarrow between Vancouver and Yarrow, which is in Chilliwhack Municipality. There are four public freight-vehicle services running daily to Chilliwack—namely, the B.C. Motor Transportation, Limited; Chilliwack Cartage Company, Limited; Johnston Bros. & Byrnell; and Russell Stallard. None of the trucks, however, operate via Yarrow but follow the main highway to Chilliwack. Residents in Yarrow have mostly been required to proceed to Chilliwack to pick up freight at the truck-line depots. The B.C. Electric Railway Company, Limited, operates daily to Chilliwack via Yarrow but the freight rates to Yarrow are higher than the Chilliwack rates although the distance is less. It was stated at the hearing that the lower rates to Chilliwack are on account of truck competition. The Commission does not control the rates of the Railway Company.

It was not considered desirable to allow the applicants (Martens & Neufeldt) to make special trips to Vancouver, having regard to necessary conservation at this time. On the other hand, it was considered desirable that the residents of Yarrow should have a freight service from Vancouver, and Chilliwack Cartage Company agreed to route one truck from Vancouver to Chilliwack via Yarrow twice weekly. Accordingly the application of Martens & Neufeldt was not approved.

Armitage and Pederson and Johnston Bros. & Byrnell.—N. Armitage held a licence for public freight service between Hedley and Princeton. Messrs. Salting and Pederson held a similar licence for scheduled service between Hedley and Penticton. There was no through public freight service from Penticton to Princeton, although there was an interchange of freight at Hedley between these two operators. Johnston Bros. & Byrnell operate over the route as part of their service from Vancouver to Kelowna, but this firm is not permitted, under their licences, to pick up freight at Princeton east-bound nor to deliver freight until after leaving Princeton west-bound.

On account of Order No. A-314 of the Wartime Prices and Trade Board, restricting the operation of private commercial vehicles to within 35 road-miles of the registered address of the vehicle, certain firms, particularly F. R. Stewart Company, Limited, of Penticton, and Princeton Brewing Company, Limited, found that they were unable to continue their long-distance deliveries with their own trucks and, accordingly, there was a need for a through public freight-vehicle service from Penticton to Princeton and vice versa.

Two applications were received—namely, (*a*) an application from N. Armitage and C. Pederson to combine their separate operations (Penticton–Hedley and Hedley–Princeton) into one operation from Penticton to Princeton daily, with extension to Allenby and Copper Mountain as and when required, using the two vehicles already licensed, and (*b*) an application from Johnston Bros. & Byrnell for a limited freight-vehicle licence to cover the transportation of certain named commodities for F. R.

Stewart Company, Limited, Princeton Brewing Company, Limited, and O.K. Valley Freight Lines, Limited, between Princeton and Penticton, it being the intention of this firm to purchase and use a truck owned by F. R. Stewart Company, Limited.

After careful investigation and consideration, the application of Armitage and Pederson for through service between Princeton and Penticton, with extension to Allenby and Copper Mountain, was approved, and the application of Johnston Bros. & Byrnell was not approved. The reasons for making this decision were, in part, that Armitage and Pederson already had the privilege of operating, respectively, over portions of this route and, therefore, are entitled to first consideration respecting new business which had arisen; and further, that the licensing of an additional vehicle was eliminated and that no additional vehicle-mileage was involved.

DETAILS OF LICENCES SUSPENDED OR CANCELLED.

Harold Forsmo.—The limited passenger-vehicle licence held by Harold Forsmo, of Port Alberni, respecting operation of a taxi was cancelled by the Commission under date of July 15th, 1942, after holding a public hearing as required by the "Motor Carrier Act." The grounds for cancellation of this licence were that the licensee was not exercising the rights and privileges granted in the licence and also was not providing adequate and efficient service (section 11 (2) (*b*) of the "Motor Carrier Act").

(Mrs.) Marion Tessier.—The Class III. public freight-vehicle licence held by Mrs. Marion Tessier, of Merritt, was suspended under date of December 17th, 1942, on the grounds that the vehicle for which the licence was issued was not licensed under the "Motor-vehicle Act." Information having been received that public service was not being given under the licence, the Commission ordered a hearing to be held on the question of cancellation of the licence. The result of this hearing was that Louis A. Tessier then applied for a licence on a different vehicle, replacing the vehicle on which his wife had previously held a licence, and accompanied this application with a guarantee to keep the vehicle at Merritt and to give service. Accordingly a licence was granted to Louis A. Tessier.

MEETING OF HIGHWAY OFFICIALS AT REGINA.

During the month of October, 1942, the Chairman of the Public Utilities Commission and the Superintendent of Motor Carriers attended a meeting at Regina of the members of Highway Traffic Boards or Commissions of the four western Provinces, which meeting was also attended by Mr. Gray, Transit Controller of the Dominion Government, and Mr. Male, Assistant to the Administrator of Services of the Wartime Prices and Trade Board. Various matters of common interest affecting the licensing of carriers were discussed, together with matters arising out of the various restricting orders of the Dominion Government.

HEARING OF THE PUBLIC UTILITIES COMMISSION AT KELOWNA.

As a result of representation having been made to the Commission by the B.C. Fruit Growers' Association to the effect that the granting of permission to farmers to haul fruit and growers' supplies to and from the farms or orchards of their neighbours would result in a material saving in rubber and gasoline and would effect other important economies, a hearing was held by the Commission at Kelowna on May 15th, 1942. Attending this hearing were all members of the Commission, together with the Superintendent of Motor Carriers. The hearing was also attended by Mr. E. V. Ablett, Services Officer, Truck Control, of the Wartime Prices and Trade Board, who is largely concerned with the question of conservation and economy of truck operation.

The following organizations were represented at the hearing: Transportation Committee of the B.C. Fruit Growers' Association; Interior Vegetable Market Board; Okanagan Valley Motor Vehicle Owners' Association; Kelowna Growers' Exchange; Glenmore Fruit Growers' Association; Rutland local branch, B.C. Fruit Growers' Association; South and East Kelowna local branch, B.C. Fruit Growers' Association; Central Okanagan Vegetable Growers' Association; and B.C. Fruit Shippers, Limited.

Briefs were presented as follows:—

By the B.C. Fruit Growers' Association, regarding the economic use of farm-trucks for the conservation of rubber, gasoline, and man-power;

By the Transportation Committee of the B.C. Fruit Growers' Association, regarding modification of regulations requiring grower-truckers to provide seats in trucks when transporting farm-workers to and from their work;

By the B.C. Fruit Shippers, Limited, dealing generally with the question of permitting operators of packing-houses, owning trucks, to undertake transportation of fruit and vegetables for reshipment, and specifically with respect to applications for two such licences, one at Vernon and one at Summerland.

Following the presentation of these briefs, the various questions were thrown open for discussion and evidence was given by interested parties.

With regard to the question of seats in trucks: the evidence was to the effect that the transportation of orchard-workers by truck was necessary for the thinning and harvesting of the fruit-crop, and that the labour involved in fixing seats into the trucks in the morning and again at night was extensive. As elsewhere set out in this report, the regulations were duly amended to permit of farm employees being transported in trucks to and from their work without the necessity of fixed seats being provided, but it is still necessary that adequate side and end boards be provided in such cases.

With respect to the "economic use of farm-trucks for the conservation of rubber, gasoline, and man-power," there was a lengthy discussion. It was claimed that the granting to farmers of permission to transport their neighbours' supplies and produce would have the result of reducing the number of trucks operating at any particular time. However, it appeared that there would be very little saving unless the movement of trucks was carefully controlled. Representatives of the commercial truckers were of the opinion that the commercial haulers were in a better position to regulate the movement in the most economical way with their own trucks. It was apparent that no definite plan had been decided on by the representatives of the growers, and it was suggested that the necessary control might be effected by the local branches of the B.C. Fruit Growers' Association or by the packing-house firms. At the conclusion of the hearing the Chairman summarized the matter as follows: (1.) That to conserve gasoline and rubber it is necessary that truck operations be reduced. (2.) If this is to be done, should the farmers be allowed to make a charge for the hauling; and, if so, on what basis? (3.) There must be proper control. The representatives were advised that the Commission would be prepared to receive and consider any plan or plans designed to conserve the use of gasoline, rubber, man-power, and equipment under some group arrangement whereby the use of trucks would be properly controlled, and the Commission intimated that such plans might be formulated and submitted by the B.C. Fruit Growers' Association as well as by packing-house firms and possibly by the commercial truckers. The Commission undertook to study any plan or plans received with a view to arriving at an equitable decision. The following organizations, etc., made suggestions to the Commission, namely: Okanagan Motor Vehicle Owners' Association; Ken's Trucking and Delivery Company, Limited; Rutland, Oliver, Salmon Arm, Okanagan Mission, South and East Kelowna, Glenmore, Vernon, Ellison, Coldstream, Peachland, and Kaleden Locals of the B.C. Fruit Growers' Association.

Having studied the various proposals, the Commission made a decision which was summarized in a letter dated June 6th, 1942, to the interested parties as follows:—

" Further to our conference in Kelowna on May 15th, with reference to the relaxation of regulations governing 'K' plates, and following a careful study of the recommendations made on our request by the various interested parties, we have had a conference with the Regional Transportation Director, and the conclusion has been arrived at that relaxation of these regulations is not necessary to an essential programme of conservation of gasoline and rubber in the Okanagan Valley.

" Further study is being given this matter, with a view to developing a programme of conservation, and the Regional Transportation Director will be communicating with you."

With regard to the application of B.C. Fruit Shippers, Limited, it was felt that this was a matter of an individual application and was not, therefore, of general interest to the meeting as a whole.

HEARINGS OF THE SUPERINTENDENT OF MOTOR CARRIERS.

Forty-three hearings respecting 133 applications were held by the Superintendent of Motor Carriers in Vancouver during the year. This was a reduction both in the number of hearings and the number of applications heard compared with the previous year, due largely to a reduction in the number of more important applications received. As elsewhere stated, there was a noticeable falling-off in the number of objections received or made at these hearings.

Naturally, in cases where an application involves operations in the Interior, it is usual for the representations to be made in writing, rather than in person. The system of sending out notices of hearings, however, has the result of fixing the last date for representations to be made and is a convenient method of giving notice of the application to interested parties.

The following is a statement of the number of hearings held by the Superintendent of Motor Carriers in Vancouver during the year:—

Month.	Number of Hearings.	Number of Applications.
March, 1942	5	25
April	4	20
May	3	10
June	5	13
July	3	8
August	4	9
September	3	10
October	3	9
November	2	3
December	3	8
January, 1943	5	11
February	3	7
Totals	43	133

TARIFFS AND TIME SCHEDULES.

Attached (Appendix D) is a copy of the report of the Acting Rates Examiner which shows good progress in the filing of tariffs of rates and time schedules by carriers who have been tardy in this matter. In many cases it is necessary for a carrier, in submitting a proper tariff, to revise the entire basis of his charges, and it was therefore necessary to scrutinize carefully all tariffs filed in order to ensure that no increases in rates were involved.

It is clear that the cost of operating motor-vehicles has increased to some extent. These increased costs are not confined merely to running expenses, such as higher prices for gasoline, but are the result of an accumulation of increases which some carriers claim reach a considerable figure and include increases in the cost of repairs, parts, and tires, increased wages of employees through payment of cost-of-living bonus, and certain new costs such as unemployment insurance and higher taxes. Furthermore, there is difficulty, sometimes almost an impossibility, of obtaining new equipment and new parts. There is the loss of time and increased expense occasioned by reduced speed of travel; loss of time at business premises where loading or unloading of goods has to be effected under the handicap of a shortage of labour and congestion of vehicles, with corresponding increased expense to the carrier. The carriers are also experiencing difficulty in obtaining experienced drivers and, where inexperienced drivers are employed, expensive accidents or losses are likely to occur.

Despite the foregoing difficulties, there has not so far been any general demand by the carriers for permission to increase their rates. A few isolated applications have been dealt with under the agreement existing whereby this Commission forwards any such application to the Wartime Prices and Trade Board for consideration where the Commission is of the opinion that an increase in any particular case is justified. Prior to the war, competition between carriers was keen and it was not unusual for one carrier to underbid another for the purpose of obtaining business, particularly in the case of specialized hauling of one particular commodity for one company over a considerable period of time. This has resulted in reducing the margin of profit to a point where, now that costs have risen, the operation may be a losing proposition. At least one application for an increase in rate, now under consideration, comes within the foregoing category.

The most important application for a rate increase considered by the Commission was that of Frank Beban Lumber Company, of Nanaimo, respecting rates for hauling coal under contract. This is reported in some detail elsewhere in this report and in the report of the Rates Examiner.

There has been co-operation between the Motor Carrier Branch and the Audit Branch of the Dominion Treasury Department with respect to the rates charged by carriers for transporting materials purchased by the Dominion Government for National Defence projects. The fact that rates are carefully checked by the said Audit Branch before the bills are paid has brought home to the carriers, particularly in the Vancouver area, the necessity of having their rates properly filed under the "Motor Carrier Act." Those who have been tardy in filing their rates, having no rates filed, have found that they are not in a position to establish any claim they may have for a rate higher than the lowest rate available, whereas those carriers whose rates are on file may be in a position to prove that the rates charged by them are in accordance with their charges established prior to the effective date of the price ceiling. The Audit Branch of the Dominion Treasury Department has been very reasonable, but naturally has been careful to ensure that the price ceiling was not exceeded by any carrier and, in this connection, the Motor Carrier Branch has, whenever required, supplied the Dominion Government Audit Branch with details of rates filed by any carrier in question, and of rates filed by other carriers respecting similar hauling. When rates are not on file, the carrier has been requested to file same immediately.

The matter of "delivery charges" added by manufacturers to accounts for lumber and other materials supplied by them to National Defence projects was under consideration. In some cases the deliveries are made in vehicles owned by the manufacturers and licensed as private freight-vehicles. In other cases the deliveries are performed by licensed commercial carriers, engaged by the manufacturers. The "Motor Carrier

Act" does not give jurisdiction over "delivery charges" assessed in this manner. Part III. of the Act, dealing with rates, applies specifically to carriers operating public vehicles or limited vehicles and we cannot require manufacturers to file any schedule of such delivery charges. The rates actually charged by the licensed commercial carriers must, of course, be filed and may not be exceeded by them.

REGULATIONS PURSUANT TO THE "MOTOR CARRIER ACT."

Regulation 6.22 covering the transportation of passengers on trucks was amended to provide that fixed seats need not be provided when farm employees are being transported on trucks to and from work, subject to side and end boards at least 3 feet high being provided.

Clause (xiv.) was added to sub-paragraph (*l*) of Regulation 1.1 to include the area adjacent to and immediately south of the City of Vernon, which is occupied by an army camp, as an area within which trucks may operate without being licensed under the "Motor Carrier Act."

Regulation 3.91, covering the refund of licence fees to holders of licences who have joined His Majesty's forces, was amended by deleting the requirement that such licensee shall have *volunteered* for service.

Added to Regulation 1.1 was a new clause (*p*) exempting from the provisions of the "Motor Carrier Act" persons operating passenger-vehicles having a carrying capacity of not more than seven persons in cases where the vehicle is approved and registered under the "Wartime Industrial Transit Plan" of the Dominion Government.

Other minor amendments were made. A list of the amendments is contained in Appendix A of this report.

In accordance with the policy of the Commission of keeping the regulations up-to-date and of supplying the Provincial Police and other parties with up-to-date copies of same, the regulations were again reprinted in June, 1942, with all amendments to date, the previous issue having been exhausted.

ENFORCEMENT.

The Commissioner of the British Columbia Provincial Police has supplied the following statistics with respect to prosecutions, convictions, and dismissals under the "Motor Carrier Act" during the licence-year:—

Prosecutions	284
Convictions	277
Dismissals	7

While it will be noted this is a reduction as compared with the previous year, when 458 prosecutions were made, it is believed that this reduction is partly due to a better acquaintance by truck-owners with the provisions and requirements of the "Motor Carrier Act," although possibly it is also to some extent due to conditions arising out of the war which have greatly increased the work of the Provincial Police.

ADMINISTRATION.

STAFF.

The Motor Carrier Branch of the Public Utilities Commission is under the direction of Major R. M. Taylor, Superintendent.

Early during the month of May, 1942, Mr. E. V. Ablett, Rates Examiner of the Motor Carrier Branch, obtained leave to accept an appointment as Services Officer, Truck Control, for British Columbia with the Wartime Prices and Trade Board, with headquarters at Vancouver. His place has been filled temporarily by Miss O. Cashato, formerly secretary to the Superintendent of Motor Carriers. As close co-operation

between the Motor Carrier Branch and the local Services Officer, Truck Control, of the Wartime Prices and Trade Board is necessary, Mr. Ablett's intimate knowledge of the provisions of the "Motor Carrier Act" and of the trucking industry throughout the Province has proved exceedingly beneficial.

Mr. Victor McGuire resigned his position in order to join the R.C.A.F.

Mr. H. J. Maddaford joined the staff as Inspector of Motor Carriers during the month of August, 1942. He has been employed at the Vancouver office for the time being, replacing Mr. H. K. Hume who, as previously reported, was posted to the Nelson office of the Motor Carrier Branch.

Some members of the staff left the employ of the Commission to take up positions with the Dominion Government. Suitable replacements were made when necessary, but an endeavour has been made to keep the number employed to a minimum compatible with efficient operation.

The Commission wishes to place on record its appreciation of the loyal and efficient service rendered by the employees of the Motor Carrier Branch.

Inspectors of Motor Carriers.

No change was made with respect to the areas covered by the five Inspectors employed by the Commission, who have their headquarters at Nelson, Kelowna, Prince George, Vancouver, and Victoria.

During the year the preparation of a comprehensive "Manual of Instructions for Inspectors" was completed and issued to Inspectors of Motor Carriers and other appropriate members of the staff. This mimeographed volume, containing 87 pages and appendices, outlines in full the policy of the Commission respecting all phases of the administration of the "Motor Carrier Act" and contains rules for conduct of Inspectors and the procedure to be followed by them.

The following are a few brief extracts from this manual, outlining the duties of Inspectors of Motor Carriers:—

"*Employment.*—Inspectors of Motor Carriers are employed by the Public Utilities Commission (in whom the administration of the M.C. Act is vested), and they are subject to the directions and orders of the Public Utilities Commission which employs them. They will generally receive their orders from the Superintendent of the Motor Carrier Branch of the Public Utilities Commission. As special constables they are responsible, for discipline, to the Officer Commanding the B.C. Police Division in their area.

"*Scope of Duties.*—Inspectors of Motor Carriers are employed primarily for the purpose of making investigations and inquiries and for obtaining information pertaining to matters respecting the administration of the M.C. Act.

"*Enforcement of the 'Motor Carrier Act.'*—It is the wish of the Public Utilities Commission that as far as possible, enforcement of the 'Motor Carrier Act' shall be carried out by the Provincial Police officers. Inspectors are, however, available to assist the Police at any time in enforcement work and they are expected to keep in close touch with the Provincial Police Force in their districts, and to work harmoniously with the Police, to whom they should report all matters requiring police action, such as any cases of contravention of the 'Motor Carrier Act' and Regulations or suspected cases. While, therefore, enforcement of the 'Motor Carrier Act' is not a major duty of Inspectors, they should, nevertheless, have a knowledge of Court procedure so as to be in a position to give satisfactory evidence in any case in which they may be called upon to do so. In the matter of enforcement, Inspectors must keep in close touch with the local detachment of the B.C. Provincial Police in order to prevent duplication of enforcement work."

Powers of Inspectors of Motor Carriers.

The following is the text of Order of the Public Utilities Commission of the 16th day of February, 1940 (in part):—

"1. That every person employed by this Commission as an Inspector of Motor Carriers shall have the following powers:—

"(*a.*) To search any motor-vehicle in accordance with section 63 of the 'Motor Carrier Act' and to require the driver of the motor-vehicle to stop the same and to permit of the search being made:

"(*b.*) To inspect shipping orders in accordance with Regulation 9.23:

"(*c.*) To inspect records of freight in accordance with Regulations 9.25 and 9.4:

"(*d.*) To inspect documents in accordance with Regulation 9.32:

"(*e.*) To inspect receipts in accordance with Regulation 9.5:

"(*f.*) To issue Class I., Class II., Class III., and Class IV. permits in accordance with Part 10 of the Regulations."

Reports of Inspectors of Motor Carriers.

Copies of reports from Messrs. F. Black, H. K. Hume, W. A. Jaffray, and G. L. Greenwood, Inspectors of Motor Carriers, will be found in Appendix E attached to this report.

Offices.

The main office of the Motor Carrier Branch of the Public Utilities Commission is on the upper floor of the Motor-vehicle Building, 1740 Georgia Street West, Vancouver; sub-offices are maintained for the convenience of the public in the Central Building, Victoria, and at Nelson.

APPENDICES.

APPENDIX A.

AMENDMENTS TO THE REGULATIONS.

Order in Council No.	Date approved.	Subject.
788	June 10, 1942	Amending Regulations 8.51 and 8.57.
897	July 3, 1942	Amending clause (*a*) of Regulation 6.22 respecting transportation of farm-workers on trucks.
951	July 13, 1942	Amending clauses (*a*) and (*i*) of Regulation 1.1 by including therein the exemption of vehicles owned by or operated exclusively on behalf of the Government of the United States.
1268	Sept. 23, 1942	Adding sub-paragraph (xiv.) to clause (*l*) of Regulation 1.1 respecting the exemption of trucks transporting freight from Vernon to the army camp site adjacent to the City of Vernon.
1269	Sept. 23, 1942	Amending Regulation 3.91 respecting refunding of fees to persons who have joined His Majesty's forces, by deleting a requirement that such person shall have "volunteered."
167	Feb. 10, 1943	Adding clause (*p*) to Regulation 1.1 exempting passenger-cars operated under the War-time Industrial Transit Plan of the Dominion Government.

APPENDIX B.

"MOTOR CARRIER ACT."

STATEMENT OF LICENCES ISSUED, TRANSFERRED, AND CLASSIFICATION CHANGED, DURING THE LICENCE-YEAR ENDED FEBRUARY 28TH, 1943; THE REVENUE THEREFROM, AND OTHER REVENUE.

Kind of Licence.		Revenue from Licence Fees.	Number of Licences issued, 1942–43.					Number of Licences transferred.	Number of Licences Classification changed.
Group Letter.	Classification.		Renewals.	New Licences.	Replacements.	Substitute Plates.	Total.		
A	Public Passenger-vehicles	$8,320.35	126	23	7	.....	156	.....	6
B	Limited Passenger-vehicles, over 7 passengers	545.65	34	28	1	.....	63	.....	.....
C	Limited Passenger-vehicles, 7 passengers or less	5,402.38	432	89	68	2	591	.....	.....
D	Public and Limited Passenger-vehicles	10,133.30	131	9	8	.....	148	.....	21
E	Limited Freight-vehicles	27,192.36	512	287	38	11	848	17	44
F	Miscellaneous Combinations of Licences	496.55	25	6	2	.....	33	.....	4
G	Public Freight-vehicles, Class II.	12,158.35	176	8	11	8	203	2	3
H	Public Freight-vehicles, Class III.	57,395.37	1,184	84	120	19	1,407	22	21
J	Public Freight-vehicles, Class I.	6,897.18	93	4	11	3	111	3	5
K	Private Freight-vehicles, Class III. (Farmers)	16.00	3,133	1,336	102	16	4,587	.....	.....
L	Private Freight-vehicles, Class I. (other than farmers)	39,923.39	4,288	1,710	159	58	6,215	19	1
	Totals	$168,480.88	10,134	3,584	527	117	14,362	63	105

The figures for revenue are gross revenue. From this amount should be deducted various refunds amounting to $814.65.

Summary of Total Revenue.

Licence Fees	$168,480.88
Temporary Permits	6,360.88
Acts and Regulations	5.55
Copies of Conditions of Licences	17.00
Minutes of Hearings	.75
Tariffs	2.00
Total	$174,867.06

APPENDIX C.

SUMMARY SHOWING EFFECT IN BRITISH COLUMBIA OF SUBSECTION (3) OF ORDER No. TRANSIT 3 OF THE TRANSIT CONTROLLER, DATED OCTOBER 31ST, 1942, RESTRICTING BUS TRAVEL.

The following is a text of this order:—

"(3.) After November 15, 1942, no person shall, without the written general or specific approval of the Transit Controller, sell or supply any ticket for the transportation of a passenger by public vehicle, or convey any passenger in one continuous journey by public vehicle, for a greater distance of travel than 50 miles one way or 100 miles return."

The following is an outline of the effect of this order on bus transportation in British Columbia:—

Neal Evans Transportation Company.—Public passenger service between Vancouver and Pioneer Mines (in the Bridge River district) discontinued after November 15th, 1942. Service restricted to operating between Pioneer Mines and Lytton.

Huffman and Smith.—Weekly service between Vanderhoof and Prince George suspended November 15th, 1942.

Western Canadian Greyhound Lines, Ltd.—Service between Nelson and Crowsnest restricted to one "section" per day.

B.C. Greyhound Lines, Ltd.—Service between Vancouver and Kamloops and between Osoyoos and Trail discontinued.

B.C. Coach Lines, Ltd.—Service between Merritt and Princeton discontinued. Between Merritt and Spences Bridge—twice per week service to be operated on other than train days. Kamloops–Salmon Arm daily service suspended, but the existing additional thrice-weekly service on Tuesdays, Thursdays, and Saturdays to continue.

B.C. Motor Transportation, Ltd.—Vancouver–Chilliwack service suspended, but New Westminster–Chilliwack service (which is 52 miles) permitted to operate two round trips per day. New Westminster–Harrison Hot Springs service suspended and the service now terminates at Mission. Certain restrictions regarding New Westminster–Vancouver service —namely, no service on Sundays and holidays, and on other days after 8 o'clock leaving New Westminster.

Interior Stages, Ltd.—The 50-mile travel restriction to apply on the route from Nelson–Trail via Salmo.

Vancouver Island Transportation Company, Ltd.—The 50-mile travel limit applies on all routes except between Nanaimo and Port Alberni and between Nanaimo and Campbell River via Courtenay; tickets, however, may be sold and passengers carried from Victoria to Youbou and from Nanaimo to Youbou.

APPENDIX D.

REPORT OF RATES EXAMINER.

Following is a general report on the activities of the Rates Division during the licence-year ended February 28th, 1943. The general policy in effect by this Branch during the past two years with regard to filing and acceptance of tariffs and time schedules has been continued with no change, except in so far as necessary having regard to the Maximum Prices Regulations of the Wartime Prices and Trade Board.

At the beginning of the new licence-year the Rates Division consisted of the Rates Examiner and two stenographers. Early in May the Rates Examiner, Mr. E. V. Ablett, was released from this office to take over the position of Regional Services Officer, Truck Control, of the Wartime Prices and Trade Board, Vancouver. This loss was seriously felt and was the more noticeable when the senior stenographer resigned at the end of May. The undersigned was appointed Acting Rates Examiner and for the remainder of the year the Division has carried on with a staff of two, being a reduction of 50 per cent. as compared to the previous year. Owing to this reduction in staff and to the restrictions of the war-time regu-

lations, the Division has made no attempt to pursue any of the projects outlined in Section 3 of the schedule attached to the Rates Examiner's Report for the year 1940–41, nor to continue any of the proposed programmes under consideration by Mr. Ablett prior to his release.

Uniform Tariffs.

Three uniform filings were, however, received, namely:—

(*a.*) Rates for taxi operators in New Westminster: There were four carriers operating limited passenger-vehicles (taxis) out of the City of New Westminster, all of whom submitted tariffs which were approximately the same but in which certain rates varied. When these differences were brought to their attention, they expressed a desire to file a uniform tariff. This filing embodied certain increases as well as certain reductions in rates, and was referred in a tariff report dated September 10th, 1942, to the Public Utilities Commission. The Commission obtained concurrence of the Wartime Prices and Trade Board to the increases involved, and this tariff was subsequently approved for filing.

(*b.*) Rates on transportation of agricultural products from Delta Municipality to Vancouver: This was an application by Ladner Transfer, Limited; Delta Freight Lines; P. H. Bowing; A Huff; and R. B. Coleman to file certain uniform rates on the hauling of root-vegetables from Delta Municipality to Vancouver. The application resulted from a hearing held in connection with a complaint from the Wartime Prices and Trade Board that certain carriers had been allegedly charging an increased rate on potatoes. At the time, all but two carriers had not, as yet, filed tariffs with the Motor Carrier Branch and the Division spent considerable time in finally obtaining this information. After some months of fact-finding, application was made to the Public Utilities Commission for authority to accept this uniform filing and this authority was received on March 30th, 1943.

(*c.*) Revision of the uniform rates of Class III. public freight carriers in the Prince George district: While many of these carriers had subscribed to Uniform Freight Tariff No. 1, there were many who had filed their own compilations and there was some controversy with regard to certain rates charged during the basic period, and subscribers to the Uniform Freight Tariff No. 1 contended that these certain rates were incorrectly named in the tariff. As a result of the controversy, a thorough investigation of the freight operations and rates charged was made. It transpired that many of the items contained in the original uniform filing were in error, changes to the rates having been made prior to or during the basic period and, as a consequence, a revision of the tariff was necessary. A new uniform tariff has been filed and is at the moment awaiting submission to the Public Utilities Commission for consideration.

Rate Hearings.

Four Rate Hearings were held during the year, as follows:—

(1.) July 21st, 1942: A special hearing was held to investigate a complaint that certain public freight carriers had increased their rate for the transportation of potatoes from Delta Municipality to Vancouver without authority. This hearing brought out the fact that the generally accepted and filed rate for transporting potatoes was $2 per ton in 100-lb. sacks and for new potatoes was $3 per ton in boxes. It appeared two carriers had been charging a rate of $2.50 for potatoes in 100-lb. sacks, although no such rate had been filed with the Motor Carrier Branch and was unauthorized. There appeared to be some confusion in regard to the proper rates in some respects, covering not only potatoes but root-vegetables generally. The carriers were advised that the $2.50 rate was not filed and was not approved, and the hearing concluded with an undertaking by the carriers to file a uniform tariff for consideration. (Note.—This tariff was duly filed, *see* above.)

(2.) October 2nd, 1942: *Re* application of Ladner Transfer, Limited, to file a rate on transportation of milk picked up in Crescent Island district and delivered to Vancouver at a rate of 14 cents per 100 pounds, empty cans returned free of

charge. This milk was formerly handled by the Townsend Transfer; in the month of August the latter firm ceased operating and handed its hauling, which included the transportation of milk under contract with the Fraser Valley Milk Producers' Association, to the Delta Freight Lines. The Fraser Valley Milk Producers' Association did not wish to give the Delta Freight Lines this contract owing to the fact that the latter hauled milk for independent shippers and were anxious to use the services of the Ladner Transfer, Limited, instead. The latter company brought forward certain arguments with respect to a saving in mileage if this milk were handled by its trucks. As a result of the evidence, there were no substantial grounds for refusing the application and same was approved.

(3.) November 24th, 1942: Regarding application of Frank Beban Lumber Company, Limited, for permission to file a tariff covering increase in contract rates for transportation of coal from No. 8 Mine (Wellington) and from Extension-Prospect Mine to Nanaimo. The increased rate applied for was $1 per *short* ton for hauling from Wellington Mine and 55 cents per *short* ton for hauling from Extension-Prospect Mine, being an increase over the contract rates in effect which were 78 cents per *long* ton and 55 cents per *long* ton respectively.

The application was opposed by the Canadian Collieries (Dunsmuir), Limited.

Minutes of the hearing were referred to the Public Utilities Commission who arranged for an investigation by an officer of the Commission, including an examination of the Company's books and accounts. In due course the Commission, with the concurrence of the Wartime Prices and Trade Board, consented to a rate for hauling coal from No. 8 Wellington Mine of $1 per *long* ton, retroactive to November 12th, 1942, subject to the following terms and conditions:—

The Company shall keep complete statistical records of the operations for each of its coal-hauling trucks, and shall also keep proper accounting records so as to segregate the revenues and expenditures of its coal-hauling operations from the rest of its business.

The rate of $1 per *long* ton from No. 8 Wellington Mine to Nanaimo shall be in force as from November 12th, 1942, and until such time as this Commission has made a further examination of the records of the Company.

All contracts or offers by the Company, made in connection with the coal haul between the Company and the Canadian Collieries (Dunsmuir), Limited, or sub-contractors, which contracts or offers the Company might wish this Commission to consider, must be made in writing.

When the Company considers that its records are sufficiently accurate and complete, a new application may be made for the rates originally requested, or any other rates that the Company considers justifiable.

If the Company does not make an application for a revision in rate by May 30th, 1943, the Commission will make whatever further investigation it deems desirable.

This consent shall not be effective until concurred in by the Wartime Prices and Trade Board.

(4.) January 26th, 1943: Application of the O.K. Valley Freight Lines, Limited, for a change in and an addition to Competitive Local and Joint Freight Tariff No. 1A. This application was a direct result of Order A-314 of the Wartime Prices and Trade Board of the Dominion Government restricting the operation of private commercial vehicles to a 35-mile area. The O.K. Valley Freight Lines, Limited (who operate scheduled public freight service from Osoyoos to Salmon Arm), were offered freight which formerly had been handled by the owners thereof under private freight licences. As a result of the increase in volume of fresh fruit, vegetables, and of cheese to be transported, the applicant requested an extension of the commodity rating on fruit and vegetables equivalent to a third-class rate for items taking first- and second-class rate for points north of Penticton and south of Armstrong; a reduction in the rate on cheese

in lots of 1,000 lb. or more was also applied for between Armstrong and Vernon, Kelowna and Penticton. No increase in rates was involved and the change and addition were duly prescribed by the Public Utilities Commission.

Filing of Tariffs and Time Schedules.

In the first two years of operation under the "Motor Carrier Act" a great deal of attention was given to uniformity of filings, but the "freezing" of rates under war-time regulations, as suggested in an earlier paragraph of this report, made it necessary to deviate from this programme, and activity along these lines has been curtailed to a considerable extent. In the meantime the Division has concentrated on initial filings and is continuing to do so; once the data have been accumulated, a comprehensive study of each district will be made with a view to building up uniform rate structures throughout the Province. At the moment there are several uniform filings already in effect.

At the end of February, 1942, there still remained many operators of scheduled services who had not, by then, filed proper time schedules and tariffs as requested by the "Motor Carrier Act." Since "line-haul" or scheduled carriers serve the majority of the public, it was considered that their schedules and tariffs were of the greatest immediate importance; not that the tariffs of other classes of carriers were not of equal importance, nor that there was any intention to neglect non-scheduled carriers, as tariffs of all classes were handled in the regular course of routine work. Early in the new year an effort was made by letter to have all carriers operating on schedule, both passenger and freight, file up-to-date time schedules. By the end of February, 1943, practically all public passenger carriers had filed an initial time schedule under the "Motor Carrier Act." All schedules were thoroughly investigated and examined for increases or reduction in service, excess speed, and otherwise. Many changes in service were made voluntarily by operators in order to conserve tires, equipment, and gasoline.

A statement showing the number of time schedules and tariffs filed during the year appears at the end of this report.

Following the filing of time schedules, a similar effort was made in October to have these carriers operating scheduled services file their tariffs. In most cases our efforts met with a ready response from the operators, who were willing and anxious to comply with the requirements of the "Motor Carrier Act" in this regard. Not all of the Class II. public freight operators have as yet completed the filing of tariffs in conformity with the manner and style prescribed by the regulations, but they report that work is proceeding on them. In addition to the number shown in the statement, there are twenty tariffs (the majority of which cover operations between Fraser Valley points and Vancouver) which have been submitted by Class II. public freight operators, but these require amendment and will shortly be ready for filing. The Division is in contact with these operators and, while progress is definitely being made, this progress is slow principally because, with the strain of demands for added service, labour difficulties, and restrictions imposed upon the carriers under existing war-time conditions, they are unable to devote the time necessary to accumulating the data required to set up model tariffs, and this Department has had to assist in many cases to the extent of making up their documents. There are numerous carriers who still do not understand the matter of tariff-making and to whom the specimens commonly used for guidance are confusing. Under these circumstances, therefore, and to expedite filings, the staff has given this assistance when needed. A service has been rendered by the Inspectors of this Branch in assisting operators and applicants in compiling their tariffs or in obtaining information or data required in connection with same. In some cases the Inspectors have found it necessary, themselves, to undertake the entire compilation of tariffs on behalf of the applicants, many of whom have not the necessary experience or knowledge.

The process of deliberating with the carrier, compiling data, drafting, and finally obtaining a document drawn to the satisfaction of the Motor Carrier Office is tedious and requires many weeks, sometimes months, to accomplish, as the compilation of tariffs cannot be hurried and some items require the minutest investigation and examination to insure against ambiguities for the protection of both the shipper and the carrier. Any tariff which contains an item the interpretation of which may be in doubt in any particular is not satisfactory and does not meet the requirements of the regulations.

In reporting on the progress made in obtaining filing of tariffs, the fact cannot be ignored that there remain hundreds of cases where initial tariffs have yet to be submitted and the Division has not, thus far, had the time and the staff to cope with them, but sufficient tariffs have been filed from the various districts to form a fair enough foundation, at least, on which to judge and compare the value of a service in a particular area. Such a foundation is an important guide in determining the basis on which rates should be charged. This should be especially useful in cases of new carriers commencing in the transportation business subsequent to the "basic period" referred to in the Maximum Prices Regulations, the Public Utilities Commission having already instructed that no rates shall be accepted which are higher than the prevailing rates for similar service in the district.

At the end of the third year a marked show of interest among carriers respecting tariffs is noticeable, and it is anticipated that during the coming year more carriers, prompted either by competitive or purely protective reasons, will on their own initiative seek to file their rates according to Government standards. Such a circumstance would not only lighten the burden of the Rates Division considerably but enable it to divert greater attention to the more intricate points of tariff-making.

O. CASHATO,
Rates Examiner.

Statement of Tariffs and Time Schedules filed during Licence-year 1942–43.

Passenger Time Schedules	12	
Freight Time Schedules	42	
Express Time Schedules	1	
		55
Public Passenger Tariffs	14	
Charter Passenger Tariffs	54	
Uniform Charter Passenger Tariffs (New Westminster)	4	
Local Express Tariffs	6	
Public Freight Class I. Tariffs	9	
Public Freight Class II. Tariffs	11	
Public Freight Class III. Tariffs	110	
Limited Freight Tariffs	11	
		219

APPENDIX E.

REPORTS OF INSPECTORS.

INSPECTOR F. BLACK.

(Licence Districts 9A, 14, 14A, and 15; Licence District 8 (Hope to Lytton); and portion of Licence District 9 (between Lytton and Lillooet, but not including Lillooet).)

I herewith submit my report for the licence-year 1942–43, covering the above territory with respect to my duties as Inspector of Motor Carriers.

There was an increase in the total number of licences issued during the year; this is no doubt due to increased production in war factories and industry. The increase was particularly noticeable with respect to Class III. private freight-vehicle licences (Farmers' "K" Licences), due to the fact that large numbers of people have moved from the Prairies to the Pacific Coast and have taken up small ranches on which the families do the farming while the men work in the city. Approximately 1,475 public and limited freight-vehicle licences were issued during the year for operation in this territory.

Continuous work in investigations and inspections have been required during the year, as so many small businesses or industries have come into being due to the war. Numerous complaints have been investigated and the usual investigations regarding new applications, applications for permits, and for alteration of licences have been carried out and special investigations made as required. Operators who have failed to file proper tariffs of their

rates have been contacted in person with satisfactory results, the situation having improved during the year.

As a result of information handed in to the British Columbia Police, nineteen convictions have resulted as well as eleven convictions in municipalities controlled by the municipal police. During the year the Highway Patrols of the British Columbia Police, previously stationed at Haney and at Abbotsford respectively, were discontinued. This has curtailed enforcement to some extent. The undersigned has very little time for enforcement on account of the number of investigations to be made; numerous complaints are received from commercial carriers regarding the operations of private freight-vehicles, which necessitates continual investigations.

During the year operators in this district have hauled a greater tonnage than in any previous year, due to greatly increased activity arising out of war industry and defence projects. The provisions of the "Motor Carrier Act" appear to have proved very beneficial to operators in the handling of this heavy volume of freight, for the reason that traffic has been better regulated and a certain amount of duplication of service has been avoided; while this may have adversely affected some individual operations, on the whole it has benefited the majority to no small degree.

During the month of April, 1942, the undersigned spent ten days in the Okanagan making special investigations and also visited Prince George during the month of June. In all a total of 33,980 miles was travelled.

F. BLACK,
Inspector of Motor Carriers.

INSPECTOR W. A. JAFFRAY.

(Vancouver Island and Adjacent Islands.)

I hereby submit a report respecting the administration, operation, and enforcement of the "Motor Carrier Act" within the above district during the licence-year 1942–43. Generally, the number of licensed vehicles in the district has increased and, with Federal travel restrictions being imposed on every one, including carriers, there has been a transformation of available services, including new routes or time schedules in some cases and reduction or discontinuance of services in others. I will deal with each type of licence separately.

Public Passenger Service.—The motor carrier operating in this capacity has had a very trying year in this district. Due to increase in population and consolidation of people in cities and industrial centres, caused both by the availability of employment and gasoline and tire restrictions, the passenger conveyances have been handling a very heavy volume of passengers. On urban routes overload buses have been running over a portion of the routes, taking care of the masses at peak hours, doubling up on schedules and, generally speaking, complaints as to failure to supply necessary service have been few.

Limited Passenger Service.—Buses operating in this classification now mainly comprise industrial workers' conveyances. There has been an increase in the number of licences issued, as school buses, previously operated exclusively as such, are now pressed into service to handle the workers also. In some instances such extra handling requires no additional bus mileage but dovetails in perfectly with school operation. Public demand for this type of service has been great and, after a complete survey of the district, certain services were recommended. As a result employees in essential industries located at points where no transportation was provided were carried *en masse* with little or no inconvenience to operators and with few additional bus-miles.

Taxis have been very busy during the year in spite of the new 15-mile radius restriction. The number of licences issued has sharply increased, attributable mainly to the location of National Defence camps.

Public Freight Service.—Long-line carriers licensed in this category have handled the mass of freight moving over the highways and are now putting into force self-imposed reductions in service. All trucks will now be laden to capacity and will make fewer scheduled trips in an effort to conserve vital supplies.

Trucks licensed as public freight-vehicles to give non-scheduled services for certain districts have not increased in number and have caused little concern during the year. The

districts all seem to be well supplied with existing services, and complaints received from such carriers *re* interference by unlicensed truckers were negligible.

Limited Freight Service.—There has been a decided increase in the number of limited freight licences issued during the year. Projects requiring numerous dump-trucks absorbed all available trucks of this class in this district, and some mainland trucks were brought in, and licences or permits were issued in the majority of cases. Hauling rates caused some concern on most projects at the outset, but were gradually brought to a reasonable level, using the approved Dump-truck Rate Schedule as a basis in establishing contract prices on a yardage basis.

Private Freight Service.—Carriers operating under these licences showed no marked increase in number and caused no concern during the year. The thirty-five road-mile radius restriction greatly affected the private lumber haulers who had been in the habit of transporting this commodity from Chemainus to Victoria, but otherwise it has wrought no great hardship on private freight operators in the district.

Rates.—Limited freight operators, realizing that they are dealing with but one or two consigners, have repeatedly endeavoured to increase rates. In some instances the original terms of their agreement had materially changed and an increase was warranted; in other cases more efficient supervision of traffic and handling methods netted a better return to the trucker with no increase in rates. In all such cases this branch has co-operated and assisted in every way to instigate a sound operation showing a reasonable return, with or without an increase or reduction in rates, as the case may be. In cases where the consigner has endeavoured to exploit the carrier, as has been quite common, especially on Government projects, the "Motor Carrier Act" has granted protection to the truckers which has been greatly appreciated. Tariffs have been filed by many of the carriers recently, and the general trend seems to be towards uniform rates. I have every confidence that a great deal will be accomplished in that respect during the next licence-year.

The following are statistics of inspections, investigations, and other matters dealt with by the undersigned during the year:—

(*a.*) Total number of mechanical inspections made of passenger vehicles		221
Defects noted—		
Defective brakes		68
Defective steering		56
Failure to carry emergency equipment		54
Failure to comply with regulations		185
Vehicles condemned on mechanical condition		22
(*b.*) Number of investigations made and interviews		924
(*c.*) Number of complaints dealt with (both written and verbal)		116
(*d.*) Prosecutions (cases only where information was laid by undersigned)		13
Segregated—		
"Motor Carrier Act" and regulations	8	
"Motor-vehicle Act" and regulations	1	
"Highway Act" and regulations	2	
Federal Orders in Council	2	
Total	13	
(*e.*) Mileage travelled by undersigned in course of his duties		18,129

The mechanical condition of passenger vehicles inspected during the past year has been fairly good but, due to shortage of skilled mechanics and difficulty in obtaining replacement parts, the standard is slightly lower than in the past. Loadings and increased mileage, with few bus replacements, have also tended to reduce the efficiency of the vehicles.

In conclusion, I can report, with consideration, satisfactory progress throughout the district in all phases of motor-vehicle transportation; the "Motor Carrier Act" has not only proven to be legislation governing highway transportation, but is now forming an integral part of the operation itself.

W. A. JAFFRAY,
Inspector of Motor Carriers.

INSPECTOR G. L. GREENWOOD.

(Cariboo, Prince George, Omineca, and Skeena Districts.)

The situation regarding licensing of carriers under the "Motor Carrier Act" at the close of the licence-year 1942–43 is satisfactory. Due to previous granting of a number of licences without the benefit of investigation by an Inspector of this Department, it was found in several instances that certain holders of public licences were not "fit, able, and willing" to serve the public. During the past licence-year, by careful consideration of new applications and applications for transfer of licences, this situation has largely been corrected and there are, at the time of writing, only two cases in this territory that require improvement, and both these cases are under final judgment of the Public Utilities Commission.

In regard to the general attitude of public vehicle operators toward the "Motor Carrier Act," I doubt if it is possible to find one public vehicle operator in this territory who is not solidly behind the "Motor Carrier Act," due to his conditions having been steadily and materially improved by the elimination of "unfair" competition practised by petty "chisellers" who were stealing enough business to render it impossible for the legitimate operator to conduct operations on a sound basis. In regard to the attitude of shippers, no complaints with regard to rates have been received for an extended period and the few complaints with regard to inefficient service have been handled very firmly, when found to be justified.

The proper filing of tariffs of rates needed considerable attention and during the past licence-year this most necessary and difficult task has been nearly completed in this area; in addition, several revisions have been made of existing tariffs that were improperly drawn, incomplete, or in need of bringing up to date.

Regarding administration and enforcement, on taking charge of this territory, less than two months before the commencement of the licence-year 1942, it was found that there was almost a complete ignorance of the "Motor Carrier Act" and regulations throughout the district. Not more than two-thirds of the trucks were licensed under the "Motor Carrier Act" and rate-cutting was prevalent. After due consideration, a programme of "education" rather than "enforcement" was carried out until such time as a proper understanding of the "Motor Carrier Act" and regulations eliminated this condition of ignorance. In a period of one year the results of this method are apparent. All trucks are properly licensed, rate-cutting has been practically eliminated, and the separate types of operators are fully conversant with the different types of licences and the privileges allowable under each. Police Court cases under the "Motor Carrier Act" have not been handled by me, although four charges were laid by the British Columbia Police as a result of information furnished by the writer in instances where other methods failed. There has been close co-operation with the different detachments of the police, who have rendered assistance when necessary.

General trucking and passenger transportation movements have been considerably expanded in certain sections of the territory during the licence-year 1942, due to the numerous construction projects connected either directly or indirectly with the war effort. At no time has any delay been caused in connection with these projects by necessity for compliance with the "Motor Carrier Act" and regulations. Emergency operations have been handled by "Temporary Permits" issued, in most cases, under authority from the Superintendent of Motor Carriers, who has been contacted by telegraph when necessary. Certain assistance has also been given to contractors on the different projects by advising them where additional trucking equipment was available when the necessity arose.

General statistics for the licence-year 1942, showing routine duties performed, mileage travelled, etc., are as follows:—

Vehicles checked on highway (approximately)	1,150
Investigations and interviews (approximately)	945
Temporary Permits issued (all classes)	351
Prosecutions (indirectly through British Columbia Provincial Police)	4
Miles travelled by undersigned in course of his duties	22,608

G. L. GREENWOOD,
Inspector of Motor Carriers.

INSPECTOR H. K. HUME.

(Grand Forks-Greenwood District, East and West Kootenays, including Rossland, Trail, Nelson, Kaslo, Slocan, Cranbrook, Fernie, Windermere, and Golden.)

I submit herewith annual report for the licence-year 1942–43, covering administration of the "Motor Carrier Act" and regulations pursuant thereto in the above-mentioned districts.

On March 24th, 1942, the writer was transferred from the Vancouver office to the Nelson office and promoted to the position of Inspector; the former Inspector, Mr. J. A. Carmichael, having resigned to join the armed forces at that time.

In the course of familiarizing myself with the district and making a general survey of existing conditions, it was found that a large majority of the carriers have welcomed the "Motor Carrier Act" and have found it beneficial, and with the few that have registered complaints or objections to the Act or regulations it has been found that their troubles have been overcome by properly explaining the various parts of the Act and by correctly classifying their licences.

Conditions in general throughout the whole district have been stable, with the exception of the heavy influx of Japanese being established in internment camps along the Slocan Valley and at Greenwood. During the camp construction period it was necessary to issue several permits for hauling of materials and supplies but, at the present time, all of the supplies for camp maintenance are being handled by the regular licensed operators.

The amount of time taken up in investigations of new applications, alteration of licences, transfers, and investigations of Class III. private (farmers) licences has left very little time for enforcement, but the enforcement of the "Motor Carrier Act" in this district is being successfully carried out by the British Columbia Provincial Police force, and I should add that the members of this detachment have been very willing to co-operate and have rendered much assistance in investigation-work.

Some progress has been made regarding the filing of freight and passenger tariffs, with quite a large number of new tariffs being filed this year; judging from the very few complaints received in conjunction with rates, it is felt that difficulty in obtaining filed tariffs will soon be overcome.

There has been a slight increase in the number of limited freight-vehicle licences issued during the year; this is accounted for by the heavy demand for timber and mine products. The Class I., Class II., and Class III. public freight-vehicle licences have decreased slightly; the reason for this is that a large percentage of the new applications received have been rejected because of lack of proof of public necessity. The number of public and limited passenger-vehicle licences issued this year is the same as last year. The total number of licences issued in this territory during licence-year 1942–43 was 1,975; of this figure, 438 licences were issued for public and limited freight and passenger vehicles, the remaining 1,537 licences being Class I. and Class III. private freight-vehicle licences.

Considerable checking has been done on bills of lading and time schedules, also freight and passenger tariffs, and the writer has made a point of contacting as many operators as possible on each trip made, with the view of keeping each operator in close touch with the Motor Carrier Branch and also to create a feeling of co-operation between the licensed carriers and this department.

A distance of 24,000 miles has been travelled by the undersigned while making some 500 investigations and carrying out the duties of this department.

H. K. HUME,
Inspector of Motor Carriers.

VICTORIA, B.C.:
Printed by CHARLES F. BANFIELD, Printer to the King's Most Excellent Majesty.
1943.

575-743-5362