

PROVINCE OF BRITISH COLUMBIA

---

FIFTH ANNUAL REPORT

OF THE

PUBLIC UTILITIES COMMISSION

PURSUANT TO SECTION 36 OF THE

MOTOR CARRIER ACT

FOR THE

LICENCE-YEAR 1944-45



VICTORIA, B.C. :

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VICTORIA, B.C., June 30th, 1945.

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

MAY IT PLEASE YOUR HONOUR:

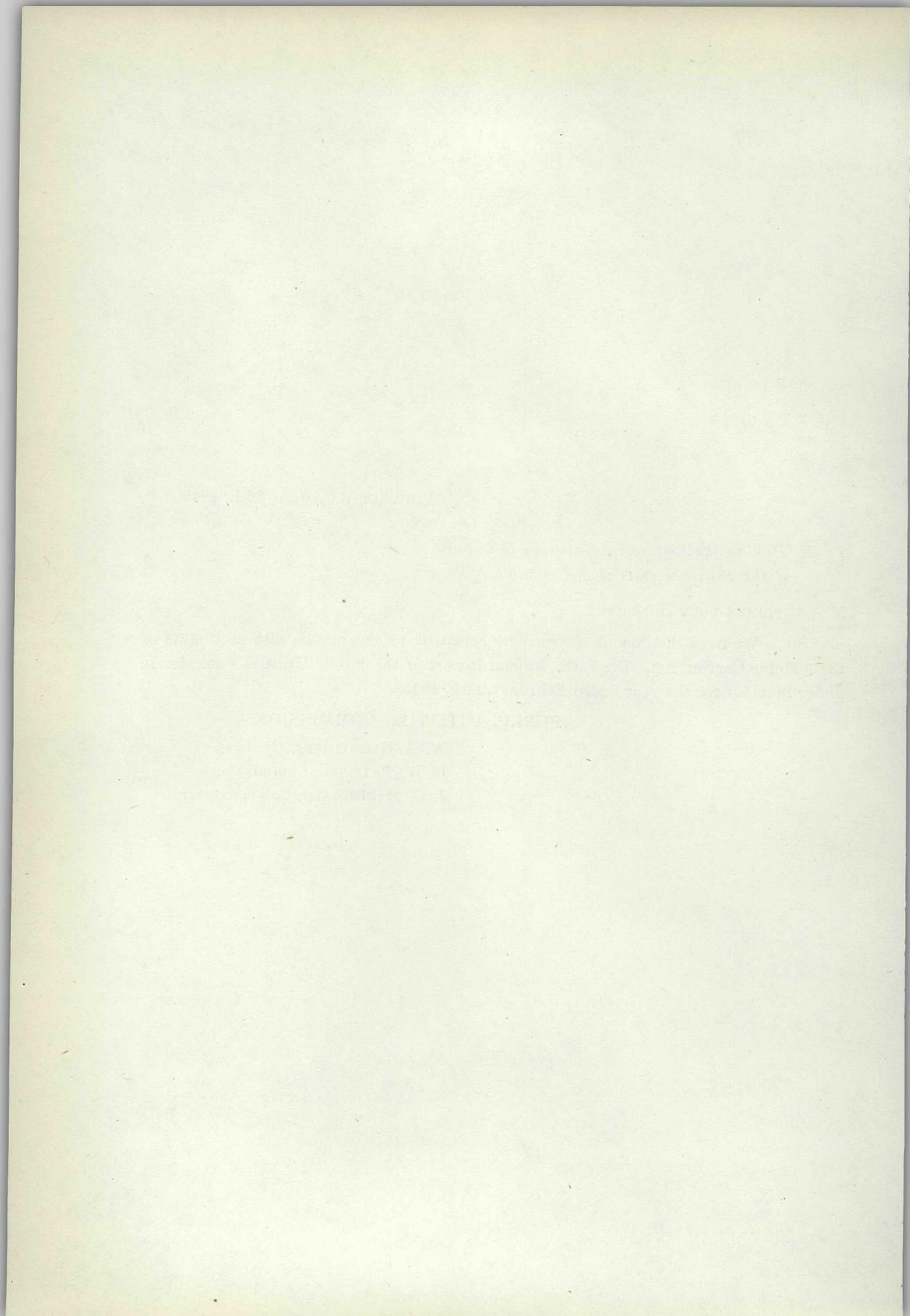
SIR,—We have the honour to transmit herewith, in accordance with section 36 of the "Motor Carrier Act," the Fifth Annual Report of the Public Utilities Commission under that Act for the year ended February 28th, 1945.

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, 1945.

GENERAL.

As will be seen from the statement contained in Appendix A of this report, the total number of carriers' licences issued during the licence-year 1944-45 was 15,259. This constituted an increase of  $6\frac{1}{2}$  per cent. over the number issued during the previous year, and exceeds the number issued in any previous year since the licensing of motor carriers was commenced in this Province. Similarly, the revenue has grown from \$124,000 in the year 1939-40 to over \$183,000 for the year 1944-45. The number of licences (new and renewed) issued during the licence-year now under review shows an increase in all categories except limited freight-vehicle licences. These figures are a clear indication of the steady increase in the volume of motor-vehicle transportation in British Columbia.

In its last report the Commission mentioned the large number of applications for transfer of licences received in that year—namely, 166 in 1943-44 as compared with 63 during 1942-43. During the licence-year now under review the number of transfers was practically double the number for the previous year—namely, 323 licences transferred, including 70 taxi licences, 93 public freight-vehicle licences, and 26 limited freight-vehicle licences. It would seem that, in so far as transfer of public and limited licences is concerned, the value of the businesses which the licences represent has been enhanced, due, no doubt in part, to the increased volume of business arising out of war industry and increase in population, but due also in large part to the stabilization of the motor transportation industry, resulting from the introduction and enforcement of the provisions of the "Motor Carrier Act." In this connection it may be of interest to quote section 38 (1) of the Act, which reads as follows:—

"It shall be the duty of the Commission to regulate motor carriers with the objects of promoting adequate and efficient service and reasonable and just charges therefor, and of promoting safety on the public highways, and of fostering sound economic conditions in the transportation business in the Province, and the Commission may make such investigations and inquiries and such regulations and orders as it deems to be necessary for the carrying-out of such objects."

The Commission, in administering the Act, has two duties: One—to the public, to see that the service given by motor carriers is adequate, efficient, and safe, and that the charges made for same are just and reasonable. Two—to the transport industry, to see that sound economic conditions are fostered. The main objective here is to see that the old chaotic and cut-throat conditions that prevailed in the industry and which resulted in poor service are removed and that the industry is established on a sound basis so as to enable continuous, reliable, and efficient service to be given to the public.

In order to accomplish this it has been necessary to place some restriction on the number of licences granted and on the services which might be rendered by each operator, as provided in the Act. This means that every application for a new licence or for an alteration of licence must be considered individually by the Commission,

particularly in relation to the necessity for additional service and the ability of the applicant to give that service. In this connection the Commission during the year considered a total of 811 licence reports submitted by the Superintendent of Motor Carriers dealing with various applications for licences, alteration of licences, transfers, etc. (This does not include applications for private freight-vehicle licences which are dealt with by the Superintendent.)

In order to carry out the requirements of the Act it is necessary that applications for licences or alterations of licences be, from time to time, refused. This has led to some criticism of the Act, particularly from those who are denied licences. However, if the Act is to be of any value to the people of this Province and to the industry, it would appear that power to restrict licences must be retained as, if licences are granted indiscriminately, regulations would be ineffective and it would be impossible to carry out the purpose of the Act.

#### REHABILITATION OF SERVICE MEN.

With respect to granting of additional licences, the matter of rehabilitation of men discharged from the armed forces has already become a problem which, no doubt, will reach greater proportions on the general release of men from the services.

Several cases were considered during the year. It is understood that, in so far as the release of trucks or granting of other privileges is concerned, it is the Dominion Government's policy to give any ex-service man who was established in the transportation business when he joined the services an opportunity to re-engage in such occupation, irrespective of whether or not he transferred or sold his taxi or truck or his transportation business on enlistment. In so far as the "Motor Carrier Act" is concerned, the Commission has not laid down any fixed policy; each case will be considered on its merits; but naturally sympathetic consideration will be given to any application of this nature.

#### REPLACEMENT VEHICLES.

Judging from the increased number of vehicle replacements, it would appear that the situation respecting release of new trucks by the Dominion Government has eased somewhat. Whereas in 1943 it was unusual to receive an application for a licence respecting a new truck, such applications were received with increasing frequency during 1944.

#### AMENDMENT TO "MOTOR CARRIER ACT."

During the 1944 session of the Legislature an amendment to the "Motor Carrier Act" was passed which gave any person who considers himself aggrieved by any regulation or order made by the Commission; or by the granting of a licence or refusal to grant a licence; or by the attachment of terms or conditions to any licence; or by the amendment, suspension, or cancellation of any licence; or by the fixing of any rate or schedule of rates the right to appeal to the Lieutenant-Governor in Council within thirty days. As a result of this amendment the Commission deemed it advisable to publish all decisions made by it regarding applications for public or limited licences or alterations thereof, except minor changes, and such decisions have been issued weekly by the Superintendent of Motor Carriers, commencing with decisions for the week ended April 15th, 1944. These decisions are posted on the notice-board in the Vancouver office and are also sent to the secretaries of the two motor carriers' associations.

#### AMENDMENTS TO REGULATIONS.

During the year five amendments were made to the regulations as follows:—

- (a.) The standards for passenger-vehicle construction, having been revised, were incorporated in the regulations (Paragraphs 6.40 to 6.426, inclu-

sive). They apply only to passenger-vehicles designed to carry more than twelve persons. The regulations provide that no such vehicle which does not comply with these standards shall be licensed without written consent of the Commission. It may be mentioned here that, due to war-time restrictions, a certain amount of elasticity of treatment is necessary with respect to fixtures and other equipment in buses.

- (b.) By order approved May 25th, all of the islands lying between Vancouver Island and the Mainland, with the exception of Saltspring Island, Gabriola Island, Denman Island, and Bowen Island, were exempted from the provisions of the "Motor Carrier Act." This was found desirable owing to the difficulty in administering the Act on the isolated islands—some of which have only a few miles of road.
- (c.) By order approved July 13th, 1944, the Terrace and Prince Rupert areas, which had previously been exempt from provisions of the "Motor Carrier Act," were brought under the provisions of the Act. This action was a direct result of the completion of construction of the road connecting Prince Rupert and Terrace with the main highways of the Province.
- (d.) A minor amendment was made with respect to the exemption of a vehicle when operated as an ambulance.
- (e.) By order dated February 10th, effective March 1st, 1945, Part 10 of the Regulations with respect to Class I., Class II., and Class III. permits was amended and simplified.

With respect to item (c): The various operators in the previously exempted Terrace-Prince Rupert area were contacted and applications for licences of the various classes obtained and licences were issued, including three public passenger-vehicle licences, seven public freight-vehicle licences, twenty-nine limited passenger-vehicle licences, and four limited freight-vehicle licences.

#### AUTHORITY OF SUPERINTENDENT OF MOTOR CARRIERS.

In March, 1944, the authority of the Superintendent of Motor Carriers was restricted by withdrawing authority covering the granting or refusal of any licence, approval of transfer of any licence, and amendment or cancellation of any licence on application of the licensee, leaving in effect authority to grant only private freight-vehicle licences, to renew any licence, and the power to make minor amendments to any licences, etc.

This change was made as a direct result of the amendment to the "Motor Carrier Act" respecting appeals, as the Commission felt that responsibility for granting or refusing or altering public or limited licences must now rest with the Commission itself.

#### WAR-TIME RESTRICTIONS.

During the year the Truck Division of the Wartime Prices and Trade Board was absorbed by Transit Control, Department of Munitions and Supply. As in previous years the Commission and the Superintendent of Motor Carriers maintained close co-operation with officials of Transit Control in order to avoid any misunderstandings or conflict with respect to matters concerning both departments. However, it was necessary for the Commission to keep in mind that judgment on any application under the "Motor Carrier Act" must be given finally on the basis of that Act and the regulations made thereunder, in accordance with the general policy of the Commission.

There were, therefore, some cases wherein the Commission considered public necessity required the granting of the licence, judged on the basis of the "Motor Carrier Act" and in accordance with the general policy of the Commission, whereas the policy or regulations of Transit Control would not permit of part of or possibly all

of the service. In such cases, after consultation with and with the full knowledge of Transit Control, the Commission's favourable decision was conveyed to the applicant with, however, a condition that the applicant must first obtain the concurrence of Transit Control before operation could be commenced or undertaken to the full extent applied for.

There was further relaxation by Transit Control of the restrictions imposed in 1942 on bus travel, as follows:—

*B.C. Coach Lines, Ltd.*—Service on Kamloops–Salmon Arm route increased from three days per week to six days per week.

*B.C. Greyhound Lines, Ltd.*—Service between Vancouver and Kamloops, which had been suspended, restored on the basis of one trip daily.

*B.C. Motor Transportation, Ltd.*—(a.) Vancouver–Chilliwack. Service increased from two trips daily to four trips daily, and restriction on through passengers between Vancouver and Chilliwack removed.

(b.) Vancouver–New Westminster. Service on week-day evenings and on Sundays and holidays, which had been suspended, was permitted to be restored on the basis of a regular service only.

*Huffman and Smith.*—Service between Prince George and Vanderhoof, which had been suspended, was permitted to be restored on the basis of one trip per week.

*Vancouver Island Coach Lines, Ltd.*—Restrictions on through passengers on the Victoria–Nanaimo route were relaxed.

*Western Canadian Greyhound Lines.*—Service between Nelson and Fernie, which had been restricted to one trip daily with no overload buses permitted, was changed to permit overloads, but number of trips still restricted to one round trip daily.

#### PEACE RIVER DISTRICT.

During the latter part of August the Chairman, Public Utilities Commission, and the Superintendent of Motor Carriers made a trip into the Peace River District with a view to determining whether it would be advisable to bring this area under the provisions of the "Motor Carrier Act." At this time there was no connection by road between British Columbia except through the Province of Alberta. The construction of the Alaska Highway had resulted in abnormal trucking conditions in the area. The highway was now completed, resulting in a great reduction of trucking, but there was still a considerable amount thereof in connection with maintenance of the Alaska Highway and transportation of military supplies. The highway at that time was a military highway maintained by the United States Government. After consideration of these circumstances it was not considered advisable at that time to bring the Peace River area in British Columbia under the "Motor Carrier Act."

It may, however, be noted that at the time of writing this report tenders are being invited for the construction of sections of the "Peace River Highway" over a distance of 151 miles from Summit Lake, B.C. When this highway is constructed the situation will doubtless have to be reviewed.

The Chairman and Superintendent also made a trip over the new Prince Rupert Highway which, although open to traffic, is still under control of the Federal authorities.

## COMPARATIVE STATISTICS RE LICENCES ISSUED AND REVENUE, ETC.

The following is an analysis of the various classes of licences issued during the last five 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. | 1943-44. | 1944-45. |
| Passenger (buses).....          | 336                                   | 344      | 351      | 334      | 355      |
| Passenger (taxis).....          | 403                                   | 508      | 521      | 463      | 513      |
| Public freight.....             | 1,606                                 | 1,678    | 1,580    | 1,538    | 1,613    |
| Limited freight.....            | 620                                   | 717      | 799      | 793      | 770      |
| Private freight (ordinary)..... | 5,085                                 | 5,657    | 5,998    | 6,210    | 6,563    |
| Private freight (farmers).....  | 3,853                                 | 4,252    | 4,469    | 4,549    | 4,857    |

## REVENUE.

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

| Kind of Licence.                | 1939-40.     | 1940-41.     | 1941-42.     | 1942-43.     | 1943-44.     | 1944-45.     |
|---------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Passenger (buses).....          | \$16,295.91  | \$18,369.50  | \$20,061.60  | \$18,999.30  | \$17,986.14  | \$18,977.90  |
| Passenger (taxis).....          | 2,273.34     | 4,040.77     | 5,281.72     | 5,402.38     | 4,926.49     | 5,527.77     |
| Public and limited freight..... | 79,498.27    | 89,093.03    | 100,696.10   | 104,139.81   | 103,888.20   | 109,171.53   |
| Private freight.....            | 25,540.00    | 33,032.81    | 37,723.89    | 39,939.39    | 41,438.20    | 44,545.29    |
| Permits.....                    | 535.76       | 2,426.14     | 3,853.26     | 6,360.88     | 5,249.95     | 5,413.49     |
| Miscellaneous.....              | 22.00        | 85.70        | 56.70        | 25.30        | 41.55        | 55.28        |
| Totals.....                     | \$124,165.28 | \$147,047.95 | \$167,673.27 | \$174,867.06 | \$173,530.53 | \$183,691.26 |

## NUMBER OF LICENCES IN EFFECT.

The figures in Appendix A show total number of licences issued during the year. 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.:—

## APPROXIMATE NUMBER OF LICENCES IN EFFECT.\*

| Month.                    | Licence-year<br>1943-44. | Licence-year<br>1944-45. |
|---------------------------|--------------------------|--------------------------|
| March .....               | 6,887                    | 7,813                    |
| April .....               | 10,223                   | 11,077                   |
| May .....                 | 10,914                   | 11,789                   |
| June .....                | 11,471                   | 12,299                   |
| July .....                | 11,900                   | 12,580                   |
| August .....              | 12,189                   | 12,800                   |
| September .....           | 12,407                   | 13,072                   |
| October .....             | 12,568                   | 13,220                   |
| November .....            | 12,680                   | 13,365                   |
| December .....            | 12,795                   | 13,474                   |
| January .....             | 12,827                   | 13,513                   |
| February .....            | 12,833                   | 13,547                   |
| End of licence-year ..... | 12,829                   | 13,542                   |

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

## APPLICATIONS FOR LICENCES.

The following tabulation shows the number of applications for new or additional licences actually recorded, year by year, since the inception of the "Motor Carrier Act":—

| Licence-year. | No. of Applications recorded. |
|---------------|-------------------------------|
| 1940-41       | 3,686                         |
| 1941-42       | 3,910                         |
| 1942-43       | 3,484                         |
| 1943-44       | 3,148                         |
| 1944-45       | 3,277                         |

## NUMBER OF LICENCES ISSUED ANNUALLY.

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            |
| 1943-44                | 14,485            |
| 1944-45                | 15,582            |

\* Including licences transferred and renewed.

## TEMPORARY PERMITS.

The following is a summary of the number and classification of temporary permits issued. Administration of the "Motor Carrier Act" would not be practical without due provision for issuing permits of this nature to take care of various emergency and seasonal operations as and when they arise.

## SUMMARY OF TEMPORARY PERMITS ISSUED DURING THE YEAR 1944-45.

|   |       |
|---|-------|
| Class I. Permits (temporary operation, usually for a few days only)   | 1,361 |
| Class II. Permits for seasonal operation (for thirty, sixty, or ninety days)  | 613   |
| Class III. Permits for operation of licensed vehicle temporarily in a manner other than is authorized by the licence. | 940   |
| Class IV. Permits for substitute vehicle when licensed vehicle is disabled  | 330   |

## HEARINGS ON APPLICATIONS.

On fifty-seven different occasions throughout the year public hearings were held by the Superintendent of Motor Carriers at Vancouver, at which a total of 245 applications were considered.

## DETAILS OF DECISIONS RESPECTING CERTAIN APPLICATIONS.

*Application for Additional Limited Passenger-vehicle (Taxi) Licences at New Westminster.*—In April, 1944, four of the taxi operators at New Westminster made

application for additional licences. Investigation disclosed that, in so far as public convenience was concerned, several more taxis could be profitably used at New Westminster. Public necessity, however, is merely a relative term in so far as taxis are concerned, having regard to war-time conditions that confront taximen everywhere. The Transit Controller was only prepared to grant one additional licence, which was granted to the prior applicant.

*Revision of Public Freight-vehicle Licences at Nanaimo.*—The Class III. public freight-vehicle licences of thirteen operators at Nanaimo and four other operators in the district were revised generally by the substitution of "general freight" in place of naming commodities which may be hauled within a distance of 20 road-miles from Nanaimo Post-office. The limiting of these operators to hauling certain defined commodities only within this restricted area had not been found necessary.

*Application for Bus Service at White Rock.*—Tentative application was made by W. E. Taylor & Son, of White Rock, for a licence to operate local public passenger service at White Rock via two circular routes starting and finishing at White Rock. The Regional Director, Transit Control, decided that the introduction of a new service of this nature could not be permitted at this time. Therefore the applicant was advised his application had been filed for future consideration.

*Ferndale Auto Freight of Ferndale, Washington.*—Ferndale Auto Freight of Ferndale, Washington, made tentative application for limited freight-vehicle licence to transport rubber stock and general freight for Firestone Tire & Rubber Company between Ferndale, Wash., and Port Coquitlam, B.C. The Firestone Tire & Rubber Company had brought into use the old Gregory Tire plant at Port Coquitlam and was transporting rubber for processing from Ferndale to the plant at Port Coquitlam and vice versa. In view of the fact that two companies are already operating public freight service on this route between Vancouver and Seattle, and are capable of undertaking this transportation, the application of Ferndale Auto Freight was refused, and the licences of the two licensed companies were revised to permit them to extend their service to Port Coquitlam.

*Public Freight Service between Vancouver and Nelson.*—R. J. Barber, d/b/a Snappy Truck Line, made application for two Class II. public freight-vehicle licences for scheduled public freight service between Vancouver and Nelson via Spences Bridge and Princeton, or via Hope-Princeton Road when the latter is open. Barber previously held three licences for this operation which he relinquished on voluntary withdrawal of service in November, 1942. Under Dominion Government Wartime Truck Regulation Orders, the service having been relinquished, the applicant would require to obtain approval of the Dominion Government before he could recommence same. The applicant was, therefore, put in touch with the Federal Truck Control Officer, as a result of which the applicant agreed to having his application placed on file, no further action being taken regarding same for the time being.

*Traders' Transport Service, Limited.*—Traders' Transport Service, Limited, of Vancouver, made application for ten Class III. public freight-vehicle licences (including reclassification of four limited freight licences then held), chiefly for the transportation of fish of all kinds, including canned, fresh, frozen, and salted, but also to undertake delivery and pick-up of general freight for Traders' Freight Traffic, Limited. The latter is an associate company formed for the purpose of shipping and forwarding freight—primarily but not entirely as a pool-car operation; and general freight to be processed or warehoused by Traders' Service, Limited. Traders' Service, Limited, is the parent company and operates warehouses and undertakes the business of labelling, reconditioning, repacking, and strapping of canned fish and other food products and commodities. In view of the fact that the applicant owns and operates seventeen trucks in Vancouver, and considering the nature of its business, the applications were approved.

*Public Passenger Service, Prince Rupert.*—On application of Leonard C. Griffiths, d/b/a Arrow Bus Lines, of Prince Rupert, three public passenger-vehicle licences respecting three buses were issued for public transportation between the shopping district in Prince Rupert and Seal Cove, a suburb. This was not a new operation, but the licensing of the vehicles was necessitated by the amendment to the regulations whereby Prince Rupert is not now exempted from the provisions of the "Motor Carrier Act."

*Chilliwack Cartage Company, Limited.*—On application of Chilliwack Cartage Company, Limited, the Commission agreed to grant it a limited freight-vehicle licence respecting a truck and semi-trailer, carrying capacity 12 tons, as an additional vehicle for transportation of milk from Chilliwack to Vancouver, subject to the applicant's showing that it had received the necessary permission from Truck Division, Transit Control, Department of Munitions and Supply. As such evidence was not forthcoming, the licence was not issued.

*Contract Rates for Transportation of Coal at Telkwa.*—MacDonald's Cartage Company, of Smithers, made application for permission to transport coal under contract for the Telkoal Company, Limited, from Telkoal mine to railway siding at Telkwa at rates lower than the rates in effect under contract previously entered into between the company and the Telkwa Transfer (B. M. Hoops). Telkoal Company, Limited, had cancelled its contract with the Telkwa Transfer, being dissatisfied with the service received, and had negotiated a new contract with MacDonald's Cartage Company at lower rates. This contract was approved. The Telkwa Transfer and Smithers-Telkwa Haulers' Association protested against the granting of licence to MacDonald's Cartage Company and acceptance of its contract. Notice of appeal under section 55 of the "Motor Carrier Act" was given. This appeal was later withdrawn.

*Public Freight Service between Vancouver and Kelowna via Princeton.*—Country Freight Lines (J. C. Fleming & Sons), successors to Johnston Bros. & Byrnell, who operate public freight service between Vancouver and Chilliwack, made application for reinstatement of two public freight-vehicle licences previously held by Johnston Bros. & Byrnell for operation of public freight service between Vancouver and Kelowna via Spences Bridge, Merritt, Princeton, and Penticton. This service was voluntarily discontinued by Johnston Bros. & Byrnell as at August 21st, 1943, at which time the licensees were advised that the voluntary withdrawal of service would involve the surrender of the licences and would extinguish any privileges which they may have had under the "Motor Carrier Act" with respect to this service. The applicants were advised that the concurrence of the Truck Division, Transit Control (Dominion Government), would be necessary before the service could be reinstated, and that it is not the policy of Truck Control to give concurrence to additional licences unless war necessity can be proven. They asked that the application be held in abeyance for consideration at a later date, and the matter so stands.

#### TENTATIVE APPLICATIONS.

The policy of the Truck Division, Transit Control (Dominion Government), of first ascertaining whether a Provincial motor carrier's licence will be issued, where such licence is required, before release of a new truck, resulted in a number of tentative applications for motor carrier's licences being received and dealt with.

As a result of the opening-up of the Prince Rupert Highway, a number of tentative applications were received for licences to operate public passenger-vehicle or public freight-vehicle service over this route or portions thereof, including the following:—

| Kind of Service.                 | Route.                    |
|----------------------------------|---------------------------|
| Public freight.....              | Smithers-Prince Rupert.   |
| Public passenger and freight.... | Prince Rupert-Vanderhoof. |

| Kind of Service.                  | Route.   |
|-----------------------------------|--|
| Public freight.....               | Prince Rupert-Terrace.   |
| Public freight.....               | Smithers-Prince Rupert.  |
| Public freight.....               | Hazelton and District-Prince Rupert.   |
| Public freight.....               | Vancouver-Prince Rupert.   |
| Public passenger.....             | Vanderhoof-New Hazelton.   |
| Public passenger.....             | Prince Rupert-Terrace.   |
| Public passenger and freight..... | From Prince Rupert to the farthest<br>point in British Columbia that<br>may possibly be granted. |

These are applications received during the year 1944. Other applications were received in previous years. Tentative applications were also received for public passenger and freight licences between Prince George and Dawson Creek. In all cases applicants were advised that their applications had been received and filed but that such action does not confer on the applicant any prior rights or privileges under the "Motor Carrier Act."

#### RATES AND TIME SCHEDULES.

*Taxicab Rates, Victoria and Vicinity.*—Charter and Sightseeing Tariff No. 2 was prescribed by the Public Utilities Commission, effective March 1st, 1940, and named rules and regulations on charter trips and sightseeing tours for Victoria and vicinity originating within a radius of 20 miles from the Victoria City Hall, with certain exemptions for limited passenger vehicles making trips entirely in an exempted area within a radius of 5 miles from the City Hall. Due to increased costs of operation and limited supplies of gasoline, an application was made by the Taxi Operators' Association of Victoria for a revision in rates. A hearing was held at Victoria by the Commission on January 20th, 1944, which was followed by an investigation into the books of the operators. Working in conjunction with the Wartime Prices and Trade Board the Commission drafted a revised tariff. Taxicab rates were set by the Wartime Prices and Trade Board for the area within a radius of 15 miles from the Victoria City Hall, and Charter and Sightseeing Tariff No. 2 of the Public Utilities Commission was amended so that the whole area of Victoria and vicinity now has uniform limited passenger-vehicle rates.

*General.*—Attached (Appendix B) is the report of the Rates Examiner, which shows further and encouraging progress in filing of tariffs by licensed operators. It will be noted that 255 tariffs of all kinds were dealt with during the year as well as 27 supplements, 38 revisions, and 114 contracts. It will also be noted that 129 time schedules were received and dealt with and that the total number of filings of all kinds for the year amounted to 563. In many cases a considerable amount of preliminary work was necessary with respect to these filings, involving considerable correspondence and investigation. All changes in time schedules are duly advertised for two weeks, with allowance of a further period of seven days in which to deal with any objections. All such changes in time schedules are referred to the Commission before they are approved or otherwise.

In so far as tariffs are concerned, only special cases are reported to the Commission in which changes in rates or any major revisions are involved. The Commission received thirty-five tariff reports from the Superintendent of Motor Carriers during the year covering cases of this nature. In some cases it was necessary to refer these applications to the Wartime Prices and Trade Board at Toronto, under the arrangement previously made whereby the Commission takes up direct with the Board at Toronto any matter involving an increase in rates, where the Commission is of the opinion that the increase is justified.

In previous reports reference has been made to the increased cost of operating motor-vehicles, for a number of reasons as outlined therein. It is, therefore, worthy of note that existing transportation services in this Province have in general been continued throughout the war without any general increase in cost to the shipper or to the public.

From the Rates Examiner's report it will be noted that progress was made in obtaining uniform tariffs for local operations at Nanaimo, Alberni, Courtenay, Revelstoke, in the Howe Sound-Pender Harbour area, and at Kimberley. Naturally the work of preparing tariffs of this nature is greatly influenced by the necessity of avoiding any increases in rates contrary to the Maximum Price Regulations.

#### PUBLIC PASSENGER SERVICE.

*Inspection of Vehicles.*—Early in the year a complaint was received from the Amalgamated Association of Street, Electric Railway, and Motor Coach Employees of America respecting alleged unsafe condition of buses operated by B.C. Coach Lines, Limited, at Kamloops, with which company the said union held an agreement, and it was stated that the members of the union had petitioned to the Secretary of the Association to make application for inspection of the buses.

In co-operation with the Commissioner of B.C. Police the vehicles were duly inspected and defects rectified, and the Commission received a letter from the Association expressing gratification for the results of the action taken.

The Commissioner of B.C. Police reports there were approximately 478 motor-vehicle inspections made of vehicles licensed under the "Motor Carrier Act."

*Consolidation of Through Passenger Services between Alberta and Vancouver.*—In June, 1944, the Western Canadian Greyhound Lines, Limited, took over the operation of the B.C. Greyhound Lines, Limited, and Cariboo Greyhound Lines, Limited, through the purchase of shares in the last two companies. This transaction, which resulted in the placing of through bus passenger business from Alberta to Vancouver under one management, was approved by an order of the Public Utilities Commission, dated the 10th day of June, 1944.

*Time Schedule, Western Canadian Greyhound Lines, from Nelson Easterly.*—During June, 1944, representations were made by the Cranbrook and Fernie Boards of Trade with respect to the Western Canadian Greyhound Lines bus schedule from westerly points to Cranbrook, leaving Nelson at 2 p.m. and leaving Cranbrook at 9.20 p.m. This schedule required a stop-over of five hours at Yahk for passengers proceeding from the United States to easterly points. The suggestion was made that the bus line return to the original schedule, leaving Nelson at 11 a.m., leaving Yahk at 5 p.m., and leaving Cranbrook at 6.30 p.m., using the earlier ferry on Kootenay Lake, cutting down the time of stop-over at Kingsgate, and giving passengers better hotel accommodation in Cranbrook and Fernie. This was not approved, as such change of schedule would seriously inconvenience and cause extra expense to the public living along Kootenay Lake between Gray Creek and Kuskanook, for whom the bus line is the only form of public transportation.

*Service between Slocan City and Nelson.*—Representations were made regarding the Western Canadian Greyhound bus schedule in the Slocan Valley. Several years ago it was arranged that there would be a morning schedule out of Slocan City to Nelson and return in the evening, but, with the shortage of rubber and gas, this service was discontinued. While at first no complaint was made by the residents, they pointed out that there were two buses running on the morning schedule from Nelson, and the purpose of the representations was to endeavour to have one schedule in the morning and one in the afternoon, instead of two buses in the morning. After considerable correspondence and investigation, a new time schedule was filed during the month of

July, providing for two services daily, in the morning and afternoon respectively, between Nelson and New Denver, except on Wednesday when only one service is provided.

*Bus Service to Sayward (V.I.).*—On application from the company, the schedule of public passenger-vehicle routes of the Vancouver Island Transportation Company, Limited, was amended with respect to Route 3 by extending to Sayward (Kelsey Bay) the northerly terminus of this route, which previously had terminated at Menzies Bay.

*Withdrawal of Public Passenger Service at Smithers.*—Mr. Fred Mounkley, licensed to operate public passenger service between Smithers and Smithers airport, withdrew his service in June, 1944, there being insufficient air force personnel stationed at this point to warrant continuation of the service.

*Reduction in Bus Fares at Victoria and Nanaimo.*—In April, 1944, the Veterans' Sightseeing and Transportation Company, Limited, made application for reduction in bus fares in Oak Bay Municipality and the Haultain district of Victoria, and on bus routes in the City of Nanaimo and district.

The general reduction in cash fare at Victoria was 1 cent—namely, from 6 cents to 5 cents, or from 7 cents to 6 cents. At Nanaimo the general reduction was 2 cents on a 10-cent fare and 1 cent on a 6-cent fare. The reduced tariff was accepted.

*Suspension of Licence.*—Notice having been received under date of September 11th, 1944, from the British Columbia Police that a Yellow Coach licensed under the "Motor Carrier Act" under carrier's licence A-110 issued to E. H. Neville had been prohibited from operating as a public passenger vehicle until certain repairs had been made, the said licence was suspended.

#### PUBLIC FREIGHT SERVICE.

*Re Complaints against the Milk Hauling Service of Irvin S. Parberry and Lester McGarva.*—Complaints were received against the services of Irvin S. Parberry, of Huntingdon, and Lester McGarva, of Abbotsford, as to alleged unsatisfactory service with respect to the transportation by them of milk from the Sumas area to Vancouver; in particular, with regard to alleged irregular service, delays, spillages, and loss of or damage to containers. A hearing was held on May 18th, 1944. Subsequently, by order of the Commission dated May 31st, 1944, these licensees were placed on six months' probation to show that they were able to give satisfactory service, the matter to be reviewed at the end of the six months' probationary period. The probationary period was later extended for further two months.

*Application of Griffiths Bros.*—A tentative application of Griffiths Bros., of Abbotsford, for five Class III. public freight-vehicle licences to transport milk from Sumas Municipality to Vancouver, New Westminster, or Mission, which licences, if granted, would duplicate the service rendered by the above-named Parberry and McGarva, was left in abeyance, as these applications could not be considered further in view of the decision regarding the present licensees.

*Public Freight Service between Nelson and Creston.*—On page 11 of the Fourth Annual Report of the Commission it was reported that an application was received from Williams Transfer, of Nelson, for transfer of public freight licence for the above service from Gordon F. Shaw; the application being under consideration at that time.

In connection with their application, Williams Transfer filed a new tariff which involved some increases in rates over rates filed by Shaw. This tariff was mimeographed and distributed to the shippers and residents of the area served and resulted in a large number of objections being received. Subsequently, the Commission instructed its Field Auditor to proceed to Nelson and examine the books of Williams Transfer, as a result of which, under date of the 15th day of July, 1944, the Commission made an order requiring Williams Transfer to revise their methods of accounting and

of keeping records of operations, for the purpose of supplying such information with respect to the public freight service between Nelson and Creston as distinct from their other operations. This was necessary to enable the Commission to determine whether or not any increase in rates was justified.

Subsequently, Williams Transfer revised their tariff with a view to removing as many objections as possible, and this tariff was circulated to the previous objectors under date of March 9th, 1945. The matter was not, therefore, concluded during the licence-year under review and is still under consideration.

*Transportation of Household Goods, Greater Vancouver.*—In April, 1944, the Commission, after consideration of representations from the Superintendent of Motor Carriers, approved of the latter's suggestion that some additional licences be granted for transportation of household goods in the Greater Vancouver area, subject to full investigation in every case, particularly with regard to proper rates, equipment, and experience in connection with each application. This decision was made having due regard to the large increase in population in the area and the difficulty of the local transfer companies in confining their operations entirely to the City of Vancouver; also having regard to the additional amount of movement of household goods due to shortage of houses and job changing caused largely by war-work.

#### MISCELLANEOUS.

*Enforcement.*—The Commissioner of B.C. Police reports 224 prosecutions under the "Motor Carrier Act" during the licence-year March 1st, 1944, to February 28th, 1945, inclusive, with 221 convictions and 3 dismissals.

*Meeting of Motor Carrier Officials of the Four Western Provinces.*—A meeting of motor carrier officials of the four Western Provinces was held in Victoria on Wednesday, October 11th, 1944, attended by members of the Public Utilities Commission of British Columbia and the Highway Traffic Boards of Alberta, Saskatchewan, and Manitoba. Mr. George S. Gray, Transit Controller, and his British Columbia representative, Mr. S. Sigmundson, were also present for the purpose of discussing war-time Federal Control over highway transportation.

The whole question of Federal control and possible withdrawal of the restrictions was discussed. It was the feeling of the meeting that control should revert to the Provincial authorities as soon as the present emergency had ended, but it was agreed that the withdrawal would have to be gradual.

Other matters of general interest to the administrators of the Motor Carrier Acts were discussed.

*Conference of Inspectors at Vancouver.*—During the period January 8th–11th, 1945, inclusive, the Inspectors of Motor Carriers met the Superintendent of Motor Carriers and other officials of the Branch at Vancouver for a conference, working to fairly extensive agenda. A considerable portion of the time was spent in discussing the preparation and filing of tariffs.

The Commission as a whole met the Superintendent and Inspectors on the concluding day and various questions which had arisen were fully discussed and necessary rulings were made by the Commission.

*Staff.*—Mr. J. A. Carmichael, previously employed as an Inspector of Motor Carriers, rejoined the staff of the Motor Carrier Branch in December, 1944, on discharge from the R.C.A.F., it being the intention to reopen the motor carrier office at Kamloops, which had been closed since August, 1941, when the Inspector at that point resigned his position. (See page 21 of Second Annual Report.)

#### INSPECTORS' REPORTS.

These are contained in Appendix C.

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LIST OF PUBLIC PASSENGER AND PUBLIC FREIGHT ROUTES.

In Appendix D attached will be found lists showing names of operators of scheduled public passenger-vehicle services and of scheduled public freight-vehicle services respectively as at March 1st, 1945, with a statement of the routes over which these operations are carried out.

APPENDICES.

APPENDIX A.

"MOTOR CARRIER ACT."

STATEMENT OF LICENCES ISSUED, TRANSFERRED, AND CLASSIFICATION CHANGED DURING THE LICENCE-YEAR ENDED FEBRUARY 28TH, 1945; AND THE REVENUE THEREFROM AND OTHER REVENUE.

| Group Letter. | KIND OF LICENCE.<br>Classification.                     | Revenue from Licence Fees. | NUMBER OF LICENCES ISSUED, 1944-45. |               |               |                    | Number of Licences transferred. | Number of Licences Classification changed. |
|---------------|---|----------------------------|-------------------------------------|---------------|---------------|--------------------|---------------------------------|--|
|               |   |                            | Renewals.                           | New Licences. | Replacements. | Substitute Plates. |                                 |  |
| A             | Public Passenger-vehicles                               | \$10,910.00                | 163                                 | 25            | 8             | .....              | 2                               | 2  |
| B             | Limited Passenger-vehicles, over 7 passengers           | 184.65                     | 54                                  | 5             | 2             | .....              | .....                           | .....                                      |
| C             | Limited Passenger-vehicles, 7 passengers or less        | 5,527.77                   | 432                                 | 81            | 87            | .....              | 70                              | 1  |
| D             | Public and Limited Passenger-vehicles                   | 7,883.25                   | 101                                 | 7             | 8             | 1                  | 3                               | 5  |
| E             | Limited Freight-vehicles                                | 28,818.15                  | 575                                 | 195           | 48            | 7                  | 26                              | 27   |
| F             | Miscellaneous Combinations of Licences                  | 2,319.44                   | 66                                  | 9             | 5             | .....              | 3                               | 2  |
| G             | Public Freight-vehicles, Class II.                      | 11,986.55                  | 161                                 | 12            | 17            | 2                  | 8                               | 2  |
| H             | Public Freight-vehicles, Class III.                     | 58,306.39                  | 1,129                               | 136           | 148           | 12                 | 70                              | 28   |
| J             | Public Freight-vehicles, Class I.                       | 7,741.00                   | 91                                  | 9             | 27            | 1                  | 15                              | 4  |
| K             | Private Freight-vehicles, Class III. (farmers)          | 18.00                      | 3,729                               | 1,128         | 39            | 18                 | .....                           | .....                                      |
| L             | Private Freight-vehicles, Class I. (other than farmers) | 44,527.29                  | 5,021                               | 1,542         | 118           | 40                 | 126                             | 3  |
|               | Totals  | \$178,222.49               | 11,522                              | 3,149         | 507           | 81                 | 323                             | 74   |

The figures for revenue are gross revenue. From this amount should be deducted various refunds amounting to \$388.20.

Summary of Total Revenue.

|                      |                     |
|----------------------|---------------------|
| Licence Fees         | \$178,222.49        |
| Temporary Permits    | 5,413.49            |
| Acts and Regulations | 25.50               |
| Copies of Conditions | 12.00               |
| Minutes of Hearings  | 13.28               |
| Tariffs              | 4.50                |
| <b>Total</b>         | <b>\$183,691.26</b> |

## APPENDIX B.

## REPORT OF RATES EXAMINER.

In spite of an increase in investigational work, the Rates Division has handled a considerably greater number of time schedules and tariffs in the year ended February 28th, 1945, than in any other year previous. The extent of the work is reflected in the total number of filings for the year (shown at the end of this report) which, when compared with that of the previous year, reveals that approximately 130 per cent. more time schedules and 70 per cent. more tariffs were filed than in the year 1943-44.

The changing requirements in all districts, especially in those areas where there have been large concentrations of military personnel, have been responsible for the increased frequency in time schedule changes.

In relation to the total number of carriers holding licences to carry for compensation, the number of active tariffs does not seem great and it would appear as if the work of collecting tariffs had slackened to some extent. This is accounted for partially by the fact that revisions of tariffs, of which there have been many during the past year, have tended to cause the number to remain somewhat stationary and partially on account of the tremendous turnover of transportation businesses transferred from one party to another necessitating the refiling of tariffs.

A number of projects were undertaken in connection with the preparation of uniform freight and passenger tariffs and these are dealt with in further detail elsewhere in this report.

The staff in the Rates Division was increased during the year by the addition of one stenographer in August, 1944, and this additional assistance accounts in part for the acceleration of work passing through the Rates Office. The present staff now consists of a Rates Examiner and two stenographers and, while such a small staff has managed to keep abreast of the unprecedented volume of business, it has not been possible to attempt any major adjustments or improvements in the methods either of tariff making or office procedure.

## INVESTIGATIONS.

The field-work carried out by the Rates Examiner to assist carriers in the preparation of uniform tariffs, consisted of five special meetings as follows:—

*At Nanaimo.*—Investigation of the rates charged by Class III. (non-scheduled) public freight carriers in the Nanaimo district. As a result of this investigation a uniform freight tariff was successfully compiled and presented to the Public Utilities Commission. This tariff was accepted for filing and has since been in effect in the Nanaimo area and is reported to be satisfactory in all respects, both to the shipper and the carrier.

*At Alberni.*—Investigation of the rates charged by Class III. (non-scheduled) public freight carriers in the Alberni-Port Alberni district and that area west of the Beaufort Range. As reported in the Fourth Annual Report, a previous investigation had already been made into a tariff drawn up for these carriers by the Motor Carriers' Association but, as there was considerable disagreement among the carriers over the charges set forth therein, a second investigation became necessary and as a result a new tariff was compiled. This tariff has been forwarded to the carriers for their further examination and will be presented to the Public Utilities Commission for consideration immediately upon receipt of approval from the carriers concerned.

*At Alberni.*—Investigation of the charter passenger (taxi) rates charged by the limited passenger operators in the Port Alberni-Alberni district. A full meeting was held and sufficient information obtained to enable the Rates Examiner to prepare a suitable tariff for the carriers' consideration. This charter passenger tariff is now in the hands of the carriers for their final examination before presentation to the Public Utilities Commission.

*At Courtenay.*—Investigation of the rates charged by the Class III. (non-scheduled) public freight carriers in the Courtenay-Comox-Cumberland area. A tariff has been prepared, but, as there is some disagreement among the carriers over certain items, the tariff is awaiting additional information before being submitted to them for their final approval.

*At Revelstoke.*—Investigation of the rates charged by the Class III. (non-scheduled) public freight carriers in the Revelstoke district. A tariff was prepared and submitted to

the carriers for their final approval. This tariff is now ready for presentation to the Public Utilities Commission.

In addition to the above investigational work, investigations were also made into new tariffs, among which were:—

*Williams Transfer, Nelson.*—Proposed Class II. (scheduled) public freight tariff of the Williams Transfer, successor to Gordon F. Shaw, of Nelson, naming class and commodity rates and rules applicable to the route between Nelson—Crawford Bay—Creston. A very comprehensive study was made of this tariff, which was the subject of considerable complaint from the general public because of certain increases in rates applied for. A new tariff was compiled and distributed to all parties concerned and no serious objections were received. However, certain increases are still involved and the matter is still under investigation by the Public Utilities Commission.

*Bowness Transfer Company, Limited, Cranbrook.*—Class II. (scheduled) public freight tariff of the Bowness Transfer Company, Limited, and subsequently Revie's Freight Lines, of Cranbrook, naming class and commodity rates and rules applicable to the following routes: Cranbrook—Creston, Cranbrook—Kimberley, and Cranbrook—Ferne.

An extensive investigation was made into the charges made by the Bowness Transfer Company, Limited, of Cranbrook, and after many months of deliberation a tariff was prepared. The tariff, which was accepted for filing, conforms, in all respects, with the requirements of the "Motor Carrier Act" and regulations, and so far appears to have met with general public approval.

*Howe Sound-Pender Harbour Area.*—A survey was made of the rates charged and rules applied in connection with Class III. (non-scheduled) public freight operations in the Howe Sound-Pender Harbour area. A complete revision and compilation of a new uniform freight tariff was undertaken to which tariff all Class III. public freight carriers in this district subscribed. The tariff was subsequently presented to the Public Utilities Commission and accepted for filing on August 29th, 1944.

*Kimberley.*—Investigation was made into the rates charged for Class III. (non-scheduled) public freight service in the Kimberley area, resulting in the compilation of a uniform freight tariff. On receipt of approval from the carriers subscribing to this tariff, it was presented to the Public Utilities Commission and accepted for filing on February 22nd, 1945.

Besides the foregoing, many complaints in connection with overcharges have been given attention. In such cases, both shipper and carrier were called upon to produce such evidence as bills, etc., to support their contentions, and where the carrier had misapplied or violated his tariff in any way he was obliged to make amends. In the majority of cases thus handled the matter has been tactfully brought to a successful conclusion. Two cases are still outstanding.

In all of these investigations, the Field Inspectors worked very closely with the Rates Examiner and their valuable assistance contributed immeasurably to the successful completion of these tariffs, etc.

The Rates Examiner took part in the Conference of Inspectors of Motor Carriers at Vancouver in January, 1945, when many of the problems arising out of rate matters were discussed and a greater understanding of the needs in this particular field was reached.

#### TARIFF REPORTS.

There were many applications during the year for changes in tariffs. Wherever the change in rate or rule consisted of an increase or the substitution of a new rate, the application was reported in detail to the Public Utilities Commission, together with recommendations as to whether or not the new rates should be accepted. There were thirty-five such tariff reports; thirty of these applications were passed by the Commission and the new rates were accepted for filing. The five applications which were either rejected or are still under consideration are as follows:—

Application of Central Transfer Company, Limited, of Vancouver, to file a new tariff naming a general increase in freight rates applicable to their Class III. (non-scheduled) public freight operations in Licence Districts 14, 14A, and 15. After a thorough investigation by the Public Utilities Commission the new tariff was not accepted on the grounds that the increases applied for were excessive, and the Central Transfer Company, Limited, were notified to the effect that if they wished to modify the increases applied for their application

would be reconsidered. The Central Transfer Company, Limited, furnished further data to substantiate their case, but the additional information submitted was not sufficient to prove that they were entitled to the large increases asked for and they were so advised. No further action has since been taken.

Application of Gerald G. McGannon, Fruitvale, to file a new tariff naming certain increases in rates in connection with his Class III. (non-scheduled) public freight operations in the Fruitvale district. This application was submitted to the Public Utilities Commission but was rejected on December 5th, 1944, Mr. McGannon not having submitted sufficient evidence to substantiate his claims to the increase applied for.

Application of Class III. (non-scheduled) public freight carriers operating in the Quesnel district to file a new tariff, naming certain increases in rates. Insufficient information was submitted by these carriers to justify favourable recommendation by the Public Utilities Commission to the Wartime Prices and Trade Board, and the Commission, therefore, rejected the application on March 20th, 1945.

Application of the limited passenger (taxi) carriers operating in the Kamloops area to file a uniform charter passenger tariff, naming a general increase in rates. In view of the fact that all of the carriers had already subscribed to and filed, since the basic period, copies of a tariff known as "Uniform Toll Schedule No. 2," the proposed new tariff could not be favourably recommended to the Public Utilities Commission as the increases applied for were higher than the generally filed rates for limited passenger service in other districts in the Province. The application was, therefore, rejected by the Commission on February 25th, 1945.

#### CONTRACTS.

From the figures at the end of this report it will be noted that an appreciable number of contracts were accepted for filing. These contracts were investigated just as thoroughly as if they had been tariffs, to ensure against any unwarranted increases or decreases in rates. Although care was taken not to interfere with arrangements between the contracting parties, it was felt that it was in the best interests of the public to guard against any unfair practices which might possibly occur under the guise of contracts. Carriers were required to submit details of the services rendered in connection with their transportation facilities to justify the establishment of their rates.

In instances where more than one carrier was participating in the same haul for the same party, rates were made uniform.

One of the outstanding cases where a uniformity of contract was brought about was in the case of the transportation of cull and Grade C apples for the B.C. Tree Fruits, Limited, transported from Okanagan points to rail-head at Keremeos, B.C., and Oroville, Washington. B.C. Tree Fruits, Limited, received orders for cull or Grade C apples for shipment to points in the United States. This resulted in a truck movement to rail at Keremeos, B.C., and at Oroville, Washington, these two points being the closest shipping-points on the Great Northern Railway.

The necessary permits were issued and satisfactory rates agreed upon between the B.C. Tree Fruits, Limited, as shipper, and the various carriers in each locality. Permission was granted by the Public Utilities Commission to the employment of special rates to be effective only for the duration of the particular haul in question. This transportation was carried out to the satisfaction of all parties concerned.

#### GENERAL.

It has been pointed out in previous reports that few carriers are able to compile tariffs which conform with the provisions of the "Motor Carrier Act" and regulations. For this reason the Rates Office has made vigorous efforts to assist in the preparation of their documents. While the carriers themselves do co-operate to a certain extent, and in many instances appear quite anxious to comply with requirements, they are very prone to neglect carrying out their responsibilities in this regard unless continually prodded into doing so. This neglect is not altogether due to a lack of interest but is more than likely the result of the heavy pressure of business generally experienced under present-day conditions. It is this neglect, however, which makes the task of assembling and preparing a tariff very laborious for the Rates Office, to say nothing of the time involved thereby.

Added to this is the fact that the majority of carriers do not keep adequate book-keeping records from which proper information can be obtained to prepare a suitable tariff, and carriers, for the most part, have been charging whatever the customer can pay, no consideration being given to costs of operation, etc.

Notwithstanding the existence of these handicaps, an effort has been made to improve the scope and character of tariffs as well as to encourage, wherever possible, participation in uniform tariffs. To a considerable degree this effort has been successful as several uniform tariffs are already in effect and there are many others under consideration. This is a definite step forward in the promotion of more dependable and more economical service and is proof that, through proper supervision of rates, the industry itself is becoming more and more stabilized.

The proposed uniform tariff covering the Vancouver-Hope route has been in the hands of the Automotive Transportation Association and has been already received, but presentation of this tariff to the Public Utilities Commission is being held in abeyance pending receipt of revised tariffs and concurrences from the connecting carriers operating between Hope-Chilliwack and Chilliwack-Vancouver who have also signified their willingness to participate in the proposed new tariff for through freight between Hope and Vancouver.

Worthy of special comment is the recent filing by the Williams' Transfer, of Nelson, of a special household goods tariff. This tariff is a departure from the usual style of tariff in that it is particularly restricted to the carriage of one commodity, namely, household goods, and the rates are based on a "per 100 lb. per mile" basis with appropriate minima. Such a tariff enables the carrier to handle multiple shipments, thereby increasing his earning power and at the same time provides more desirable rates to the shipper. Pooling shipments reduces truck mileage, which, in turn, reduces costs of operation, and is another important advantage to the carrier operating under this tariff.

The present standard method of charging by household goods movers generally is on the charter basis and does not permit of delivery other than in "single" shipments. This is a disadvantage to the shipper as he must hire the entire capacity of the vehicle regardless of the size of equipment.

The tariff also provides adequate protection to both shipper and carrier in the movement of this commodity and will tend to develop a more highly specialized service. The adoption of such a tariff, therefore, is in the public interest and should be encouraged.

Because of these qualities this new type of tariff will attract the majority of household goods carriers in British Columbia and it is expected that, before long, applications will be received in large numbers to file this style of document.

Much of the foundation has now been laid to enable the Government to exercise a reasonable control over rates for transportation in the various Licence Districts, and it is hoped that by the end of next year all carriers who, either from lack of initiative or from deliberate evasion, have not, as yet, filed their rates, will be caught up with an initial tariff, at least, filed in accordance with requirements.

Respectfully submitted.

O. CASHATO,  
*Rates Examiner.*

*Statement of Tariffs and Time Schedules filed during Licence-year 1944-45.*

|  |       |
|--|-------|
| Passenger Time Schedules.....          | 87    |
| Freight Time Schedules.....            | 40    |
| Express Time Schedules.....            | 2     |
|  | — 129 |
| Public Passenger Tariffs.....          | 11    |
| Charter Passenger Tariffs.....         | 86    |
| Local Express Tariffs.....             | 5     |
| Public Freight Class I. Tariffs.....   | 3     |
| Public Freight Class II. Tariffs.....  | 14    |
| Public Freight Class III. Tariffs..... | 119   |
| Limited Freight Tariffs.....           | 5     |
| Special Commodity Tariffs.....         | 12    |
|  | — 255 |
| Supplements to Freight Tariffs.....    | 12    |
| Supplements to Passenger Tariffs.....  | 15    |
|  | — 27  |
| Revisions to Tariffs.....              | 38    |
| Contracts.....                         | 114   |
|  | —     |
| Total number of filings.....           | 563   |

*Statement of Total Number of Active Time Schedules and Tariffs filed as at May 1st, 1945.*

|  |       |
|--|-------|
| Passenger Time Schedules.....              | 129   |
| Freight Time Schedules.....                | 122   |
| Express Time Schedules.....                | 4     |
|  | — 255 |
| Public Passenger Tariffs.....              | 47    |
| Charter Passenger Tariffs.....             | 233   |
| Local Express Tariffs.....                 | 24    |
| Public Passenger and Express Tariffs.....  | 21    |
| C.O.D. Tariffs.....                        | 1     |
| Class I. Tariffs.....                      | 18    |
| Class II. Tariffs.....                     | 69    |
| Class III. Tariffs.....                    | 353   |
| Limited Freight Tariffs and Contracts..... | 166   |
|  | — 932 |
| Total number of filings.....               | 1,187 |

## APPENDIX C.

## 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).)

The following is a summary of conditions generally in respect to the above territory for the licence-year 1944-45.

There has been a slight increase in the number of public and limited freight-vehicle licences over the previous year. The rural area in the Lower Fraser Valley has had a con-

siderable increase in population. This is due to people coming from the East, as well as local citizens residing in the cities of Vancouver and New Westminster buying and moving on small ranches in the rural areas.

During the year the licensed operators handled the greatest volume of freight in the history of the Lower Fraser Valley. Owing to the increase in population in the rural areas bus operators were at times hard pressed to provide sufficient service, and from time to time were forced to run specials to relieve the congestion. Taxi operators throughout the valley have refused a considerable amount of business in order to conserve on gas and tires for more essential work.

The usual complaints from commercial carriers with regard to Class I. and Class III. private freight operations resulted in numerous and continuous investigations.

As a result of information handed to the municipal police, eight convictions were obtained, as well as two convictions by the British Columbia Police.

Continued contacts were made with operators who failed to comply with the filing of proper freight tariffs. This situation has improved considerably. However, for the regular freight operators a more uniform tariff is desired, particularly between Vancouver and Chilliwack. This is now gradually taking shape and will be completed in the near future.

Approximately 1,200 investigations were made. These included investigations for new applications, transfer of licences, alteration of licences, permits, and complaints within and without the office.

There were approximately 1,150 commercial licences in effect during the year.

In carrying out the above duties 23,753 miles were travelled.

FRED BLACK,  
*Inspector of Motor Carriers.*

INSPECTOR W. A. JAFFRAY.

(Vancouver Island and Adjacent Islands.)

During the licence-year 1944-45 there has been a decided levelling off in both passenger travel and freight movements on Vancouver Island. Larger companies who, in the past three years, have had all their facilities taxed to capacity and were generally unable to cope with the volume are now able to supply a complete service.

The demand for public passenger service for the armed forces over certain routes has diminished, while the general movement over the other lines has not decreased. Time schedules required amendment from time to time in order that the facilities available could be used to the greatest advantage on each line.

Transportation of industrial workers is still causing some concern, especially in connection with the logging industry. There is a decided improvement in the type and mechanical condition of equipment being used. Operators have satisfied themselves that it is more economical and better policy to use good equipment as industrial workers' conveyances. Standards for passenger-vehicle construction as now incorporated into the "Motor Carrier Act" regulations have been instrumental in bringing about the improved condition related above.

Limited passenger carriers (taxis) have had a constant flow of business in all areas. There has been no increase in the number of licences; however, many of the smaller old-time operators have sold out to established carriers or to newcomers in the business. Very few complaints were received and a general improvement in service was noted.

Public freight carriers (line haulers) are supplying a good service and complaints re lack or failure of fulfilling obligations, when received, were investigated immediately. In most instances it was found that the cause for complaint lay solely in the carrier being forced to hire unskilled help or due to shortage of labour.

Public freight (Class III.) operators seemed to enjoy a very stable operation with only a few new applications for licences being dealt with. Limited freight operators were greatly reduced in number during the year. This decrease was attributable mainly to completion of the airport-construction programme. However, the opening of small tie and sawmills has tended to take care of a percentage of this type of operator.

Passenger and freight tariffs received considerable attention during the year. Many tariffs were accepted which were prepared after meetings and interviews with the carriers. Some tariffs were filed by the individual carrier, but the trend seemed to be toward the subscribing to a uniform schedule prepared from information supplied by all operators in the particular area.

Mechanical condition of passenger vehicles inspected during the year was good, but the freight-trucks, due to continuous operation under capacity loadings, with few replacements available, were fast deteriorating. After inspections the general condition of such vehicles was greatly improved and found satisfactory.

Statistics compiled from inspection, investigational, and general reports are as follows:—

|  |        |
|--|--------|
| (a.) Mechanical inspections carried out on passenger carriers and long line freight-trucks ..... | 280    |
| Defective brakes .....   | 99     |
| Defective steering .....   | 116    |
| Failed to comply completely with regulations.....  | 243    |
| Vehicles condemned .....   | 3      |
| (b.) Investigations made .....   | 721    |
| (c.) Complaints received .....   | 71     |
| (d.) Prosecutions—   |        |
| “ Motor Carrier Act ” .....  | 9      |
| “ Motor-vehicle Act ” .....  | 1      |
| Federal Orders in Council .....  | 1      |
|  | — 11   |
| (e.) Mileage travelled while performing duties .....   | 13,024 |

Conditions in this district are most satisfactory with very few infractions noted. Generally speaking, the “ Motor Carrier Act ” is being obeyed and very little enforcement was found necessary. Flexible transportation is now being treated as an industry, and those so engaged show great interest and are definitely eager to advance with the times. Assistance received from our department was appreciated and decisions rendered have received whole-hearted support.

W. A. JAFFRAY,  
*Inspector of Motor Carriers.*

INSPECTOR G. L. GREENWOOD.

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

During the licence-year 1944-45 there has been a constantly increasing efficiency throughout this district, both in administration and operation of motor-vehicle transportation under the “ Motor Carrier Act.”

Due to technical assistance given from this office, all rates tariffs have been properly prepared and presented for filing by the public, and limited, freight, and passenger licensees. Assistance has also been given in the proper preparation of time schedules. Constant checking and revising of rates tariffs and time schedules has kept them up to date.

The general attitude of the motor-vehicle operators and shippers shows a definite respect for the “ Motor Carrier Act ” and regulations.

By order of the Public Utilities Commission, dated July 8th, 1944, approved by Order in Council, dated July 11th, 1944, exemption from the “ Motor Carrier Act ” was removed from the area between Hazelton and Prince Rupert. Under instructions issued by the Superintendent of Motor Carriers, the period of August 11th, 1944, to August 28th, 1944, was used by the undersigned to organize the new area under the “ Motor Carrier Act.” A total of 106 new carriers' licences were issued in the formerly exempted area. Rates tariffs, time schedules, etc., were properly filed at time of application. No difficulties of any consequence were encountered during the period of organization.

National Defence construction projects are terminated but a number of new sawmill and logging operations in the Quesnel, Prince George, Burns Lake, and Hazelton Districts have offset the expected slump in freight transportation.

The writer attended a successful conference of Inspectors held in Vancouver during January, 1945, at which time many matters were discussed and decisions made that were necessary for the consideration and knowledge of the separate Inspectors.

General statistics for the licence-year 1944-45, showing routine duties performed, mileage travelled, etc., are as follows:—

|   |        |
|---|--------|
| Operators given technical assistance to revise or prepare rates tariffs<br>and time schedules ..... | 112    |
| Vehicles checked on highway (approximately) .....   | 820    |
| Investigations and interviews .....   | 1,036  |
| Temporary permits issued (all classes) .....  | 305    |
| Miles travelled during course of duties .....   | 22,378 |

G. L. GREENWOOD,  
*Inspector of Motor Carriers.*

INSPECTOR H. K. HUME.

(Okanagan Valley, Princeton, Merritt, Kamloops, Ashcroft, Salmon Arm,  
and Revelstoke Districts.)

I submit herewith a report respecting the administration and enforcement of the "Motor Carrier Act" within the above districts during the licence-year 1944-45.

The issuing of additional public and limited licences for both passenger and freight transportation has been held to a minimum in order to conserve man-power and equipment, but it has been necessary to issue some additional licences to take care of the increase in business.

In addition to issuing approximately 40 new licences, 410 special permits and thirty-seven short-term licences were issued to take care of all emergencies, said emergencies caused by the shortage of privately owned trucking equipment, coupled with an abnormally large fruit-crop.

In the fruit-raising district, known as the main line Okanagan and Kootenay districts, the 1943 crop consisted of 5,052,957 boxes of packed fruit and 15,329,117 lb. of fruit for processing. The 1944 crop in the same district was 10,762,587 boxes of packed fruit and 21,885,131 lb. of fruit for processing, thus making an increase during the 1944 season over 1943 of 5,709,630 boxes of packed fruit and 6,556,014 lb. of processing fruit.

A distance of 17,000 miles was travelled while carrying out the duties of an Inspector and making approximately 600 investigations in connection with new applications, rates tariffs, etc.

The filing of rates tariffs and special commodity tariffs is still progressing favourably and it is the opinion of the writer that the rate situation throughout the whole district is satisfactory.

Enforcement of the "Motor Carrier Act" in the above-mentioned districts is favourable, but it is hoped that a larger staff of enforcement officers will be available after the war, as efficient enforcement of this Act and intelligent administration are very closely related.

It is felt by the writer that both the licensee and the public are very well satisfied with the increased efficiency and economy that has been brought about by the administration and enforcement of the "Motor Carrier Act" and regulations.

H. K. HUME,  
*Inspector of Motor Carriers.*

INSPECTOR H. J. MADDAFORD.

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

Herewith is submitted the annual report for the licence-year 1944-45 respecting the administration, operation, and enforcement of the "Motor Carrier Act" within the above-mentioned district.

The number of motor carrier licences issued remained approximately the same as the previous year. There were no new public passenger licences issued and only two limited passenger (taxi) licences issued. Two new Class II. public freight licences were granted; these were not for new services but were given to existing licensees as additional licences, due to the increase in volume of freight handled on their lines. The number of Class III. public freight licences issued was approximately the same as the previous year. The number of applications for such licences increased slightly during the past twelve months, but in the majority of these cases it was felt that there was sufficient service already available to the public and that it was unwise at this time to grant additional licences unless absolutely essential. Limited freight licences showed a steady increase over last year, most of these being issued for the transportation of forest products, particularly in the East Kootenay district, where logging and lumbering operations have been increasing.

There have been a large number of licences transferred, many of the older operators retiring from the trucking business and selling out. Two of the largest transfers of this kind were the Bowness Transfer Company, Limited, to D. Revie, and the City Transfer Company (W. E. Warden), of Cranbrook, to Miller & Brown's Transfer. R. D. McDonald Freight Lines, operating between Calgary and Kingsgate, were sold to Dench of Canada, Limited, and several smaller businesses changed hands.

Temporary permits issued exceeded 1943-44, the chief reason for this being the large number of permits issued to truckers hauling wood at Canal Flats for the contractor supplying wood for the Fuel Administrator.

Several complaints dealing with the quality of service given by public licensees were investigated, also the usual numerous complaints *re* private freight-truckers handling public freight. In the majority of cases, the latter complaints were adjusted by contacting these private truckers directly and explaining to them the "Motor Carrier Act" and regulations and warning them that future infractions would be prosecuted.

A check-up of tariffs filed by the older licensees showed that in many cases these tariffs were incomplete and inadequate, and steps were taken to bring these tariffs up to date. In some of the larger centres the public licensees wished to file a uniform tariff, and assistance was given the operators at Kimberley and Creston in filing a uniform tariff covering their respective communities. Assistance also was given to numerous truckers in smaller towns who wished to bring their tariffs up to date, and to new licensees filing a tariff with their applications.

The attitude of truckers and shippers to the "Motor Carrier Act" has been very satisfactory, and there appears to be a gradual improvement in the understanding of the Act and regulations, and the advantages to both trucker and shipper are now being recognized.

#### *Statistics.*

|   |        |
|---|--------|
| Number of licences issued 1944-45 (all classes).....  | 2,015  |
| Temporary permits issued (all classes).....   | 465    |
| Number of new public licences issued—   |        |
| (1.) Limited passenger (taxi).....  | 2      |
| (2.) Class II. public freight.....  | 2      |
| (3.) Class III. public freight.....   | 7      |
| (4.) Limited freight.....   | 30     |
| Number of reclassification of licences.....   | 3      |
| Number of alterations of licences.....  | 15     |
| Number of licences transferred.....   | 27     |
| Number of prosecutions (cases only where information was supplied<br>by the undersigned)..... | 8      |
| Number of investigations and interviews.....  | 986    |
| Miles travelled by the undersigned in course of duties.....                                   | 21,419 |

H. J. MADDAFORD,  
*Inspector of Motor Carriers.*

## APPENDIX D.

LIST OF PUBLIC PASSENGER-VEHICLE OPERATORS AND ROUTES  
(SCHEDULED SERVICE).

AS AT MARCH 1ST, 1945.

| Name and Address of Operator.                                | Route.   |
|--|--|
| George R. Abbey, Nelson.....                                 | Nelson-Kaslo.  |
| Atkins Stage Lines, Ltd., Cultus Lake.....                   | Harrison Hot Springs-Cultus Lake<br>via Chilliwack and Agassiz.  |
| B.C. Auto Interurban, Ltd., Nelson.....                      | Trail-International Boundary at<br>Patterson—in connection with<br>service to Spokane.   |
| B.C. Coach Lines, Ltd., Kamloops.....                        | Kamloops-Vernon.<br>Kamloops-Merritt.<br>Kamloops-Salmon Arm.<br>Kamloops-Revelstoke.<br>Kamloops-Tranquille.<br>Spences Bridge-Princeton.<br>Vernon-Revelstoke.<br>Vernon-Nakusp.   |
| B.C. Greyhound Lines, Ltd., Vancouver.....                   | Trail-Penticton via Osoyoos.<br>Penticton-Vernon.<br>Penticton-Princeton.<br>Princeton-Copper Mountain.<br>Vancouver-Revelstoke.   |
| B.C. Motor Transportation, Ltd., Vancouver                   | Vancouver-Harrison Hot Springs.<br>Vancouver-Chilliwack.<br>Vancouver-White Rock.<br>Vancouver-Whytecliff Park.<br>Vancouver-Ladner.<br>Vancouver-Ioco.<br>Coquitlam-Ioco.<br>Vancouver-New Westminster.<br>Vancouver-International Bound-<br>ary (for Seattle). |
| James Cancelliere, Revelstoke.....                           | Revelstoke-Arrowhead.  |
| Cariboo Greyhound Lines, Ltd., Vancouver..                   | Ashcroft-Prince George.  |
| Ernest J. Christien, Lumby.....                              | Lumby-Vernon.  |
| Gus Erickson (City Bus Service), Trail.....                  | Local service at Trail and to<br>Warfield.   |
| W. G. Clarke, Squamish.....                                  | Squamish-Cheekye.  |
| Corporation of District of West Vancouver                    | West Vancouver-Vancouver.  |
| Deep Cove Stages, Ltd., Deepwater.....                       | Vancouver-Deep Cove.   |
| M. C. Donaldson, Ltd., Salmo.....                            | Salmo-Reno Mill.   |
| Neal Evans Transportation Co., Ltd., Sha-<br>lalth           | Shalalth-Pioneer.<br>Pioneer-Vancouver.  |
| J. W. Farquhar and Sutro Bancroft, Harri-<br>son Hot Springs | Harrison Hot Springs-Agassiz.  |
| Gallagher Transportation, Ltd., Hope.....                    | Hope-Chilliwack.   |
| Gleeson & Company, Abbotsford.....                           | Abbotsford-R.C.A.F. Airport,<br>near Abbotsford.   |
| Albert Goglin, Prince George.....                            | Prince George-Government<br>Airport and Army Camp<br>(local).  |
| Frank Grimes, Victoria.....                                  | Local Service-City of Victoria.  |

| Name and Address of Operator.   | Route.   |
|---|--|
| Leonard C. Griffiths (Arrow Bus Line),<br>Prince Rupert   | Prince Rupert-Seal Cove.   |
| Mrs. Jessie B. Hall, Okanagan Mission.....<br>Hole & Clarke Transportation Co., Ltd.,<br>Coal Harbour | Okanagan Mission-Kelowna.<br>Coal Harbour-Hardy Bay.   |
| Vernon-Salmon Arm Coach Lines, Ltd.,<br>Vernon  | Vernon-Salmon Arm.   |
| J. A. Huffman and H. W. Smith, Fort St.<br>James  | Fort St. James-Vanderhoof.<br>Pinchi Creek-Vanderhoof.<br>Fort St. James-Germansen<br>Landing.                                       |
| Alice Ingham, Port Alberni.....   | Fort St. James-Prince George.<br>Alberni-Port Alberni.   |
| Interior Stages, Ltd., Trail.....   | Trail-Rossland.  |
| Henry Kershaw, Fort Steele.....   | Trail-Nelson.  |
| Fred W. Knott, Tofino.....  | Nelson-Nelway.   |
| C. G. Lawrence, Gibsons Landing.....  | Trail-Fruitvale.   |
| Lillooet Cartage Co., Ltd., Lillooet.....   | Cranbrook-Fort Steele.   |
| George McIntosh, Sooke.....   | Tofino-Ucluelet.   |
| Mary C. Magro, Cranbrook.....   | Gibsons Landing-Garden Bay.  |
| E. F. Moorhouse, d/b/a Moorhouse Stages,<br>New Westminster   | Lillooet-Lytton.   |
| Richmond Transportation Co., Ltd., Van-<br>couver   | Sooke-Victoria.  |
| E. H. Neville, Vancouver.....   | Cranbrook-Golden.  |
| North Coast Transportation Co., Seattle,<br>Wash.   | New Westminster-Langley.   |
| North River Coach Lines, Ltd., Kamloops...  | New Westminster-Ladner.  |
| Powell River Stages, Ltd., Powell River.....  | New Westminster-Coldicutt<br>Villas via Crescent.  |
| Edward Procter, Vernon.....   | New Westminster-Sunbury.   |
| W. A. Sproule, d/b/a Columbia Stage Lines,<br>New Westminster   | New Westminster-Port Mann.<br>Vancouver-Sea Island.  |
| Fred Gnucci and Walter Miller, d/b/a Star<br>Stages, Cranbrook  | Between Boundary Road at<br>Hastings Street and Bain-<br>bridge Avenue at Central<br>Arterial Highway, in Bur-<br>naby Municipality. |
| Veterans' Sightseeing & Transportation Co.,<br>Ltd., Victoria   | Vancouver-Seattle.   |
| H. B. Tuffley, Quesnel.....   | Kamloops-Birch Island.   |
| Arthur F. Wale, Langford.....   | Powell River (local service).  |
| The Wildwood Bus, Ltd., Powell River.....   | Vernon-Lumby.  |
| S. W. Wilson, Milner.....   | Vernon-Vernon Army Camp.   |
| James Vanderspek, Hope.....   | New Westminster-Port Moody<br>(and local service).   |
| William M. Munro, Naramata.....   | Cranbrook-Kimberley.   |
|   | Victoria-Oak Bay.  |
|   | Victoria-Haultain.   |
|   | Nanaimo (City bus service and<br>to Departure Bay).  |
|   | Quesnel-Barkerville.   |
|   | Victoria-Langford Lake.  |
|   | Victoria-Metchosin.  |
|   | Wildwood-Powell River.   |
|   | Langley Municipality (local service).  |
|   | Haig-Tashme Camp via Hope.   |
|   | Naramata-Penticton.  |

| Name and Address of Operator.                       | Route.  |
|---|---|
| Western Canadian Greyhound Lines, Calgary, Alberta  | Crowsnest-Trail.<br>Yahk-Kingsgate.<br>Nelson-Kaslo.<br>Nelson-Nakusp.<br>Cranbrook-Kootenay Park.<br>West Gate Yoho National Park-Revelstoke.    |
| Vancouver Island Transportation Co., Ltd., Victoria | This company is licensed to give through public passenger service on all important main routes on Vancouver Island, with numerous local services. |

LIST OF PUBLIC FREIGHT-VEHICLE OPERATORS AND ROUTES  
(SCHEDULED SERVICE).

AS AT MARCH 1ST, 1945.

|  |  |
|--|--|
| Atkins Stage Lines, Ltd., Chilliwack                     | Harrison Hot Springs-Cultus Lake<br>(express service only).  |
| B.C. Coach Lines, Ltd., Kamloops                         | Kamloops-Salmon Arm.<br>Kamloops-Vernon.   |
| B.C. Motor Transportation, Ltd., Vancouver               | Vancouver-New Westminster.<br>Vancouver-Mission and Dewdney.<br>Vancouver-Chilliwack and Rosedale.<br>Vancouver-Seattle. |
| British Columbia-Seattle Transport, Seattle, Washington  |  |
| Robert A. Baxter, Prince George                          | Prince George-Quesnel.   |
| Black's Motor Freight, Vancouver                         | Vancouver-Ioco.<br>Ioco-New Westminster.<br>Harrison Hot Springs and Agassiz-Vancouver.                                  |
| Blue Line Freight (Helen I. Vant), Nelson                | Nelson-Rossland.<br>Trail-Salmo.   |
| Charles E. Boothby, Mission City                         | Mission-Vancouver and New Westminster.   |
| Broadway Messenger Service, Vancouver                    | Vancouver-New Westminster and Fraser Mills District.   |
| Bruce Motor Cartage, Vancouver                           | Vancouver-New Westminster.   |
| H. Brown & W. S. D. Brown, Salmon Arm                    | Salmon Arm-Haywards Corner.  |
| Reuben Buerge, Nakusp                                    | Nakusp-Nelson.<br>Nakusp-Edgewood.   |
| C. R. Carfrae, Kamloops                                  | Kamloops-Merritt.<br>Kamloops-Williams Lake.   |
| Carson's Truck Line, Ltd., Vancouver                     | Vancouver-Prince George.   |
| Archie Carswell, d/b/a Rocky Mountain Freight, Vernon    | Vernon-Revelstoke.   |
| D. Chapman & Co., Ltd., Kelowna                          | Kelowna-Penticton.   |
| Chilliwack Cartage Co., Ltd., Chilliwack                 | Chilliwack-Vancouver.  |
| James C. Clarke, Cloverdale                              | Surrey Municipality-Vancouver.   |
| George G. Clyde, Robson                                  | Robson-Castlegar.  |
| E. M. Cottrell, Hope                                     | Hope-Vancouver.  |
| Country Freight Lines (J. C. Fleming & Sons), Chilliwack | Chilliwack-Vancouver.  |
| Cowichan Freight Service, Victoria                       | Victoria-Shawnigan Lake and Duncan.  |
| Constance E. Cummins, Nelson                             | Nelson-Procter.  |

| Name and Address of Operator.  | Route.   |
|--|--|
| Delta Freight Lines, Ladner.....   | Ladner-Vancouver.  |
| Dench of Canada, Ltd., Calgary, Alberta.....                                 | Crowsnest-Creston } Interprovincial<br>Cranbrook-Kimberley } or<br>Cranbrook-Kingsgate } International<br>Creston-Rykerts } service. |
| Thomas Dent, Milner.....   | Willoughby-Vancouver.  |
| F. S. Duggan, Kelowna.....   | Winfield-Kelowna.  |
| Neal Evans Transportation Co., Ltd., Shalalth                                | Shalalth-Pioneer.  |
| Ferguson's Motor Transport Co., Vancouver                                    | Vancouver-Horseshoe Bay,<br>West Vancouver.  |
|  | Vancouver-Deep Cove, North<br>Vancouver.   |
| John Fraser (Fraser Transport), Vancouver                                    | Vancouver-New Westminster.   |
| Gallagher Transportation, Ltd., Hope.....                                    | Chilliwack-Choate.   |
| Arthur W. Green, Agassiz.....  | Harrison Hot Springs-Vancouver<br>via Agassiz.   |
| C. R. Greenaway, Cloverdale.....   | Surrey Municipality-Vancouver.   |
| G. O. Griffith, Kelowna.....   | Vernon-Oyama.  |
| Haney Hammond Motor Freight, Ltd., Port Haney                                | Haney-Vancouver.   |
| Thomas D. Hodgson, Williams Lake.....  | Williams Lake-Kleena Kleene<br>(non-scheduled service to<br>Anahim Lake and other<br>off-route points).                              |
| R. H. Holt (Cordova Bay Freight), Victoria                                   | Victoria-Cordova Bay.  |
| Houlden Transfer, North Vancouver.....                                       | Vancouver-Deep Cove, North<br>Vancouver.   |
|  | Vancouver-Horseshoe Bay, West<br>Vancouver.  |
| Frank M. Hufty, Slocan City.....   | Slocan City-Nelson.  |
| D. J. Innis, Keremeos.....   | Keremeos-Penticton.  |
| Interior Truck Lines, Nelson.....  | Nelson-Salmo.  |
| Invermere Contracting Co., Ltd., Invermere                                   | Cranbrook-Golden.  |
| Island Freight Service, Ltd., Victoria.....                                  | All public freight routes de-<br>scribed in schedule filed<br>with Public Utilities Com-<br>mission.                                 |
| Johnson Transfer, Vanderhoof.....  | Vanderhoof-Prince George.<br>Vanderhoof-Fort Fraser.   |
|  | Prince George-Hansard.   |
| Jones Bros. Transfer, Deroche.....   | Deroche-Vancouver.   |
| Louis Katelnikoff, Blewett.....  | Nelson-Bonnington.   |
| Kaslo Motor Transport, Kaslo.....  | Kaslo-Nelson.  |
| Robert F. Kerr, Langley Prairie.....   | Langley Municipality-Van-<br>couver.   |
| King's Motor Cartage, Vancouver.....   | Vancouver-New Westminster and<br>Fraser Mills and way points.  |
|  | Vancouver-Port Moody and Ioco.   |
| Ladner Transfer, Ltd., Ladner.....   | Ladner-Vancouver.<br>Ladner-New Westminster and<br>Vancouver.  |
| Russell W. Large, Enderby.....   | Mable Lake-Enderby.  |
| P. Lawrence, Ewing Landing.....  | Fintry-Vernon.   |
| Lee's Transport, Vanderhoof.....   | Pinchi Lake-Vancouver.   |
| Peter A. Lind, Sandon.....   | New Denver-Sandon.   |
| J. A. Loney, New Westminster.....  | Port Kells-Vancouver.  |
| Joseph Logus, Poplar Creek.....  | Lardo-Gerrard.   |
| John C. McCaig and J. Goodkey, d/b/a Cas-<br>cade Motor Freight, Grand Forks | Penticton-Nelson.  |

| Name and Address of Operator.  | Route.   |
|--|--|
| Mrs. L. M. McKinnon, Barkerville .....                               | Barkerville-Quesnel.   |
| George S. McMyn, Pitt Meadows .....                                  | Maple Ridge Municipality-Vancouver.                            |
| Lee C. McFarland, Cranbrook .....                                    | Penticton-Naramata.  |
| Mountain's Transfer, Langley Prairie .....                           | Langley Municipality-Vancouver.                                |
| J. C. Muir, Nelson .....   | Nelson-Rossland.   |
| North Thompson Freight Lines, Kamloops .....                         | Kamloops-Birch Island.   |
| Northern Freighters, Fort St. James .....                            | Vanderhoof-Fort St. James-Germansen Landing.                   |
| O.K. Valley Freight Lines, Ltd., Penticton .....                     | Osoyoos-Salmon Arm.  |
| Overland Freight, Ltd., Chilliwack .....                             | Penticton-Princeton.   |
| H. R. L. and A. M. Potter, Oliver .....                              | Chilliwack-Vancouver.  |
| W. and V. Porteous, Agassiz .....                                    | Oliver (rural mail route).                                     |
| A. G. Perry, Notch Hill .....  | Harrison Lake and Agassiz-Chilliwack and Sardis.               |
| Donald Revie, d/b/a Revie's Freight Lines, Cranbrook .....           | Notch Hill-Sorrento.   |
| Leonard Roberts, Courtenay .....                                     | Cranbrook-Kimberley.   |
| James Rollo, Gabriola .....  | Cranbrook-Fernie.  |
| G. E. Rutledge, King George VI. Highway, New Westminster .....       | Courtenay-Menzies Bay.   |
| Saanich Freight Service, Sidney .....                                | Gabriola Island-Nanaimo.                                       |
| Scott & Peden, Ltd., Victoria .....                                  | Surrey Municipality-Vancouver.                                 |
| Seattle-Vancouver, B.C. Motor Freight Service, Vancouver .....       | Deep Cove (Saanich)-Victoria.                                  |
| Lloyd W. Shannon, Summerland .....                                   | Victoria-Hillbank.   |
| Sidney Freight Service, Sidney .....                                 | Vancouver-Seattle.   |
| Seth Smith, Quesnel .....  | West Summerland-Penticton.                                     |
| A. L. P. Stevens, Crescent .....                                     | Sidney-Victoria.   |
| Stoltze Motor Freight, Vancouver .....                               | Quesnel-Marguerite.  |
| A. L. Stuart, Redstone .....   | Surrey Municipality-Vancouver.                                 |
| Terminal Cartage, Vancouver .....                                    | Vancouver-Stave Falls.   |
| Edward Thouret, Buffalo Creek .....                                  | Redstone-Williams Lake.  |
| A. S. Towle, Milner .....  | Vancouver-New Westminster.                                     |
| Trail Livery Co., Trail .....  | Exeter-Canim Lake.   |
| J. A. Wade, Quesnel .....  | Langley Municipality-Vancouver.                                |
| Robert I. Walters, Williams Lake .....                               | Nelson-Rossland.   |
| A. E. Warner, Armstrong .....  | Quesnel-Barkerville.   |
| West Coast Freight Service, Ltd., Port Alberni .....                 | Quesnel-Kamloops.  |
| White Rock Transfer (J. A. Roddick and F. A. Best), White Rock ..... | Williams Lake-Keithley Creek.                                  |
| White Transport Co., Ltd., Vancouver .....                           | Armstrong-Vernon.  |
| Williams Transfer, Nelson .....                                      | Port Alberni-Nanaimo.  |
| D. M. Winton, Vancouver .....  | Surrey Municipality-Vancouver.                                 |
| George D. Witte, Big Creek .....                                     | Vancouver-Kelowna.   |
| Wood & Fraser Transport, Vancouver .....                             | Nelson-Creston.  |
| J. C. Vanderspek, d/b/a Vanderspek's Transportation, Hope .....      | Vancouver-Abbotsford.  |
| John Wyatt, Kelowna .....  | Witte Ranch (5 miles west-erly from Big Creek)-Hanceville P.O. |
| S. Ylisto, Solsqua .....   | Vancouver-Prince George.                                       |
|  | Vancouver-Hope.  |
|  | Kelowna-Winfield.  |
|  | Malakwa-Salmon Arm.  |

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