PROVINCE OF BRITISH COLUMBIA

Public Utilities Commission

SIXTH ANNUAL REPORT

Pursuant to Section 36 of the
MOTOR CARRIER ACT

Licence-year 1945-46

PRINTED BY
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VICTORIA, B.C., June 30th, 1946.

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 Sixth Annual Report of the Public Utilities Commission under that Act for the year ended February 28th, 1946.

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, 1946.

GENERAL.

The year under review saw the end of the war against Germany and against Japan and the consequent relaxation of Dominion Government war-time restrictions respecting motor-vehicle transportation and the removal of the rate ceiling on passenger (but not freight) rates.

A study of the tabulation contained in Appendix A and the comparative statistics included in this report will show a general increase of 7 per cent. in the number of licences issued as compared with the number issued during the previous year and an increase of over 12½ per cent. in revenue. There was an increase in the number of licences in each class.

In particular, a considerable increase in the number of bus and taxi licences issued will be noted, due to removal of Dominion Government restrictions respecting new services and extensions.

While the cessation in May of hostilities against Germany, and later against Japan, was, to a large extent, responsible for the greatly increased number of new applications for licences of all classes received during the year (4,075 as compared with 3,277 the previous year), an upward trend in licensing was noted at the very beginning of the licence-year, as disclosed by the following comparative figures of the number of licences renewed for the new licence-year as at March 1st, 1944 and 1945 respectively, namely:—

Licence-year.	Total Number of Licences renewed.
1944–45 (as at March 1st, 1944)	7,813
1945–46 (as at March 1st, 1945)	9,097

No doubt, to some extent, the above-noted increase was due to a requirement that applicants for commercial gasoline ration should show that they held the necessary Provincial carrier's licence.

The removal of Transit Control and Truck Control restrictions and of the gasoline rationing, and the fact that new trucks, buses, and cars became more readily available, resulted in funnelling into a period of a few months an expansion which normally would have covered a period of some four years, which is one reason for the increase in the number of licences applied for and issued. Added to this was the rapidly increasing number of service men discharged monthly, some of whom were previously in the transportation business, but many of whom had only obtained their transportation experience in the armed services and who now wished to follow this line in civil life. Other factors contributing to the increased activity were the continued and increasing need for the supply of foodstuffs and timber for shipment to Europe and the increased business activity due to the increase of the population of the Province.

REHABILITATION OF EX-SERVICE MEN.

Whereas, as mentioned in the Fifth Annual Report, a few such cases were considered during the previous year, during the year 1945–46 the number of applications of this nature received was greatly increased. As previously stated, many of these men had gained experience either prior to or during their service. While it was the feeling

of the Commission that the " Motor Carrier Act " is not, *ipso facto,* an instrument for the solution of rehabilitation problems, the most careful consideration was given to all applications of this nature, and it is pleasant to record that, in general, the attitude of the industry towards such applications was generous. Existing operators recognized the fact that many of these men had been overseas and away from home during a period of general expansion of the trucking industry in this Province and were entitled to receive consideration in the matter of granting licences to them. A check of the records shows that a total of 164 public or limited licences (not including private freight-vehicle licences) were issued during the year to ex-service men, some of whom were entirely new operators, but some of whom had held licences previously. In the case of a service man who gave up or transferred his licence to some other party on joining the forces, it was the general policy to issue to him a similar licence on his discharge, if applied for.

In considering applications under this heading, taking into account in most cases the fact that the applicant would be investing his war gratuities in the venture, care was taken by inquiry and investigation before granting the licence to ensure that the applicant would have a reasonable chance of making a living and not lose his entire investment, and in a number of cases, following such inquiry, the applications were withdrawn.

In view of the possible danger of exploitation of ex-service men by selfish interests, a condition in the granting of licences of this nature was usually to the effect that any application in future for transfer of the licence would be carefully investigated and would not necessarily be approved.

Tentative Applications.

In view of the difficulty of obtaining new vehicles, 323 tentative applications for public or limited licences were filed, which applications merely described the type of vehicle to be operated, it being understood that the vehicle would not be purchased unless the application were granted. In cases of favourable decision a period of sixty days was generally allowed within which to submit details of vehicle and commence operation, although in some cases this period had to be extended.

Removal of Dominion Government Restrictions on Transportation.

The removal of war-time restrictions on bus travel, including the removal of restrictions on new bus services and extensions, became effective May 15th, approximately one week after V-E Day; the 35-road-mile restriction on non-commercial trucks (private freight-vehicles) was removed on the 27th day of May. Gasoline rationing and the " freezing " order on taxicabs, and restrictions on charter and sightseeing trips, were removed immediately after V-J Day—namely, on August 8th—and there followed immediately a flood of applications for additional taxi licences which continued without let-up during the remainder of the licence-year and is still continuing in the licence-year 1946. The effect of the removal of restrictions on new bus services is shown in the list herewith of new bus services authorized since V-E Day.

While the removal of Transit Control and Truck Control restrictions reduced administration-work in the Motor Carrier Branch to some extent by eliminating the necessity of consulting with the Dominion Regional Transit and Truck Controllers regarding each application, this reduction of work was more than offset by the greatly increased volume of applications which resulted therefrom.

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

In Appendix A will be found a complete statement of licenses issued and total revenue received for the licence-year.

The following is an analysis of the various classes of licences issued during the last six 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.	1945–46.
Passenger (buses)	336	344	351	334	355	430
Passenger (taxis)	403	508	521	463	513	679
Public freight	1,606	1,678	1,580	1,538	1,613	1,782
Limited freight	620	717	799	793	770	805
Private freight (ordinary)	5,085	5,657	5,998	6,210	6,563	7,164
Private freight (farmers)	3,853	4,252	4,469	4,549	4,857	5,006

Revenue.

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

Kind of Licence.	1940–41.	1941–42.	1942–43.	1943–44.	1944–45.	1945–46.
Passenger (buses)	$18,369.50	$20,061.60	$18,999.30	$17,986.14	$18,977.90	$23,045.10
Passenger (taxis)	4,040.77	5,281.72	5,402.38	4,926.49	5.527.77	7,108.47
Public and limited freight	89,093.03	100,696.10	104,139.81	103,888.20	109,171.53	121,050.25
Private freight	33,032.81	37,723.89	39,939.39	41,438.20	44,545.29	49,370.45
Permits	2,426.14	3,853.26	6,360.88	5,249.95	5,413.49	6,881.24
Miscellaneous	85.70	56.70	25.30	41.55	55.28	55.40
Totals	$147,047.95	$167,673.27	$174,867.06	$173,530.53	$183,691.26	$207,510.91

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 1944–45.	Licence-year 1945–46.
March	7,813	9,097
April	11,077	12,007
May	11,789	12,766
June	12,299	13,228
July	12,580	13,513
August	12,800	13,725
September	13,072	13,984
October	13,220	14,092
November	13,365	14,298
December	13,474	14,411
January	13,513	14,453
February	13,547	14,499
End of licence-year	13,542	14,492

* 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
1945–46	4,075

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
	1945–46	16,989

* Including licences transferred and renewed.

TEMPORARY PERMITS.

Summary of Temporary Permits issued during the Year 1945–46.

Class I. Permits (for temporary operation as private freight-vehicle only)	580
Class II. Permits (for temporary operation as public or limited vehicle for periods not exceeding ninety days)	2,067
Class III. Permits (for operation of licensed public or limited vehicle temporarily in a manner other than is authorized by the licence)	916
Class IV. Permits (for substitute vehicle when licensed vehicle is disabled)	516
Class VI. Permits (for operation of school buses in connection with authorized school functions—issued by Provincial Police)	54

ADMINISTRATION.

There was no change in the general policy of the Commission with respect to the administration of the "Motor Carrier Act," particularly with regard to requiring proof of public necessity, and with regard to the refusal of licences, as generally set out in the Fifth Annual Report of this Commission.

The figures included in this report show increases of 21 per cent. in the number of buses licensed, 32 per cent. in the case of taxis, 10 per cent. in the number of public freight-vehicle licences issued, and some increase in the number of limited freight-vehicle licences. These increases are in part normal and parallel to the estimated increase of 10 per cent. in population during 1945, and in part due to changing conditions arising out of cessation of hostilities, resulting in a big increase in domestic requirements, as well as an increase in export of foodstuffs and timber to Europe.

PEACE RIVER DISTRICT.

The figures in this report do not include vehicles operating in the Peace River District, which area was, until the 1st day of March, 1946, exempt from the provisions of the " Motor Carrier Act." By regulation approved October 9th, 1945, this exemption was removed, but the amendment provided that this should not become effective until the first day of the 1946 licence-year, thus giving ample time in which to organize the district and to obtain applications for licences, for which purpose Inspectors were sent into the district.

Reference was made in the Fifth Annual Report to the abnormal conditions existing in the Peace River District resulting from the construction of the Alaska Highway. With the war ended, conditions became more stable, and the Commission came to the conclusion that a further delay in putting the Act into effect in this district was undesirable. The fact that the Alaska Highway north of the control-station, 50 miles north of Fort St. John, is under the control of the Dominion Government somewhat confuses the situation, but the licences which are being granted for 1946 will contain a clause to the effect that any licensee operating over this highway must first obtain permission from the Dominion Government authority.

NEW PUBLIC PASSENGER SERVICES.

As a result of removal of Dominion war-time restrictions respecting new public passenger services, the following new services were authorized during the year:—

Mission–Stave Falls–Haney; Mission–Abbotsford–Huntingdon; Mission–Hatzic Island.
New Westminster–Marpole via Richmond; foot of Fraser Avenue–Richmond.
North–South Burnaby; Vancouver Heights service (Burnaby).
Deep Cove–North Vancouver.
Capilano Canyon bus service–North Vancouver.
Local bus service at White Rock.
Kamloops City and Kamloops–North Kamloops.
Vernon City.
Kelowna City.
Kelowna–Glenmore; Kelowna–East Kelowna; Kelowna–Rutland.
Kimberley City and Kimberley–Chapman Camp.
Williams Lake–Horsefly.
Prince George–Summit Lake; Prince George–Chief Lake.
Prince George–Giscome.
Prince Rupert–Port Edward.
Extension of Victoria–Oak Bay service to Crescent Road.
Extension of Nanaimo–Departure Bay service to Wellington.

The following bus services ceased operating:—

Terrace–Terrace Airport; Terrace–Lakelse Lake.
Smithers–Smithers Airport.
Abbotsford–Abbotsford Airport.

A number of bus services previously curtailed under Transit Control restrictions were reinstated, including service from Vancouver to Kamloops and from Pioneer Mines to Vancouver via Bridge River, and increased time schedules were filed in a number of cases for improved public passenger service, made possible by the availability of buses, either new or released from war services, and permitted by removal of Transit Control restrictions.

NEW PUBLIC FREIGHT SERVICES (SCHEDULED).

New public freight services were authorized as follows:—

Vancouver–Trail.
Vancouver–Yarrow.
Vancouver–Princeton.
Prince George–Decker Lake (extension of Prince George–Vanderhoof service).

It will be noted that new services under this heading were not so extensive as in the case of passenger services.

LIMITED PASSENGER-VEHICLE (TAXI) LICENCES.

As a result of the removal of Transit Control restrictions, which previously had generally prohibited the operation and consequently the licensing of any additional taxis since January 1st, 1942, a very large number of applications for new taxi licences or transfer of such licences was received.

As will be seen from Appendix A, the total number of taxi licences in effect at the end of the year was 785, representing an increase of 185 over the previous year, but, in all, 299 applications for taxi licences or transfer of taxi licences were dealt with.

Many of these applications came from outlying points which previously had been without a taxi service. In a number of cases the applications were for additional licences at points which appeared to be already well served, in particular at Victoria, Port Alberni and Alberni, Nanaimo, Campbell River, Vancouver, New Westminster, in Surrey Municipality, in Langley Municipality, at Powell River, at Hope, and at Nelson. This situation, at some points, appears to be due to the local population having become "taxi-minded," while at other points, such as at Hope and Campbell River, the demand for transportation is due to increased activity and population arising out of construction-work, logging operations, or other developments.

TRANSFER OF LICENCES.

From Appendix A it will be noted that there were 408 applications for transfers of licences, including 76 taxi licences and 95 public freight-vehicle licences, being an increase of 262 over the number for the previous year, and more than four times the average number for the years 1939 to 1943, inclusive.

RECORDS, ACCOUNTING METHODS, AND ANNUAL REPORTS OF MOTOR CARRIERS.

By order dated November 16th, 1945, Part 12 was added to the regulations, requiring every motor carrier to retain his original records for a period of three years, to maintain a daily record of revenue and expense as from the 1st day of January, 1946, and to make an annual report to be filed with the Superintendent of Motor Carriers, in accordance with the form prescribed, within two months after the end of the carrier's financial year. This part of the regulations, however, exempts a motor carrier whose operations are with respect to private freight-vehicles only. In addition, the Commission prepared a detailed system of accounts which, while not prescribed, was recommended for use by motor carriers. A booklet was printed covering the foregoing and mailed to all carriers holding licences other than private freight-vehicle licences.

It may here be explained that in dealing with applications for additional licences, extensions of privileges, and increases or revisions of tariffs, it was found that the average carrier's records and accounts were incomplete, incapable of proper analysis, or non-existent. It is hoped that these new regulations will go far in correcting this situation.

RATES AND TIME SCHEDULES.

Attached (Appendix B) is a report of the Acting Rates Examiner covering activities under the above heading, from which it will be noted that there has been a welcome increase in the number of tariffs filed.

As in previous years, assistance was given to those carriers who were unable to prepare their own tariffs, and special assistance was given to discharged service men, many of whom had no knowledge of the rates which they should charge. It is pleasing to note that the Motor Carriers' Association of British Columbia has established a Rates Bureau, which will fill a long-felt want, as previously there was very little opportunity for a carrier to obtain expert advice or assistance in the filing of a tariff or time schedule as required by the regulations.

In the Acting Rates Examiner's report, reference will be noted to the desirability of establishing uniform tariffs for local transportation in the various districts. Prior to the inauguration of war-time price controls, some progress had been made in this respect. During 1944 sufficient data and information were obtained for the purpose of compiling several more uniform tariffs, but as such tariffs included increases in rates, which were not acceptable to the Wartime Prices and Trade Board, further action on such tariffs was, of necessity, shelved for the time being. The removal of war-time restrictions for passenger rates has now made it possible for charter passenger tariffs to be revised where necessary.

As to possible future applications for general increases in rates, while it is true that the expense of operating motor-vehicles has increased, it is the Commission's policy to require any application for increase of rates to be supported by a proper statement of revenue and cost. It is felt that the recent revision of the regulations, requiring carriers to maintain records of costs of operation, will result in adequate figures being available on which to base a judgment.

In general, while much remains to be done in the matter of obtaining complete filings of rates (or contracts in the case of limited freight carriers), satisfactory progress is now being made, such progress having previously been retarded during the latter years of the war.

ORDERS OF THE PUBLIC UTILITIES COMMISSION.

Wartime Industrial Transit Plan.—The Wartime Industrial Transit Plan of the Dominion Government, which made provision for transportation in private automobiles of industrial workers to and from their work, became non-effective on the 15th day of September, 1945.

Such transportation for compensation had been specifically exempted by regulation from the provisions of the "Motor Carrier Act." Special arrangements were in effect with regard to insurance under this plan. At expiry date there was still a shortage of normal transportation facilities, and as many industrial workers found it necessary to continue riding with a fellow-worker, and as insurance could not be obtained unless the applicant for same could show that he was operating in accordance with Provincial regulations, the Commission issued an order authorizing the Superintendent of Motor Carriers to issue permits, without fee, in a special form to such extent as was considered necessary to meet this temporary problem.

A further order was issued to provide for similar permits to be issued for the transportation in private automobiles of students to and from the University of British Columbia, effective up to the 31st day of May, 1946.

AMENDMENTS TO REGULATIONS.

By order approved October 9th, 1945, the Peace River District was brought under the "Motor Carrier Act," effective March 1st, 1946.

By order approved November 16th, 1945, Part 12 was added to the regulations, covering annual reports, records, and accounting of motor carriers.

By order approved December 12th, 1945, the regulations were amended by requiring name and address of the registered owner or his registered trade-name to be displayed on trucks.

LICENCE DISTRICTS.

By order dated July 27th, 1945, the descriptions of certain licence districts were revised in order to bring them up to date, and a new licence district, No. 20, covering Prince Rupert district and territory east thereof, was added, consequent upon the opening-up of the highway between Terrace and Prince Rupert.

Under date of October 12th, 1945, Licence District No. 21, covering the Peace River area, was added.

RULINGS.

With respect to the highway now under construction between Prince George and the Peace River District, it was ruled that no licence should be granted for operation over this route other than temporary licences for the transportation of men to and from construction camps.

In connection with Japanese operating farms on a community basis in the Lillooet district, it was ruled that a Class III. (farmers) private freight-vehicle licence may be issued to a Japanese trucker to haul the products or supplies of a group of Japanese operating a farm on a co-operative basis, provided that the truck-owner is one of the group.

With respect to the highway between Terrace and Prince Rupert, as this highway was open but had not been taken over by the Provincial authorities, it was ruled that for the time being no public passenger or public freight-vehicle licences for scheduled service over this route to or from Prince Rupert should be granted.

HEARINGS.

The Public Utilities Commission held one hearing under the "Motor Carrier Act" and a combined hearing under the "Public Utilities Act" and the "Motor Carrier Act" as follows:—

Taxi Rates, Greater Vancouver Area.—A hearing was held at Vancouver on April 11th, 1945, on a proposed uniform tariff of taxi rates for intermunicipal service in the Greater Vancouver area. For a considerable time previous to this, the matter had been the subject of correspondence with representatives of the operators and with the Wartime Prices and Trade Board. For the purpose of discussion, a draft of a uniform tariff was made by the staff of the Commission in December, 1944, and this was submitted to all the interested operators during the following month with a request for comments. As there was a very large measure of opposition to the adoption of the tariff as submitted, the hearing was arranged to provide for a fuller discussion.

After hearing the various criticisms and proposals, the Commission postponed action for the time being.

Bus Service to Fairfield-Gonzales District of City of Victoria.—On July 23rd, 1945, the British Columbia Electric Railway Company, Limited, applied under the "Public Utilities Act" for a certificate of public convenience and necessity authorizing the operation of a bus service in the Fairfield-Gonzales area of the City of Victoria. The Veterans' Sightseeing and Transportation Company, Limited, subsequently applied under the "Motor Carrier Act" for permission to operate a similar service. The application of the British Columbia Electric Railway Company, Limited, had the approval of the City of Victoria; that of The Veterans' Sightseeing and Transportation Company, Limited, did not. Public hearings on the applications were held on August 21st, 22nd, and 23rd. On September 6th, 1945, the application of the British Columbia Electric Railway Company, Limited, was granted and that of The Veterans' Sightseeing and Transportation Company, Limited, refused. On an appeal by the latter, the Court of Appeal upheld the decision of the Commission.

The Superintendent of Motor Carriers continued to hold hearings respecting various applications for licences and alterations of licences, etc. A total of 64 hearings was held, at which 480 cases were dealt with.

WEEKLY DECISIONS.

Continuing with the policy previously laid down, each week a complete list of decisions respecting applications (other than applications for private freight-vehicle licences) was prepared and posted on notice-board and otherwise published. A check of these decisions shows that a total of 1,305 cases was reported during the year, averaging 25 cases per week; 299 of these cases dealt with applications for limited passenger-vehicle (taxi) licences or transfers thereof.

SUSPENSION OF LICENCES.

Only two licences were suspended—in the one case because of unfitness of the vehicle for taxi service and in the other case because of non-commencement of operation after licence had been issued.

DETAILS OF DECISIONS RESPECTING CERTAIN APPLICATIONS.

Passenger Service at Zeballos.—With the reopening of mining activity in the Zeballos area, a taxi licence (later changed to a public passenger-vehicle licence) was granted to L. E. Giles for service in this area, to replace one of several he relinquished when he joined the Air Force.

Applications of W. J. Sloan, of Port Alberni, and of D. C. Boutwell for similar service were refused.

Extension of Nanaimo–Departure Bay Public Passenger Service to Wellington.—The public passenger-vehicle licences of The Veterans' Sightseeing and Transportation Company, Limited, were revised to provide for an extension of their Nanaimo–Departure Bay route northerly to Wellington, returning through Northfield.

Victoria–Oak Bay Service.—The application of The Veterans' Sightseeing and Transportation Company, Limited, for extension of their Route No. 11, being part of their Victoria–Oak Bay passenger service, from junction of King George Terrace and Beach Drive to junction of Foul Bay Road and Crescent Road was approved.

Deep Cove–North Vancouver Service.—Deep Cove Stages, Limited, operating for many years between Deep Cove (North Vancouver) and Vancouver, applied for and received permission to operate scheduled public passenger service direct from Deep Cove to North Vancouver City.

Bus Service to Upper Capilano, North Vancouver.—The application of John R. Henry, an ex-service man, for a public passenger-vehicle licence for scheduled public passenger service from the end of the B.C. Electric bus line at Capilano terminus to Upper Capilano suspension bridge, in the Municipality of North Vancouver, was approved.

Vancouver Heights Bus Service.—The application of E. H. Neville for alteration of public passenger-vehicle licences to include service over a new route in Burnaby to what is known as Vancouver Heights district was approved.

New Westminster–Marpole via Richmond.—Approval was given to the application of J. W. Rice, d/b/a Scenic Stages, to operate a new bus service between New Westminster and Marpole via Richmond Municipality. At a later date this firm was also authorized to operate another service from the foot of Fraser Avenue southerly into Richmond Municipality, returning via a different route.

White Rock Bus Service.—Messrs. R. W. Taylor and R. D. Hawthorne, d/b/a Semiahmoo Stages, applied for and received permission to operate a public passenger service locally at White Rock.

Fraser Valley Bus Line.—Messrs. J. D. and J. H. Routledge, both ex-service men, d/b/a Fraser Valley Bus Lines, made application for permission to operate public passenger service from Mission to Huntingdon via Abbotsford, from Mission to Hatzic Island, and from Mission to Haney via Stave Falls and Dewdney Trunk Road. This application was approved.

Western Canadian Greyhound Lines, Limited.—During May, 1945, the Western Canadian Greyhound Lines, Limited, applied for transfer from B.C. Greyhound Lines, Limited, and from Cariboo Greyhound Lines, Limited, respectively, of all public passenger-vehicle licences held by the last-named companies, and during the month of June they applied for transfer from the B.C. Coach Lines, Limited, of the privileges held by the latter company covering operation between Merritt and Princeton. These applications were approved and the applicant company, which also operates through the Prairie Provinces, is now authorized to give public passenger service in British Columbia as follows:—

British Columbia-Alberta Boundary to Vancouver via Fernie, Nelson, Penticton, Princeton, and Spences Bridge.
Vancouver to British Columbia-Alberta Boundary via Ashcroft, Kamloops, Salmon Arm, Revelstoke, and Golden.
Vancouver to Prince George via Ashcroft.
Penticton to Vernon (connects with B.C. Coach Lines at Vernon).
Nelson to Kaslo direct.
Nelson to Nakusp via South Slocan.
Yahk to International Boundary at Kingsgate direct.
Penticton to International Boundary at Osoyoos direct.
Princeton to Copper Mountain direct.
Cranbrook to British Columbia Border near Radium Hot Springs via Kimberley or Fort Steele.

Kamloops Bus Service.—The application of S. E. Irwin, an ex-service man, of Kamloops, for permission to render public passenger service on two routes within the City of Kamloops and on a route from Kamloops to North Kamloops was approved. At the same time the application of the B.C. Coach Lines, Limited, to render a service from Kamloops to North Kamloops, in part over a route they now serve from Kamloops to Tranquille, was refused.

Vernon Bus Service.—Approval was given to the application of A. Carswell to operate public passenger service on four routes entirely within the City of Vernon.

Kelowna City and Suburban Bus Service.—Fred S. Thompson, an ex-service man, applied for and received authority to operate public passenger service on four routes wholly within the City of Kelowna.

Application of J. W. Pavle, also an ex-service man, to render public passenger service between Kelowna and Glenmore, between Kelowna and Rutland, and between Kelowna and East Kelowna, with no local service within the City of Kelowna, was approved.

Kimberley Bus Service.—Application was received from Roy Langlands to undertake public passenger service within the City of Kimberley and from Kimberley to adjoining Municipality of Chapman Camp, which application was approved.

Bus Service, Windermere–Banff.—An application of Mrs. Mary Magro, who is licensed to operate public passenger service between Cranbrook and Golden, for extension of service from Lake Windermere to Banff was refused.

Williams Lake–Chilcotin.—There having previously been no public passenger service over this route, all transportation being by private car or on trucks, an application of Hodgson Estate to render public passenger service over this route was approved.

Prince George–Summit Lake and Chief Lake.—Public passenger-vehicle licences were granted to A. I. Boomhower for public passenger service from Prince George to Summit Lake and from Prince George to Chief Lake. The latter service has subsequently been extended to include Reid Lake.

Messrs. Huffman and Smith.—Messrs. Huffman and Smith were granted alterations of public passenger licences to include public passenger service easterly from Prince George to Giscome.

The partnership of Messrs. Huffman and Smith was dissolved, and the operations of this firm were split between the two partners, H. W. Smith retaining the licences operating from terminal point of Prince George and J. A. Huffman retaining the licences for services operated from terminal point of Fort St. James.

Prince Rupert–Port Edward.—Public passenger-vehicle licences were granted to Arthur Murray for operation of scheduled service between these points.

Freight Applications.

Victoria–Nanaimo.—Decision was deferred for a period of six months on the tentative application of Messrs. Lehna and Prior, d/b/a Merchants Transfer, Victoria, for scheduled public freight-vehicle service between Victoria and Nanaimo.

Nanaimo–Courtenay.—Decision was deferred for a period of six months on the tentative application of G. R. Anderson for scheduled public freight-vehicle service between Nanaimo and Courtenay.

Vancouver–Yarrow.—The application of Messrs. Martens and Neufeldt for scheduled public freight-vehicle service between Vancouver and Yarrow was approved.

Twentieth Century Delivery Company.—An application of the Twentieth Century Delivery Company, of Seattle, Wash., for ten limited freight-vehicle licences respecting trucks and semi-trailers for transportation of aircraft-fuselage sections for Boeing Aircraft Company, of Seattle, from the plant on Sea Island, B.C., to the plant near Seattle, Wash., returning with materials and component parts for aircraft-manufacture was refused on the grounds that public convenience and necessity was not shown, it being shown that the Great Northern Railway, in conjunction with certain truck firms, was giving adequate service with a large number of flat cars especially assigned to this service.

R. H. Hamilton, Seattle.—Application of R. H. Hamilton, of Seattle, Wash., for three Class III. public freight-vehicle licences to transport machinery, contractors' equipment, structural steel, passenger-cars, trucks, trailers, and lumber, and pleasure

boats from points in King County, Wash., to points in British Columbia and vice versa was refused, it being considered that the present licensed haulers between Seattle and Vancouver were sufficiently equipped to undertake that portion of the hauling between Seattle and Vancouver which would comprise the greater part of this movement.

Milk-hauling, Sumas and Chilliwack to Vancouver.—Limited freight-vehicle licences for transportation of milk were granted to Zanatta Bros., of Abbotsford, from Sumas and part of Chilliwack Municipality to Mission, Burnaby, and Vancouver, it being shown that the licensed hauler was not giving a good service.

Vancouver–Penticton.—C. M. Bicknell, an ex-service man, applied for and received authority to operate scheduled public freight service between Vancouver and Penticton, via Merritt and Princeton.

The application of Earle Chase to operate similar service between Vancouver and Merritt, he having previously operated such service but having voluntarily withdrawn same, was refused.

Kamloops-Okanagan Freight Lines, Limited.—On application, public freight-vehicle licences held by B.C. Coach Lines for scheduled public freight service between Kamloops and Vernon and between Kamloops and Salmon Arm were transferred to Kamloops-Okanagan Freight Lines, Limited.

Vancouver–Kelowna via Kamloops.—A decision on the application of White Transport Company, Limited, now operating seven vehicles on scheduled public freight service between Vancouver and Kelowna, for three additional licences was deferred for a period of six months.

A decision on the tentative application of Bruce Motor Cartage, Limited, later changed to Kamloops-Okanagan Freight Lines, Limited, for two public freight-vehicle licences for scheduled service between Vancouver and Kamloops to connect with the service of Kamloops-Okanagan Freight Lines, Limited, from Kamloops to Vernon and to Salmon Arm was deferred for a period of six months.

A decision on the tentative application of North Thompson Freight Lines, of Kamloops, for two public freight-vehicle licences for scheduled public freight service between Kamloops and Vancouver was deferred for a period of six months.

Vernon–Salmon Arm.—O.K. Valley Freight Lines, previously operating on scheduled service from Osoyoos to Salmon Arm, applied to delete from their licences that portion of the route between Vernon and Salmon Arm, to be taken over by Messrs. McInnes and Wise, who, at the time, held a licence to operate between Armstrong and Vernon. The application was approved.

Vernon–Revelstoke–Arrowhead.—Public freight-vehicle licence of A. Carswell, d/b/a Rocky Mountain Freight, covering scheduled public freight service between Vernon and Revelstoke, was extended to include Arrowhead.

Public Freight Service, Vancouver–Barkerville.—The applications of C. T. Docherty (original operator over this route) and of Wilbur T. Hannah (did not previously operate) respectively for licences to give scheduled public freight service between Vancouver and Barkerville were refused, it being considered that public necessity did not require commencement of this service at the time the applications were made.

Public Freight Service between Prince George and Decker Lake.—Public freight licences of Johnson Transfer for scheduled service between Prince George and Fort Fraser were extended to permit of service westerly as far as Decker Lake, approximately 6 miles west of Burns Lake.

Vancouver–Trail–Nelson.—The application of R. J. Barber (Snappy Service Truck Lines) for permission to recommence his scheduled public freight service between Vancouver and Nelson, which service was discontinued during December, 1942, on account of war conditions, was approved. Service, however, did not recommence during the licence-year.

K. F. Ridgway and W. K. Graham, both ex-service men, d/b/a Grayridge Motor Freight, applied for and were granted a public freight-vehicle licence for scheduled service between Vancouver and Trail.

MISCELLANEOUS.

MECHANICAL INSPECTIONS.

As from January 1st, 1946, mechanical inspection of vehicles licensed under the "Motor Carrier Act" in the Lower Mainland area was taken over by an Inspector in the employ of the Public Utilities Commission, thus relieving the Mechanical Inspectors of the B.C. Police in this area. Inspections on Vancouver Island have, for several years, been undertaken by an Inspector of the Motor Carrier Branch.

Tentative arrangements were made for the proper training of the other Inspectors throughout the Province with a view to this inspection-work under the "Motor Carrier Act" being taken over entirely by Inspectors of the Commission, thus relieving the Inspectors of the B.C. Police from these duties.

MEETING OF WESTERN CANADIAN HIGHWAY OFFICIALS.

A meeting was held of the representatives of Highway Traffic and Motor Carrier Boards of the four Western Provinces at Winnipeg, Man., on the 18th and 19th of September, 1945.

The meeting was attended by the Chairman, Public Utilities Commission and the Superintendent, Motor Carrier Branch, representing British Columbia.

The discussion dealt largely with motor carrier problems common to the four Western Provinces.

The effects of the withdrawal of Federal Government restrictions in connection with the operations of motor carriers, the costs of motor carrier operations in view of scarcity of vehicles, parts, and tires, also increased wages of employees, were matters considered.

The entry of returned service men seeking rehabilitation into the motor highway transport field was discussed, and the conditions were found to be similar in each Province.

Particulars were given by Mr. Mellish, of Manitoba, regarding the applications of the Canadian Pacific Railway Company for motor carrier licences, and this proved of interest to the representatives of the other Western Provinces as it is anticipated applications from railways for motor carrier licences will be received in various parts of the Dominion. The railroad policy is evidently now to enter into the carriage of goods by motor-vehicle under licence as an adjunct to their rail-haul.

Standards for passenger and freight vehicles, particularly as to speed, loads, dimensions, and equipment, together with other matters of interest, were discussed.

CONFERENCE OF INSPECTORS.

The Annual Conference of Inspectors of Motor Carriers was held during the second week in January, 1946, at which time many matters were discussed and difficulties ironed out as far as possible. It is found that meetings of this nature are well worth while, as it is possible to hear the views of each Inspector regarding certain problems, and thereafter to arrive at a satisfactory conclusion.

STAFF.

Due to the greatly increased volume of administrative work in the Motor Carrier Branch, W. Brown was appointed Deputy Superintendent of Motor Carriers and commenced his duties during December, 1945, on release from the R.C.N.V.R.

J. A. Carmichael, previously employed as Inspector of Motor Carriers at Nelson, having been discharged from the Air Force, was appointed as Inspector of Motor Carriers, with headquarters at Kamloops, as from April 1st, 1946. This made it possible to reduce the areas covered by Inspectors at Kelowna and Prince George respectively.

E. B. deBlaquiere, previously employed as Inspector of Motor Carriers, also returned from service with the Royal Canadian Air Force and is again employed as Inspector, with headquarters at Vancouver.

Three other male employees in the Vancouver office were also re-engaged on their discharge from the Air Force or Army.

INSPECTORS' REPORTS.

These are contained in Appendix C.

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 February 28th, 1946, 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, 1946, AND THE REVENUE THEREFROM AND OTHER REVENUE.

Kind of Licence.		Revenue from Licence Fees.	Number of Licences issued, 1945–46.					Number of Licences transferred.	Number of Licences Classification changed.
Group Letter.	Classification.		Renewals.	New Licences.	Replacements.	Substitute Plates.	Total.		
A	Public Passenger-vehicles	$12,871.45	178	48	8	.....	234	5	3
B	Limited Passenger-vehicles, over 7 passengers	181.00	50	6	2	.....	58	3	....
C	Limited Passenger-vehicles, 7 passengers or less	7,108.47	543	136	101	5	785	76	....
D	Public and Limited Passenger-vehicles	9,992.65	104	44	6	1	155	9	22
E	Limited Freight-vehicles	29,350.58	570	235	70	6	881	43	24
F	Miscellaneous Combinations of Licences	2,595.59	67	9	7	1	84	1	1
G	Public Freight-vehicles, Class II	14,112.55	175	24	42	3	244	15	2
H	Public Freight-vehicles, Class III	66,343.03	1,213	183	180	11	1,587	95	30
J	Public Freight-vehicles, Class I	8,648.50	99	12	17	1	129	16	8
K	Private Freight-vehicles, Class III. (farmers)	17.00	3,980	1,026	50	17	5,073	.....	....
L	Private Freight-vehicles, Class I. (other than farmers)	49,353.45	5,445	1,719	150	37	7,351	145	2
	Totals	$200,574.27	12,424	3,442	633	82	16,581	408	92

The figures for revenue are gross revenue. From this amount should be deducted various refunds amounting to $345.05.

Summary of Total Revenue.

Licence Fees	$200,574.27
Temporary Permits	6,881.24
Acts and Regulations	39.00
Copies of Conditions	4.50
Minutes of Hearings	1.65
Tariffs	10.25
Total	$207,510.91

APPENDIX B.

REPORT OF ACTING RATES EXAMINER.

The work of the Rates Office during the licence-year 1945–46 comprised the examination and compilation of tariffs and supervision of rates and time schedules generally, including the investigation of complaints and inquiries. This work was consistently heavy throughout the year and was carried on under somewhat difficult conditions due to the retention of war-time controls and other factors arising out of the war and its aftermath.

The termination of the war and the consequent demobilization of forces and removal of gasoline and tire rationing, together with the greater availability of new equipment during the year, resulted in an increased demand for more transportation services and consumer goods. The rehabilitation programme, presently directing the welfare of discharged men, appears to have placed transportation high on its list of suggestions for rehabilitation, with the result that the number of applications for licences to enter into the transportation field has increased. In addition, the lifting of the "freezing" orders on passenger transportation services and on the commencement of new services, and the removal of truck-control restrictions, has resulted in the reinstatement of many services which had been discontinued on account of war-time restrictions. This increase in licensing, which is also partially due to the turnover of businesses and transfer of licences from one carrier to another, has naturally had its reaction on the Rates Office, whose chief function it is to examine, deal with, and often to compile tariffs and time schedules for motor carriers. It is, therefore, not surprising to find that the number of filings for the year 1945–46 was double the number for the previous year, as revealed in the statement at the end of this report.

A special effort has been made to assist discharged service men, some of whom have had little or no previous experience with commercial transportation, and considerable time and effort has been expended in the preparation of tariffs and time schedules on behalf of these applicants. Great care, however, has been exercised to ensure that the rates already established in the various districts were protected from "cut rate" or overcharge practices.

At the beginning of the year, several uniform tariffs were awaiting presentation to the Commission, but as some increases in rates were unavoidably involved in their compilation, action on these uniform tariffs was suspended owing to the continued policy of the Wartime Prices and Trade Board to maintain prices at the 1941 "basic period" levels. Representations were made by the Public Utilities Commission to the Board for an easing of its restrictions respecting transportation rates in order to permit the Commission to stabilize motor transportation rates where necessary, but the Board did not give its consent, and carriers affected were, therefore, obliged to submit their individual tariffs. Although the latter procedure is slow, the work has gone on steadily and kept apace with the tide of applications. However, on February 1st, 1946, the Wartime Prices and Trade Board removed the restrictions in so far as passenger transportation rates were concerned, but the restrictions are still in effect with regard to freight rates.

Up until the beginning of 1946, the work of the Rates Department was carried on by an Acting Rates Examiner and two stenographers. February 1st saw the return from the armed services of Keith Jackson, who, prior to his joining the forces, was assistant to the former Rates Examiner.

INVESTIGATIONS.

Apart from the regular work done by the Inspectors of the Motor Carrier Branch in their respective districts, no field investigations were undertaken. There were, however, many investigations into alleged overcharges, damage and loss claims, and other inquiries. These were all attended to, to the satisfaction, it is believed, of all parties concerned. A great deal of credit is due to the field Inspectors, who devoted considerable time and effort in making these investigations.

TARIFF REPORTS.

Applications for increases in rates were not as numerous as in the previous year, possibly due to the realization that the Wartime Prices and Trade Board would not deal with any such applications unless supported by adequate proof of financial necessity. Not having kept

satisfactory book-keeping records in the past, many carriers were not in a position to press applications for increase in rates supported by figures of cost and therefore continued to operate at whatever rates they had been charging during the basic period. There were, however, thirty-four applications for changes in rates, the majority of which were for increases. All of these applications were reported in detail to the Public Utilities Commission, together with recommendations for their acceptance or otherwise. Six of these applications were rejected and these are as follows:—

Joint application of J. A. Wade, Seth Smith, and G. E. Turner, holders of Class III. public freight non-scheduled licences to operate in the Quesnel district, for several increases as well as decreases in rates: The application was not supported by proof of financial necessity and was, therefore, rejected by the Public Utilities Commission on March 20th, 1945.

Application of Lee C. McFarland for alteration of licence to include transportation of "express" for the Canadian Pacific Railway Company and the Canadian National Railways between Naramata and Penticton at special rates: As the proposed rates were less than the freight rates prescribed in Competitive, Local, and Joint Freight Tariff No. 1A, effective in the Okanagan area, and as the applicant had no authority from the Commission to carry "express" on his freight-vehicle, the application was rejected by the Public Utilities Commission on April 13th, 1945.

Application by the holders of Class III. public freight non-scheduled licences in the Prince George area to file a revised tariff—namely, Uniform Local Freight Tariff No. 3—naming increases and reductions in rates: This application was thoroughly investigated and presented to the Public Utilities Commission, who in turn submitted the request to the Wartime Prices and Trade Board. As the application was not supported by proof of financial necessity in so far as the increases in rates were concerned, the same was rejected by the Wartime Prices and Trade Board, and the application was subsequently refused by the Public Utilities Commission on May 9th, 1945.

Application of Thomas J. Auld, of Forest Grove, to file a revised freight tariff covering his Class III. public freight non-scheduled operations in the Forest Grove district, naming changes in rates, amongst which was an increase in the tie-hauling rates: The application to increase the tie-hauling rates was rejected by the Public Utilities Commission on May 25th, 1945, there being no proof of financial necessity to support the application.

Application of the limited passenger (taxi) carriers operating in the Alberni-Port Alberni district for permission to file a uniform charter passenger tariff: As certain increases in rates were involved, the application was rejected by the Public Utilities Commission on May 18th, 1945, there being no proof of financial necessity to support the application.

Application of C. C. Lawrence, of Gibsons Landing, to file a charter passenger rate of 50 cents per travelled mile or $2 per hour, whichever is greater, covering the operation of a vehicle licensed as a limited passenger-vehicle, having a maximum licensed carrying capacity of twenty-five passengers: As this rate was higher than any similar filed rate for similar services, the application was rejected by the Public Utilities Commission on October 11th, 1945.

CONTRACTS.

It will be noted that the number of contracts filed during the year by limited freight carriers was 296. All contracts were thoroughly scrutinized, and in instances where there was any suspicion that advantage either of the carrier or of the shipper was being taken, the carrier was required to obtain a revised contract.

GENERAL.

With the war over and the end of war-time controls expected, there is some uneasiness among carriers as to their future position with regard to rates, there being a general feeling among them that the increased cost of up-keep, maintenance, and operation of vehicles has not been offset by general increases in freight rates and, therefore, many carriers are merely waiting the "go-ahead" signal before applying for a general increase in their tariffs. On the other hand, however, carriers generally are aware that, with the increase in competition, higher prices are going to be difficult to obtain. While some applications for higher rates are anticipated and may be justifiable, it will be necessary for same to be supported by figures.

For this reason the carriers' associations have made an endeavour all through the year to encourage and assist carriers in the compilation of records and in the filing of their tariffs.

Early in 1945 a Tariff Bureau was set up by the Motor Carriers' Association for the purpose of assisting carriers in the preparation of their tariffs. The establishment of this Bureau relieved the Rates Office to some extent of the work of compiling tariffs, which, incidentally, is not the Rates Office's proper function, and carriers may now avail themselves of assistance in these matters independently of the Government. This Bureau is already performing a very useful service, being in a position to study the carrier's individual problems and their relation to the industry and to prepare tariffs for carriers which comply with Governmental regulations in all respects.

Already the said Bureau has filed, on behalf of several household goods carriers, a Local and Joint Household Goods Movers' Tariff No. 1. Although the idea is not entirely new in British Columbia, this new tariff is an achievement worthy of note as it brings to the industry generally a new basis for charging with respect to the transportation of household goods and settlers' effects, increased revenue and a saving in costs to the carrier, and at the same time providing a more specialized and dependable service to the public at cheaper prices than hitherto available. The new tariff incorporates rules which provide maximum protection for the carrier and the public, and is a definite step forward in the fostering of better and sounder rate-control. At the present time there are nineteen subscribers to this tariff, consisting chiefly of the major household goods movers in the Province.

The Bureau is also sponsoring a similar tariff on behalf of the heavy-machinery haulers. The tariff is not unlike the household goods tariff in character, although its scope and application will naturally be different. This tariff is not as yet ready for presentation, but it is expected it will be submitted in the near future.

Restrictions of the Wartime Prices and Trade Board have, naturally, influenced the activities of the Rates Office in the development of tariffs during the war years. Rates have, in many cases, been accepted "on sufferance," even when such tariffs did not strictly comply with the regulations. The removal of war-time restrictions on passenger rates has left the way clear for revising such tariffs as may be necessary, and when the restrictive ceiling is removed from freight rates, the work of reconstructing such tariffs on a sounder and more economical basis will be undertaken.

That control of rates is far more effective under uniform tariffs is noticeably demonstrated wherever uniform tariffs are in existence, as in the Nanaimo area. Carriers will and do adhere fairly closely to uniform tariffs, whereas in districts where individual tariffs only are filed, there is a tendency to reduce or increase rates at will in order to meet whatever competition besets them. Uniformity of tariffs is very desirable, therefore, as it is a great improvement over other methods of tariff filing, giving maximum benefit to the shipper and carrier alike and, at the same time, making the control of rates a much easier task for the Commission to accomplish.

Further, the new requirement that all carriers shall preserve their records for at least three years and shall keep a daily record of their operations, as now prescribed in the regulations, will, in the course of time, make available concrete figures which may be used to substantiate any application for an increase in rates. Those carriers who adopt the accounting system suggested by the Public Utilities Commission, as set out in the booklet supplied to all carriers, will undoubtedly be in a position to submit exact figures of their revenue and costs on which to base any application for adjustment in rates. Up to the present time it has been exceedingly difficult to obtain satisfactory information from carriers for the purpose of tariff making due to the lack of proper book-keeping records. The value of this new book-keeping system, therefore, is readily recognized and will undoubtedly act as a yardstick for the future.

There is a marked change in the attitude of carriers towards filing of tariffs and time schedules. Where they once regarded the regulations concerning tariffs and schedules as an interference by the Government in their affairs, carriers now welcome the protection from unfair competition they enjoy as a result of these controls, even pressing for more vigorous action by the Commission in the enforcement of the "Motor Carrier Act" and regulations in this respect. This is an indication that the transportation industry appreciates the importance of filed rates and schedules, and that the long and tedious task of educating carriers

as to the benefit and necessity of establishing and adhering to a specific scale of charges for their services is at last being overcome.

Rates are now established in all districts to the extent that even prospective licensees are acquainted with their existence, and where applications at one time were submitted unaccompanied by tariffs and schedules, such applications now, usually at least, outline the proposed rates and schedules.

STATEMENT OF TARIFFS AND TIME SCHEDULES FILED DURING THE LICENCE-YEAR 1945–46.

Passenger Time Schedules	241	
Freight Time Schedules	37	
		278
Public Passenger Tariffs	40	
Charter Passenger Tariffs	123	
Local Express Tariffs	11	
Class I. Public Freight Tariffs	6	
Class II. Public Freight Tariffs	19	
Class III. Public Freight Tariffs	163	
Limited Freight Tariffs	1	
Special Commodity Tariffs	19	
Baggage Tariffs	1	
		383
Supplements to Freight Tariffs	9	
Supplements to Passenger Tariffs	29	
Supplements to Express Tariffs	4	
		42
Revisions to Tariffs		73
Contracts		296
Total number of filings		1,072

Respectfully submitted,

O. CASHATO,
Acting Rates Examiner.

APPENDIX C.

REPORTS OF INSPECTORS.

INSPECTOR W. A. JAFFRAY.

(Vancouver Island and Adjacent Islands.)

During the past licence-year the regulation of motor carriers under the "Motor Carrier Act" has successfully brought the transportation industry through a critical year. During this period the public and the industry had the benefit of stability in the industry, while, at the same time, avenues of useful employment were opened to many war veterans who, because of the protection given by the Act, have a very good prospect of re-establishing themselves in their chosen civilian employment.

There has been a noted improvement in public passenger service being rendered, and operators are extending and altering routes for convenience of passengers, but replacement equipment is coming through very slowly.

Cessation of hostilities, with subsequent rescinding of Federal orders in respect of taxi operations, caused a deluge of new applications to be placed before the Commission. Licences were granted to *bona fide* applicants who could prove public convenience and necessity, with the war veterans being placed on the preferred list. The result of control has been that the licensed operators, though greatly increased in number, are continuing to operate on a sound basis.

Dissatisfaction with the service of line haulers of freight in this district, as expressed by consignors and consignees, was thoroughly investigated. It appeared that the grievances were largely the aftermath of difficulties caused by war conditions. There has been a considerable increase in the number of licences issued to truck-men operating for the public in fixed areas and to contract haulers. As business increased, licences were granted, and again the ex-service man was given the preference.

Little improvement was noted in the mechanical condition of equipment operating during the year. Where replacements were made, pressure of business forced the older equipment back on the road also, and the good would just about offset the bad. The trend, however, is to service and to maintain the newer equipment in perfect condition now that labour is available.

Statistics as follows:—

(*a.*) Mechanical inspections carried out on passenger-vehicles and long line freight-trucks	186
Defective brakes	67
Defective steering	73
Failed to comply completely with regulations	162
Vehicles condemned	1
(*b.*) Investigations made	864
(*c.*) Complaints received	67
(*d.*) Mileage travelled	15,794

W. A. JAFFRAY,
Inspector of Motor Carriers.

INSPECTOR F. BLACK.

(Vancouver Area and Lower Mainland, Sechelt, Powell River, and that portion of the Fraser Valley between Hope and Boston Bar.)

The following is a summary of conditions generally in respect of the territory for the licence-year 1945–46.

When hostilities ceased, it was expected that freight and passenger movement would not be so heavy, and companies that had increased their equipment to handle the volume of business, and those which had gone into business during the war, would find it difficult to get sufficient work to keep their equipment fully engaged. The fact is that since the war there has been an even greater demand for trucks and buses for the following reasons:—

(*a.*) Increased population.
(*b.*) Increased building construction.
(*c.*) New industries.
(*d.*) Increased production on farms.
(*e.*) New sawmills in operation.
(*f.*) Reopening of mines.

In the number of licences issued, there has been an increase over the previous year. Whenever possible, when public convenience and necessity have been proved, men discharged from the armed forces have been given the preference over other applicants.

During the year four new bus routes have been put into operation; i.e., Valley Stages, from Mission to Haney via Stave Falls, and from Mission to Huntingdon; Scenic Stages, between New Westminster and Marpole via Lulu Island; Semiahmoo Bus Line, servicing White Rock area; Capilano Stages, servicing Upper and Lower Capilano, connecting with B.C. Electric buses.

Bus and truck operators are still finding it difficult to get new equipment. Some bus lines are still operating overloaded and frequently are compelled to double-head.

During the year there has been no slackening off of complaints from commercial carriers regarding the operations of Class I. and Class III. private freight operators. This has resulted in numerous and continuous investigations.

During the year 1,319 investigations were made, covering new applications, transfers of licence, alterations of licence, permits, rates, and complaints. Four of the above investigations were made in connection with overcharges in freight-hauling and fifty-seven in connection with the filing of rates and giving general assistance.

In carrying out the above duties 31,392 miles were travelled.

F. Black,
Inspector of Motor Carriers.

Inspector J. A. Carmichael.

(Revelstoke, Salmon Arm, Kamloops, Merritt, North Thompson, Ashcroft, Clinton, Lillooet, Bridge River, and Southern Cariboo District, including Williams Lake and the Chilcotin.)

Since the Kamloops office had been closed from August, 1941, to April, 1945, considerable groundwork had to be done in acquainting the operators within the new Inspector's territory as to correspondence, requests, and complaints, etc. The writer also having been absent from the Department for a period of three years with the armed forces, certain difficulties were experienced in catching up to changes and war-time regulations.

The general situation within the territory is good. A considerable increase in the number of Class I. private freight operators has been experienced during the past year.

Prior to the reopening of the Kamloops office, there had been no B.C. Police highway patrol at Kamloops for several years. A highway patrol constable was stationed at Kamloops in April, 1945, and co-operation between the patrolman and this office was exceptionally good. The highway patrol constable left the service of the B.C. Police in December, 1945, and since that date there has been no highway patrol in the area.

Applications for all types of commercial passenger and freight licences have increased with demobilization of the armed forces and lifting of war-time regulations and vehicle restrictions. Every effort has been made to assist the returned service man in his many problems in attempting to rehabilitate himself in either returning to the highway transportation business or in establishing himself in same.

The general attitude of carriers throughout the territory toward the "Motor Carrier Act" is very favourable, with more and more operators realizing its many advantages as time goes on. The institution of regulations covering uniform methods of book-keeping and records as and from January 1st, 1946, is causing much favourable comment by the operators.

Certain reclassification of licences was carried out in the Kamloops district, where investigation disclosed the fact that several licensed operators were not exercising their conditions of licence or giving public service as required. Considerable amount of groundwork has been carried on in preparation for submission of a uniform freight tariff in the Kamloops district in the near future.

A definite increase in the number of limited freight licences throughout the area has been experienced, primarily due to the increase in logging and lumbering activities in view of building supply shortages as a whole. The distances being covered by log-haulers are increasing steadily as timber-cutting is being extended; consequently, more operators are required to deliver the same amount of logs as mileage increases.

In view of the world demand for increase in food production, more and more acreage is being put under cultivation throughout the area; consequently, during the harvest season the demand for trucking service increases beyond the capacity of licensed operators for a period of approximately ninety days, and temporary permits have been issued in considerable numbers to transport the harvested crops to shipping-points and storage before frost sets in.

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

Investigations and interviews (all types)	937
Vehicles checked on highway (approximately)	323
Mileage travelled	22,031

J. A. CARMICHAEL,
Inspector of Motor Carriers.

INSPECTOR G. L. GREENWOOD.

(Skeena, Omineca, Prince George, and Peace River Districts, also Northern Cariboo District, including Quesnel and Barkerville.)

During the licence-year 1945–46 there has been a normal development of the motor carrier industry in this district. Tariffs and time schedules have been kept up to date, and motor carrier operations continually checked for efficiency.

The general attitude of the motor carrier operators and shippers towards the "Motor Carrier Act" and regulations has been very good for several years. This attitude remains unchanged.

There are a constantly increasing number of logging and sawmill operations in this district, apparently brought about by the great demand and high prices for lumber. The cutting of mine-props is a new industry in the area that is reaching considerable proportions. Several highway construction projects kept other trucking equipment busy. The cutting of railway-ties decreased approximately proportionate to the volume of mine-props produced. Other trucking movements remained normal.

By order of the Public Utilities Commission, approved by Order in Council dated October 9th, 1945, exemption from the "Motor Carrier Act" was removed from the Peace River Block, to become effective on March 1st, 1946. Under instructions from the Superintendent of Motor Carriers, the period of November 13th, 1945, to December 13th, 1945, was used by the undersigned to conduct a preliminary organization of the Peace River Block. On February 15th, 1946, this organization was resumed. By March 1st, 1946, organization of the area was nearing completion. A total of 201 public and limited freight-vehicle applications and 15 public and limited passenger-vehicle applications was received. Also, a large number of private freight-vehicle applications was filed. Applicants were given technical assistance to prepare their applications, rate tariffs, time schedules, etc. Fees were collected and forwarded. No serious difficulties were encountered during the organization.

General statistics for the licence-year 1945–46, showing routine duties performed, mileage travelled, etc. (excluding organization of the Peace River Block), are as follows:—

Operators given technical assistance to prepare or revise rate tariffs and time schedules	93
Vehicles checked on highway (approximately)	760
Investigations and interviews	948
Temporary permits issued (all classes)	276
Miles travelled during course of duties	16,783

G. L. GREENWOOD,
Inspector of Motor Carriers.

INSPECTOR H. K. HUME.

(Okanagan Valley, Lumby, Armstrong, Enderby, and the Princeton District.)

I submit herewith my report respecting the administration and enforcement of the "Motor Carrier Act" for the licence-year 1945–46.

During April, 1945, the Motor Carrier Branch of the Public Utilities Commission reopened the Kamloops office, with Inspector J. A. Carmichael in charge. This necessitated a division of the present territory, resulting in the Kamloops office taking over the Merritt, Kamloops, Ashcroft, Salmon Arm, and Revelstoke districts, leaving the Okanagan Valley and Princeton districts under the Kelowna office. This report covers the latter districts only.

Transportation of both passengers and freight throughout the whole territory has been very heavy, with the result that a moderate number of new licences have been approved and issued during the year. In keeping with the general policy, returning war veterans have been given every consideration, and new licences have been issued to those men wherever it was found necessary.

The control of rates throughout the district has shown marked improvement, and it is felt that this phase of the industry is satisfactory.

It is becoming more apparent each year that the "Motor Carrier Act" and regulations are increasing in popularity. The licensees and general public appreciate and take advantage of the services rendered by the Motor Carrier Branch. An ever-increasing number of requests for information and advice are being received.

In addition to issuing 48 additional public or limited freight or passenger licences, 257 temporary permits and 16 short-term licences were issued to take care of emergency hauling.

The following is a summary of all classes of licences issued for 1945–46 in this area:—

Public passenger	21
Limited passenger	33
Public freight, Classes I. and II.	27
Public freight, Class III.	175
Limited freight	72
Private freight, Class I.	620
Private freight, Class III.	1,094

A distance of 14,000 miles was travelled by the undersigned while completing approximately 500 investigations and carrying out the general duties of an Inspector.

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.)

The following is the annual report for the licence-year 1945–46 respecting the administration, operation, and enforcement of the "Motor Carrier Act" within the above-mentioned district.

The number of motor carrier licences (all classes) increased from 2,015 to 2,229. One new public bus service was established at Kimberley, which was recently incorporated as a city. The new bus company serves Kimberley and Chapman Camp, a suburb of the city. A number of limited passenger licences was granted to returned service men, notably at Kimberley, Creston, and Nelson. One new Class II. public freight licence was issued to operate between Trail and Salmo. Class III. public freight licences were issued to veterans in practically every town of any size in the district. The number of limited freight licences has grown during the year due to increasing activity in the forests. During the past year the cutting of pit-props for export to Great Britain has necessitated the licensing of several additional vehicles.

The relaxation of war-time regulations relating to motor-vehicle travel has given the bus companies the opportunity of increasing their service. The City Bus Service in Trail has increased its schedule and extended its service to different parts of the city and to the Sunningdale and Shavers Bench subdivisions. Other companies, including Western Canadian

Greyhound Lines and Star Stages of Cranbrook, have improved their services by increasing the number of scheduled trips. The bus companies are permitted also to make chartered trips in connection with sports, picnics, etc. This relaxing of regulations has also improved the Class I. and II. public freight business, and truck shipments between here and the Coast have increased. There are now two freight lines operating between Vancouver and Trail, in addition to the connecting services given by longer-established freight lines.

The public services given by motor carriers in general have improved. New trucks, cars, and buses have been available since V-J Day, and many of the operators whose equipment had been in very poor condition have taken the opportunity of purchasing new. Another factor which is probably helping the motor carrier industry to adjust itself rapidly to peace-time conditions is the increasing competition due to granting many licences to war veterans. They have also taken over trucking and taxi businesses from older operators who wish to retire from business. The unusual demand for licences from these veterans has increased the work of the Inspectors. Every assistance has been given them, with the object of giving permanent employment to as many as possible while keeping the industry on a sound basis at the same time.

Considerable work has been done in connection with tariffs for new operators and the revision of tariffs of established lines. A uniform tariff was completed for the Class III. public freight operators at Creston, but as this tariff contained a few minor changes not approved by the Wartime Prices and Trade Board, it was impossible to put it into force.

A branch of the Motor Carriers' Association has been formed at Nelson. Practically all licensed operators in the Nelson district are members, and the interest shown by them is helping to improve the general knowledge of the " Motor Carrier Act " and regulations among the operators.

The Provincial Police officers have been very helpful and have done a good job of enforcing the " Motor Carrier Act," but now that new equipment is available and the number of vehicles on the highways is steadily increasing, more highway patrol is necessary.

Statistics.

Number of licences issued 1945–46 (all classes)	2,229
Temporary permits issued (all classes)	550
Number of investigations and interviews	953
Mileage travelled by the undersigned in the course of duties	21,851

H. J. MADDAFORD,
Inspector of Motor Carriers.

APPENDIX D.

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

AS AT FEBRUARY 28TH, 1946.

Name and Address of Operator.	Route.
George R. Abbey, Nelson	Nelson–Kaslo.
Atkins Stage Lines, Ltd., Cultus Lake	Harrison Hot Springs–Cultus Lake via Chilliwack and Agassiz.
A.P. Stages, Hope	Haig–Tashme Camp via Hope.
B.C. Auto Interurban, Ltd., Nelson	Trail–International Boundary at Patterson—in connection with service to Spokane.
B.C. Coach Lines, Ltd., Kamloops	Kamloops–Vernon.
	Kamloops–Merritt.
	Kamloops–Salmon Arm.
	Kamloops–Revelstoke.
	Kamloops–Tranquille.
	Vernon–Revelstoke.
	Vernon–Nakusp.
B.C. Motor Transportation, Ltd., Vancouver	Vancouver–New Westminster.
	Vancouver–Seattle.
	Vancouver–White Rock.
	Vancouver–Ladner–Boundary Bay.
	Vancouver–Chilliwack.
	Vancouver–Horseshoe Bay (West Vancouver).
	Vancouver–North Vancouver.
	North Vancouver–Horseshoe Bay (West Vancouver).
	Vancouver–Ioco.
	Port Coquitlam–Ioco.
	Vancouver–Harrison Hot Springs–Agassiz.
	Port Coquitlam extension.
Arnold I. Boomhower, Prince George	Prince George–Chief Lake.
	Prince George–Summit Lake.
James Cancelliere, Revelstoke	Revelstoke–Arrowhead.
Archie Carswell, Vernon	Vernon City Centre–Vernon Army Camp.
T. H. Chamings, Lumby	Lumby–Vernon via Long Lake.
Ernest J. Christien, Lumby	Lumby–Vernon (direct route).
W. G. Clarke, Squamish	Squamish–Cheekye.
Gus Erickson (City Bus Service), Trail	Local service at Trail and to Warfield.
Corporation of District of West Vancouver	West Vancouver–Vancouver.
Deep Cove Stages, Ltd., Deepwater	Vancouver–Deep Cove.
	North Vancouver–Deep Cove.
M. C. Donaldson, Ltd., Salmo	Salmo–Reno Mill.
Neal Evans Transportation Co., Ltd., Shalalth	Shalalth–Pioneer.
	Pioneer–Vancouver.
J. W. Farquhar and Katherine Begg, Harrison Hot Springs	Harrison Hot Springs–Agassiz.
Fraser Valley Bus Lines, Mission	Mission–Huntingdon.
	Mission–Hatzic Island.
	Mission–Haney via Stave Falls.

Name and Address of Operator.	Route.
Gallagher Transportation, Ltd., Hope	Hope–Chilliwack.
	Hope–Silver-Skagit Camp No. 2 and Decco Camp No. 1 on Silver Creek.
Frank Grimes, Victoria	Local service, City of Victoria.
Leonard C. Griffiths (Arrow Bus Line), Prince Rupert	Prince Rupert–Seal Cove.
	Prince Rupert–Port Edwards.
Mrs. Jessie B. Hall, Okanagan Mission	Okanagan Mission–Kelowna.
John R. Henry, Capilano	B.C.E.R. Terminus at intersection of School Road and Bowser Avenue–Upper Capilano Suspension Bridge.
Milo T. Hesselgrave, Kelowna	Kelowna–McCulloch.
Estate of T. J. Hodgson, Williams Lake	Williams Lake–Kleena Kleene.
Hole & Clarke Transportation Co., Ltd., Coal Harbour	Coal Harbour–Hardy Bay.
J. A. Hoffman, Fort St. James	Fort St. James–Vanderhoof.
	Pinchi Creek–Vanderhoof.
	Fort St. James–Germansen Landing.
Alice Ingham, Port Alberni	Alberni–Port Alberni.
Interior Stages, Ltd., Trail	Trail–Rossland.
	Trail–Nelson.
	Nelson–Nelway.
	Trail–Fruitvale.
Henry Kershaw, Fort Steele	Cranbrook–Fort Steele.
Fred W. Knott, Tofino	Tofino–Ucluelet.
Roy Langlands, Kimberley	Kimberley.
C. G. Lawrence, Gibsons Landing	Hopkins Landing–Gibsons Landing–Garden Bay.
Lillooet Cartage Co., Ltd., Lillooet	Lillooet–Lytton.
George McIntosh, Sooke	Sooke–Victoria.
Mary C. Magro, Cranbrook	Cranbrook–Golden.
D. V. Manley, Ltd., Horsefly	Horsefly Lake–Williams Lake.
E. F. Moorhouse, d/b/a Moorhouse Stages, New Westminster	New Westminster–Langley.
	New Westminster–Ladner.
	New Westminster–Coldicutt Villas via Crescent.
	New Westminster–Sunbury.
	New Westminster–Port Mann.
Robert K. Munro, Naramata	Naramata–Penticton.
E. H. Neville, Vancouver	Three routes in Burnaby Municipality (Lochdale, North–South Burnaby, Vancouver Heights service), also the following:—
	Vancouver–Seymour Mountain.
	Vancouver–Grouse Mountain.
North Coast Transportation Co., Seattle, Wash.	Vancouver–Seattle.
North River Coach Lines, Ltd., Kamloops	Kamloops–Birch Island.
Powell River Stages, Ltd., Powell River	Powell River (local service).
Richmond Transportation Co., Ltd., Vancouver	Vancouver–Sea Island.
H. W. Smith, d/b/a Canadian Trailway Stages, Prince George	Prince George–Vanderhoof.
	Prince George–Prince George Government Airport.
	Prince George–Army Camp–South Fort George–Sinclair Mills.

Name and Address of Operator.	Route.
W. A. Sproule, d/b/a Columbia Stage Lines, New Westminster	New Westminster–Port Moody (and local service).
Fred Gnucci and Walter Miller, d/b/a Star Stages, Cranbrook	Cranbrook–Kimberley.
H. B. Tuffley, Quesnel	Quesnel–Barkerville.
Arthur F. Wale, Langford	Victoria–Langford Lake. Victoria–Metchosin.
The Wildwood Bus, Ltd., Powell River	Wildwood–Powell River.
S. W. Wilson, Milner	Langley Municipality (local service).
Western Canadian Greyhound Lines, Ltd., Calgary, Alta.	Crowsnest–Penticton. Yahk–Kingsgate. Nelson–Kaslo. Nelson–Nakusp. West Gate of Yoho National Park–Vancouver. Cranbrook–South Gate of Kootenay Park (near Radium Hot Springs). Penticton–International Boundary at Osoyoos. Penticton–Vernon. Penticton–Spences Bridge. Princeton–Copper Mountain.
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.
Vernon-Salmon Arm Coach Lines, Ltd., Vernon	Vernon–Salmon Arm.
Veterans' Sightseeing and Transportation Co., Ltd., Victoria	Victoria–Oak Bay. Victoria–Haultain. Nanaimo (city bus service)–Wellington via Departure Bay.

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

AS AT FEBRUARY 28TH, 1946.

Atkins Stage Lines, Ltd., Chilliwack	Harrison Hot Springs–Cultus Lake (express service only).
B.C. Motor Transportation, Ltd., Vancouver	Vancouver–New Westminster. Vancouver–Mission and Dewdney. Vancouver–Chilliwack and Rosedale.
British Columbia-Seattle Transport, Seattle, Wash.	Vancouver–Seattle.
Robert A. Baxter, Prince George	Prince George–Quesnel.
Black's Motor Freight (F. LePore and C. W. Belknap), Vancouver	Vancouver–Ioco. Ioco–New Westminster.
C. M. Bicknell, Vancouver	Vancouver–Penticton via Spences Bridge and Merritt.
Blue Line Freight (Helen I. Vant), Nelson	Nelson–Rossland. Trail–Salmo.
Charles E. Boothby, Mission City	Mission–Vancouver and New Westminster.
Broadway Messenger Service, Vancouver	Vancouver–New Westminster and Fraser Mills district.

Name and Address of Operator.	Route.
Bruce Motor Cartage, Vancouver	Vancouver–New Westminster.
W. S. D. Brown, Salmon Arm	Salmon Arm–Hayward's Corner.
C. R. Carfrae, Kamloops	Kamloops–Merritt. 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.
C. E. Clarke and J. R. Miller, d/b/a Clarke & Miller Transport, Nelson	Nelson–Nakusp.
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.
Delta Freight Lines, Ladner	Ladner–Vancouver.
Dench of Canada, Ltd., Calgary, Alta.	Crowsnest–Creston Cranbrook–Kimberley Cranbrook–Kingsgate Creston–Rykerts } Interprovincial or international service.
Thomas Dent, Milner	Willoughby–Vancouver.
Marks Devereux and John E. Myers, d/b/a Lake Freight Lines, Vancouver	Harrison Hot Springs and Agassiz–Vancouver.
F. S. Duggan, Kelowna	Winfield–Kelowna.
Neal Evans Transportation Co., Ltd., Shalalth	Shalalth–Pioneer.
Ferguson's Motor Transport Co., Vancouver	Vancouver–Horseshoe Bay, West Vancouver. Vancouver–Deep Cove, North Vancouver.
Leonard S. Forry, Vernon	Lumby–Cherryville.
Fraser Transfer, Ltd., Vancouver	Vancouver–New Westminster.
Gallagher Transportation, Ltd., Hope	Chilliwack–Choate.
G. E. H. Garraway, Sheep Creek	Nelson–Procter.
Grayridge Motor Freight (K. F. Ridgway and W. K. Graham), Vancouver	Vancouver–Trail.
J. Goodkey, d/b/a Cascade Motor Freight, Grand Forks	Penticton–Nelson.
Arthur W. Green, Agassiz	Harrison Hot Springs–Vancouver via Agassiz.
C. R. Greenaway, Cloverdale	Surrey Municipality–Vancouver.
G. O. Griffith, Kelowna	Vernon–Oyama.
Haney-Hammond Motor Freight, Ltd., Port Haney	Haney–Vancouver.
Estate of T. J. Hodgson, Williams Lake	Williams Lake–Kleena Kleene (non-scheduled service to Anahim Lake and other off-route points).
R. H. Holt (Cordova Bay Freight), Victoria	Victoria–Cordova Bay.
Reinhard W. Hopp, Vernon	Vernon–Arrowhead.
Houlden Transfer, North Vancouver	Vancouver–Deep Cove, North Vancouver. Vancouver–Horseshoe Bay, West Vancouver.
Frank M. Hufty, Slocan City	Slocan City–Nelson.

Name and Address of Operator.	Route.
W. R. Hume and D'Arcy LeBeau, Langley Prairie	Langley Municipality–Vancouver.
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 described in schedule filed with Public Utilities Commission.
Johnson Transfer, Vanderhoof	Decker Lake–Vanderhoof–Prince George.
	Vanderhoof–Fort Fraser.
	Prince George–Hansard.
Ralph and Jack Johnston, Hope	Chilliwack–Hope–Choate.
Jones Bros. Transfer, Deroche	Deroche–Vancouver.
Louis Ketelnikoff, Blewett	Nelson–Bonnington.
Kamloops-Okanagan Freight Lines, Ltd., Kamloops	Kamloops–Salmon Arm.
	Kamloops–Vernon.
Kaslo Motor Transport, Kaslo	Kaslo–Nelson.
King's Motor Cartage, Vancouver	Vancouver–New Westminster and Fraser Mills and way points.
	Vancouver–Port Moody and Ioco.
Ladner Transfer, Ltd., Ladner	Ladner–Vancouver.
	Ladner–New Westminster and 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.
Joseph Logus, Poplar Creek	Lardo–Gerrard.
Richard A. McInnis and F. Wise, Armstrong	Vernon–Salmon Arm.
M. H. McIvor, d/b/a Trail Livery Co., Trail	Nelson–Rossland.
Mrs. L. M. McKinnon, Barkerville	Barkerville–Quesnel.
George S. McMyn, Pitt Meadows	Maple Ridge Municipality–Vancouver.
Lee C. McFarland, Cranbrook	Penticton–Naramata.
Martens & Neufeldt, Yarrow	Yarrow–Vancouver.
Mountain's Transfer, Langley Prairie	Langley Municipality–Vancouver.
J. C. Muir, Nelson	Nelson–Rossland.
Earl V. Muirhead, Marguerite	Castle Rock–Williams Lake.
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–Vernon.
	Penticton–Princeton.
Overland Freight, Ltd., Chilliwack	Chilliwack–Vancouver.
H. R. L. and A. M. Potter, Oliver	Oliver (rural mail route).
W. and V. Porteous, Agassiz	Harrison Lake and Agassiz–Chilliwack and Sardis.
A. G. Perry, Notch Hill	Notch Hill–Sorrento.
Donald Revie, d/b/a Revie's Freight Lines, Cranbrook	Cranbrook–Kimberley.
	Cranbrook–Fernie.
Richmond Transfer, Vancouver	Vancouver–Steveston.
Leonard Roberts, Courtenay	Courtenay–Menzies Bay.
James Rollo, Gabriola	Gabriola Island–Nanaimo.
G. E. Rutledge, King George VI. Highway, New Westminster	Surrey Municipality–Vancouver.
Saanich Freight Service, Sidney	Deep Cove (Saanich)–Victoria.

Name and Address of Operator.	Route.
Scott & Peden, Ltd., Victoria	Victoria–Hillbank.
Seattle-Vancouver, B.C. Motor Freight, Ltd., Vancouver	Vancouver–Seattle.
Lloyd W. Shannon, Summerland	West Summerland–Penticton.
Sidney Freight Service, Sidney	Sidney–Victoria.
Seth Smith, Quesnel	Quesnel–Williams Lake.
Snappy Service Truck Lines, Ltd., Trail	Vancouver–Nelson.
A. L. P. Stevens, Crescent	Surrey Municipality–Vancouver.
Stoltze Motor Freight, Vancouver	Vancouver–Stave Falls.
A. L. Stuart, Redstone	Redstone–Williams Lake.
Surrey Freight Lines, Cloverdale	Cloverdale–Vancouver (serving Surrey Municipality and a portion of Langley Municipality).
Terminal Cartage, Ltd., Vancouver	Vancouver–New Westminster.
Edward Thouret, Buffalo Creek	Exeter–Canim Lake.
A. S. Towle, Milner	Langley Municipality–Vancouver.
Trail Livery Co., Trail	Nelson–Rossland.
J. A. Wade, Quesnel	Quesnel–Barkerville.
	Quesnel–Kamloops.
Robert I. Walters, Williams Lake	Williams Lake–Keithley Creek.
L. F. Ward, Nakusp	Nakusp–Edgewood.
A. E. Warner, Armstrong	Armstrong–Vernon.
West Coast Freight Service, Ltd., Port Alberni	Port Alberni–Nanaimo.
White Rock Transfer (J. A. Roddick and F. A. Best), White Rock	Surrey Municipality–Vancouver.
White Transport Co., Ltd., Vancouver	Vancouver–Kelowna.
Williams Transfer, Nelson	Nelson–Creston.
	Nelson–Slocan City.
D. M. Winton, Vancouver	Vancouver–Abbotsford.
George D. Witte, Big Creek	Witte Ranch (5 miles westerly from Big Creek)–Hanceville P.O.
Wood & Fraser Transport, Vancouver	Vancouver–Prince George.
J. C. Vanderspek, d/b/a Vanderspek's Transportation, Hope	Vancouver–Hope.
John Wyatt, Kelowna	Kelowna–Winfield.
S. Ylisto, Solsqua	Malakwa–Salmon Arm.

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