

PROVINCE OF BRITISH COLUMBIA

•

# PUBLIC UTILITIES COMMISSION

## Seventh Annual Report

Pursuant to Section 36 of the  
“ Motor Carrier Act ”

Licence-year 1946-47



PRINTED BY  
AUTHORITY OF THE LEGISLATIVE ASSEMBLY.

---

VICTORIA, B.C.:  
Printed by DON McDIARMID, Printer to the King's Most Excellent Majesty.  
1947.

BUREAU OF THE  
COMMISSION

Post Office Department  
1870-1872  
1873-1874

1875-1876

VICTORIA, B.C., June 30th, 1947.

*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 Seventh Annual Report of the Public Utilities Commission under that Act for the year ended February 28th, 1947.

PUBLIC UTILITIES COMMISSION.

W. A. CARROTHERS, *Chairman.*

L. W. PATMORE, *Commissioner.*

J. C. MACDONALD, *Commissioner.*

March 19, 1907

Dear Sirs:  
I have the pleasure to acknowledge receipt of your letter of March 12, 1907, and to thank you for your kind offer of services in connection with the proposed construction of a bridge across the Mississippi River at the mouth of the Arkansas River. I am sorry to inform you that we have no funds available for the construction of such a bridge at the present time. We have, however, a sum of \$10,000.00 which we may apply to the construction of a bridge across the Arkansas River at the mouth of the Arkansas River. This sum will be available for the construction of a bridge across the Arkansas River at the mouth of the Arkansas River. We have no funds available for the construction of such a bridge at the present time. We have, however, a sum of \$10,000.00 which we may apply to the construction of a bridge across the Arkansas River at the mouth of the Arkansas River. This sum will be available for the construction of a bridge across the Arkansas River at the mouth of the Arkansas River.

#### LIBRARY OF THE CONGRESS

W. A. L. BROWNE (Librarian)

U. S. LIBRARY OF CONGRESS

Washington, D. C.

## CONTENTS

	PAGE.
General	7
Availability of New Vehicles for Replacements	8
Rehabilitation of Ex-service Men	8
Limited Passenger-vehicle (Taxi) Licences	8
Transfer of Licences	9
Comparative Statistics <i>re</i> Licences issued, Revenue, etc.	9
Number of Licences in Effect	10
Applications for Licences	10
Number of Licences issued annually	10
Temporary Permits	11
Amendments to Regulations	11
Proof of Financial Responsibility (Insurance) for Passenger-vehicles	12
Peace River District	13
Rates and Tariffs	13
Statement of Tariffs and Time Schedules filed during the Licence-year 1946-47	15
Accounting Records of Motor Carriers	15
Annual Reports of Motor Carriers	16
Hearings	16
Publication of Decisions	17
Orders and Approvals of Public Utilities Commission	17
New Public Passenger and Freight Services	18
Public Passenger Service—Greater Vancouver Area	18
Details of Decisions respecting certain Applications	19
Mechanical Inspections of Vehicles	23
Weights and Dimensions of Vehicles	23
Annual Conference of Western Canadian Highway Officials	24
Conference of Inspectors	24
Staff	24
Inspectors' Reports	25
List of Scheduled Public Passenger and Public Freight Routes	25
Summary of Licensing of Motor-vehicles under "Motor Carrier Act"	25
Appendix A—Statement of Licences and Revenue for the Licence-year ended February 28th, 1947	26
Appendix B—Reports of Inspectors—	
Inspector W. A. Jaffray	27
Inspector F. Black, assisted by Inspector E. DeBlaquiere	28
Inspector J. A. Carmichael	28
Inspector H. K. Hume	29
Inspector H. J. Maddaford	30
Inspector G. L. Greenwood	31
Inspector D. J. Doswell	32
Inspector C. A. Wood	33
Appendix C—	
List of Public Passenger-vehicle Operators and Routes (Scheduled Service)	34
List of Public Freight-vehicle Operators and Routes (Scheduled Service)	37
Appendix D—Chart illustrating the Licensing of Motor-vehicles under "Motor Carrier Act"	41



# Annual Report of the Public Utilities Commission, pursuant to Section 36 of the "Motor Carrier Act," for the Licence-year ended February 28th, 1947.

---

## GENERAL.

The comparative statistics included in this report show a general increase of over 15 per cent. in the number of motor-carrier licences issued, with an increase of 30 per cent. in the number of commercial licences (passenger and freight) and an increase of 31 per cent. in total revenue. Furthermore, the total number of applications for new or additional licences of all kinds increased 45 per cent. over the previous year, 5,921 applications having been recorded (approximately an average of 19 per working day) as compared with 4,075.

A factor in the increase in the number of licences issued is the requirement, effective March 1st, 1946, that vehicles in the Peace River District, previously exempt, shall be licensed under the "Motor Carrier Act"; but the total number of vehicles so licensed is only 477, representing but 3 per cent. of the 15-per-cent. general increase referred to above.

These figures are a reflection of the general increase in activity throughout the entire Province, and indicate the extent of the "post-war boom" which apparently had not yet reached its maximum before the close of the licence-year under review. While, in general, increased business activity results in increased demands for transportation, this is particularly noticeable in a community such as this Province which derives the major portion of its income from basic industries such as lumbering, agriculture, and mining, which require transportation of raw products and heavy machinery and equipment.

It should not be thought that the policy of the Commission has been changed or relaxed. This policy, as stated in previous reports, is to deal with applications strictly on the basis of public convenience and necessity, as provided in the "Motor Carrier Act." As formerly, many applications for licences were refused, but there was a great increase in the volume of applications submitted and, in all cases, no commercial licence was granted without investigation.

Factors contributing to the general increased demands for transportation include a bumper fruit-crop, heavy demand for logs and lumber for domestic use and export, demand for pit-props to be shipped in large quantities to the United Kingdom, new industries of many kinds started, extensive highway and other construction projects such as the new dam at Campbell River, expansion of mining activity in the East and West Kootenays, and an influx of new population from other Provinces.

The strike of lumber-workers during the early summer of 1946 naturally slowed down industry to a considerable extent and affected the revenues of truckers engaged in transporting logs, lumber, and allied products. After settlement of the strike, there was a call for increased production, particularly of box-shook, the supply of which appeared to be in danger, and this had its effect on the trucking industry.

As to passenger transportation, it appears that, despite a considerable increase in the number of buses licensed, the operators still find it difficult to cope with the demand for bus transportation (which has practically replaced short-distance rail transport), while the demand for taxi service has passed all expectation. The figures herewith show a 55 per cent. increase in the number of taxis licensed under the "Motor Carrier Act," which does not include the number of applications for such licences refused.

The figures also show an increase of 20 per cent. in the number of bus licences issued. While this increased demand for passenger transportation is, in some measure, due to the current shortage of new automobiles, there is no doubt that the public is now "bus" and "taxi" minded to a greater extent than ever before.

#### AVAILABILITY OF NEW VEHICLES FOR REPLACEMENTS.

The number of new motor-vehicles available to operators is, to some extent, reflected by the number of vehicles which were replaced during the year under the heading "Replacements" in the table in Appendix A, amounting to 1,193, being about 6½ per cent. of the total number of vehicles licensed, as compared with 12 per cent. in 1940, indicating that the supply of new equipment, particularly trucks and buses, is still restricted. The taxi operators appear to have been able to obtain new cars more freely.

#### REHABILITATION OF EX-SERVICE MEN.

While a fair number of applications was received from ex-service men on the grounds of rehabilitation, toward the end of the year there was a marked dropping-off in applications of this nature, and all Canadian service men have now returned. In general it may be said that the total number of applications received since the cessation of hostilities has been considerably less than the number which was originally expected. Every consideration has been given to such applications, but in some cases they have been refused, it being felt that, apart from the question of public convenience and necessity, the applicants would have had very little success in their ventures.

#### LIMITED PASSENGER-VEHICLE (TAXI) LICENCES.

There was no falling-off in the number of taxi licences applied for, 375 new licences or additional licences having been issued during the licence-year. The total number of licences in effect during the licence-year 1946-47 was 1,053, an increase of 55 per cent. over the previous year.

When this figure of 1,053 taxi licences for licence-year 1946 is compared with 513 for licence-year 1944-45, it will be seen that this class has more than doubled since the end of the war.

At some points, particularly Victoria, Nanaimo, Alberni, and Port Alberni, it is believed that the saturation point has been reached, and the indications are at the present time that some of the operators are beginning to find that this field is overcrowded and are endeavouring to sell their businesses. In this connection it will be noted that 195 taxi licences were transferred, which is a very large turnover. The number of transfers for the previous year was 76.

The problem of dealing with applications for limited passenger-vehicle (taxi) licences is, to some extent, complicated by the fact that comparatively few municipalities place, or have the power to place, any restriction on the number of vehicle or business licences to be issued by the municipality for the operation of taxis within the limits of the municipality.

While a taxi operator who restricts his operation within the limits of one municipality does not require a carrier's licence, there are (except in Vancouver and Victoria) comparatively few cases where a strictly municipal licence is sufficient, as an operator invariably will receive requests to deliver a passenger to a more distant point and therefore, having obtained a municipal licence, makes application for a Provincial licence.

This difficulty has, to some extent, been met by consultation with the municipalities concerned, with beneficial results in some cases.

## TRANSFER OF LICENCES.

During the year 596 licences were transferred, as compared with 408 during the previous year. These transfers include 147 public freight-vehicle licences, 37 limited freight-vehicle licences, and, as already stated, 195 taxi licences.

During the licence-year 1942 only 63 licences were transferred, and the above-mentioned figure for the licence-year 1946-47 constitutes a record to date.

COMPARATIVE STATISTICS RE LICENCES ISSUED  
AND REVENUE, ETC.

In Appendix A will be found a complete statement of licences 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).					
	1941-42.	1942-43.	1943-44.	1944-45.	1945-46.	1946-47.
Passenger (buses).....	344	351	334	355	430	516
Passenger (taxis).....	508	521	463	513	679	1,053
Public freight.....	1,678	1,580	1,538	1,613	1,782	2,260
Limited freight.....	717	799	793	770	805	998
Private freight (ordinary).....	5,657	5,998	6,210	6,563	7,164	8,318
Private freight (farmers).....	4,252	4,469	4,549	4,857	5,006	5,154

It will be noted from the above that the number of buses in service increased by 20 per cent., number of taxis by 55 per cent., number of public freight-vehicle licences by 27 per cent., limited freight-vehicle licences by 24 per cent., and ordinary private freight-vehicle licences by 16 per cent., and that the general increase is 15 per cent., of which 3 per cent. is represented by licences issued in the Peace River District, previously exempt.

## REVENUE.

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

Kind of Licence.	1941-42.	1942-43.	1943-44.	1944-45.	1945-46.	1946-47.
Passenger (buses).....	\$20,061.60	\$18,999.30	\$17,986.14	\$18,977.90	\$23,045.10	\$32,548.70
Passenger (taxis).....	5,281.72	5,402.38	4,926.49	5,527.77	7,108.47	12,121.04
Public and limited freight.....	100,696.10	104,139.81	103,888.20	109,171.53	121,050.25	157,613.75
Private freight.....	37,723.89	39,939.39	41,438.20	44,545.29	49,370.45	57,480.45
Permits.....	3,853.26	6,360.88	5,249.95	5,413.49	6,881.24	12,420.92
Miscellaneous.....	56.70	25.30	41.55	55.28	55.40	28.80
Totals.....	\$167,673.27	\$174,867.06	\$173,530.53	\$183,691.26	\$207,510.91	\$272,213.66

It will be noted there is a general increase of 31 per cent. in revenue, of which only a small proportion can be considered as arising from the inclusion of the Peace River District under the "Motor Carrier Act" in 1946. The very large increase in revenue from taxis and permits will be noticed, the latter having nearly doubled.

## 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 1945-46.	Licence-year 1946-47.
March	9,097	9,022
April	12,007	12,622
May	12,766	13,598
June	13,228	14,050
July	13,513	14,655
August	13,725	15,078
September	13,984	15,488
October	14,092	15,822
November	14,298	16,137
December	14,411	16,352
January	14,453	16,534
February	14,499	16,513
End of licence-year	14,492	16,496

\* 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.	Number of Applications recorded.	Licence-year.	Number of Applications recorded.
1940-41	3,686	1944-45	3,277
1941-42	3,910	1945-46	4,075
1942-43	3,484	1946-47	5,921
1943-44	3,148		

The number of applications for new or additional licences actually recorded increased by 45 per cent. during the licence-year 1946-47, which, in itself, is an indication of the greatly increased amount of work in the Vancouver office and in the offices of the various Inspectors.

## 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

	Licence-year.	Licences issued.*
" 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	
1946-47	20,196	

\* Including licences transferred and renewed, and including replacements and substitute plates.

#### TEMPORARY PERMITS.

##### SUMMARY OF TEMPORARY PERMITS ISSUED DURING THE YEAR 1946-47.

Class I permits (for temporary operation as private freight-vehicle only) .....	1,038
Class II permits (for temporary operation as public or limited vehicle for periods not exceeding ninety days) .....	3,682
Class III permits (for operation of licensed public or limited vehicle temporarily in a manner other than is authorized by the licence) .....	1,276
Class IV permits (for substitute vehicle when licensed vehicle is disabled) .....	623
Class VI permits (for operation of school buses in connection with authorized school functions—issued by Provincial Police) .....	132

#### AMENDMENTS TO REGULATIONS.

Several important amendments and some minor amendments were made to the regulations pursuant to the "Motor Carrier Act" during the year, as follows:—

*By Order in Council No. 759*, approved April 16th, 1946, paragraph 6.07 was amended by defining international transportation of freight as including transportation of freight from any point in British Columbia, or from any point in Canada through British Columbia, to the United States of America, or vice versa, irrespective of whether such freight is transported directly across the International Boundary by one motor carrier or is transferred from one motor carrier to another motor carrier at the said boundary. "Interprovincial transportation of freight" was also defined in a similar manner.

The reason for this amendment was the fact that certain carriers were found to be engaging in international transportation or interprovincial transportation without authority to do so, and it became necessary to define such transportation.

*By the same Order* the regulations were amended by rescinding the existing exemption of the Pemberton area from the provisions of the "Motor Carrier Act," as a result of which vehicles in this area now require to be licensed. The amendment was made at the request of carriers in the area.

*By the same Order* item (ii) of clause (l) of paragraph 1.1 was amended, redefining and slightly increasing that portion of Burnaby Municipality which lies adjacent to Vancouver as an area into which carriers from Vancouver may operate without a carrier's licence. This change was made for the purpose of simplicity and clarification.

*By Order in Council No. 942*, approved May 8th, 1946, paragraph 6.420 of the regulations was amended to require that buses equipped with an exit door at the centre or rear of the vehicle shall be equipped with interior mirrors, allowing the driver a clear view of the exit door and the step thereto.

*By Order in Council No. 2362*, approved October 4th, 1946, paragraph 12.4 of the regulations, governing annual reports of motor carriers, was amended to provide for a variation of the form of annual report and a change in the reporting dates. An arrangement with the Dominion Bureau of Statistics for a report form to be used jointly was authorized.

*By Order in Council No. 2825*, approved November 30th, 1946, the following amendments to the Regulations were made:—

Paragraph 3.06 was altered to permit of licences being issued for a period of less than three months, provided that the minimum fee is paid.

Paragraph 3.80 was altered to simplify the requirements with respect to fees, in cases where a licence is reclassified, as the previous regulation was found to be unsatisfactory and inequitable.

Paragraph 10.2 was altered, providing for reduction in permit fee for Class II permit when the vehicle is to be operated as a limited freight-vehicle, the fee having been, until this time, based on the fee for public freight-vehicle licence.

Amendments to paragraphs 4.30 and 4.31 with respect to proof of financial responsibility (insurance) were made as follows, effective March 1st, 1947:—

- (a) By removing the exemption to the effect that limited passenger-vehicles (taxis) having a seating capacity of seven passengers or less shall not be required to file proof of financial responsibility (insurance).
- (b) By increasing the limits of proof of financial responsibility (insurance) against loss or damage resulting from bodily injury to or death of two or more persons. These limits, until this amendment came into effect, were \$10,000 in cases of vehicle of carrying capacity of twelve passengers or less, \$15,000 for vehicle licensed to carry from thirteen to twenty passengers, and \$20,000 for vehicle licensed to carry more than twenty passengers. The new amounts are as follows:—

Maximum Authorized Carrying Capacity, including Standing Passengers.	Amount.
7 or less	\$10,000
8 to 12, inclusive	15,000
13 to 21, inclusive	20,000
22 to 30, inclusive	30,000
31 to 40, inclusive	40,000
41 to 50, inclusive	50,000
51 to 75, inclusive	75,000
Over 75	100,000

An amendment was also made to paragraph 3.72 (d) by including the Shavers' Bench and Sunningdale subdivisions within the defined area adjacent to City of Trail, within which the fee for public passenger-vehicle licence shall not exceed \$5.

#### PROOF OF FINANCIAL RESPONSIBILITY (INSURANCE) FOR PASSENGER-VEHICLES.

As reported above under "Amendments to Regulations," effective March 1st, 1947, all persons operating taxis licensed under the "Motor Carrier Act" were required to file proof of financial responsibility in the amounts of not less than \$5,000/\$10,000 public liability and \$1,000 property damage. All licensees affected were duly notified during the month of January of this requirement.

At the same time the limits for insurance for buses were raised in the amounts set out under the above heading, requiring in most cases the filing of new certificates of financial responsibility.

The additional work involved by the foregoing necessitated some reorganization of the Motor Carrier Branch. The effect of these changes is, of course, greater protection of the public availing themselves of the bus and taxi services licensed under the "Motor Carrier Act." The amendments do not affect taxis operating exclusively within a single municipality, which are exempt from the provisions of the "Motor Carrier Act." However, the City of Vancouver requires all taxis licensed by the city to file insurance, and elsewhere in the Province, with one exception, very few taxis confine their operations to one municipality, and therefore require to be licensed under the "Motor Carrier Act."

#### PEACE RIVER DISTRICT.

As from March 1st, 1946, the "Motor Carrier Act" became effective in the Peace River District.

In order to facilitate the administration of the Act in this district, an office was set up and an Inspector installed at Dawson Creek during the month of May, 1946.

As will be seen from the Inspector's report, 477 licences of various classes were issued, including 172 public freight-vehicle licences and 22 limited freight-vehicle licences as well as 251 private freight-vehicle licences.

Whereas the proportion of public freight-vehicle licences appears to be high, this is partly due to the fact that many operators at the outset claimed "grandfather" rights and were therefore granted this class of licence. Subsequent to granting these licences, quite a number have found that private freight-vehicle licences are all they need if granted temporary permits for hauling in the harvest season, and it is expected that there will be a reduction rather than an increase in the number of public freight-vehicle licences issued in the year 1947.

Both the Deputy Superintendent and, later the Superintendent of the Motor Carrier Branch visited the Peace River District with a view to adjusting various difficulties and problems which had arisen as a result of taking over this territory under the provisions of the "Motor Carrier Act." Valuable contacts were made and many matters were satisfactorily dealt with, including, in particular, the question of contract rates for transportation of petroleum products over the Alaska Highway.

#### RATES AND TARIFFS.

As previously reported, rates ceilings on passenger traffic were lifted during the previous licence-year, but when this change was made, the restrictions regarding freight rates remained in effect.

Effective August 1st, 1946, by Order No. A2068 the Wartime Prices and Trade Board restrictions were modified by providing that "In the Province of British Columbia the maximum rates at which any person may transport goods by motor vehicle shall be the rates approved from time to time by the Motor Carrier Branch of the Public Utilities Commission of B.C. provided, however, that the maximum rates so authorized shall at no time exceed the 'less than car-load' railway rates." Order No. A2068 did not apply to certain specified commodities, namely, household goods, fluid milk and cream, and certain building materials.

As a result of the above-mentioned abrogation of powers of the Wartime Prices and Trade Board, many applications to file new tariffs were submitted by motor carriers during the year 1946 and were dealt with.

#### LIMITED PASSENGER (TAXI) RATES.

As regards passenger operations, the greatest number of such applications were submitted by those holding limited passenger-vehicle (taxi) licences, requesting accep-

tance of increased rates for charter passenger service. These applications, which proposed increases ranging from 20 per cent. to 35 per cent. were supported by submissions showing increased cost of operations and increased value of services.

#### PUBLIC PASSENGER RATES.

It is notable that most of the applications to file new tariffs submitted by public passenger-vehicle licensees were concerned with downward adjustments of fares rather than with increases. This might appear to be inconsistent, but actually it is not, as the factors determining rates charged for "public passenger" service and for "charter passenger" service, respectively, differ. Unlike charter passenger service, the net income from operation of public passenger service varies directly in the ratio which the number of passengers carried bears to the carrying capacity of the vehicle ("load factor"), and, as this ratio has increased in some cases, the revenue per vehicle has therefore increased without a corresponding increase in cost of operation.

#### FREIGHT RATES (GENERAL).

Following the issuance in August, 1946, of Order No. A2068 of the Wartime Prices and Trade Board, various applications for acceptance of the filing of tariffs providing for increased freight rates were made by individual carriers and by the Tariff Bureau of the Automotive Transport Association under authority delegated to the association in the form of filed "letters of authority" from individual carriers.

#### NON-SCHEDULED FREIGHT OPERATIONS.

Many non-scheduled motor freight carriers whose main business was confined to operation within the limits of a single municipality and short distances outside municipal limits made application to file new rates showing roughly a 16-per-cent. increase in charges. This increase was in line with an increase in rates for purely municipal work authorized by Order No. A2168 of the Wartime Prices and Trade Board.

#### SCHEDULED FREIGHT OPERATIONS.

Line-haul motor freight carriers could not apply a specific percentage increase in rates owing to competitive forces affecting their charges (particularly railway competition), and increases applied for ranged from 1 per cent. to 50 per cent., or higher, depending on the existing differential between motor carrier and railway L.C.L. class rates.

#### GUIDANCE PROVIDED FOR APPLICANTS.

In order to clarify the situation resulting from the issuance of Orders Nos. A2068 and A2168 of the Wartime Prices and Trade Board, a meeting with representatives of the industry was held by the Commission on November 8th, 1946, at Vancouver, and the following instruction was subsequently issued to guide licensees desiring to file new tariffs naming increased rates:—

"1. Motor carriers licensed under the 'Motor Carrier Act' shall, when preparing rate revisions, be governed by the provisions of Wartime Prices and Trade Board Order No. A2068.

"2. Except as provided in paragraph 3, where such revisions provide for any increases, the carrier shall furnish a certificate signed by himself or his authorized representative stating that no charge under the increased rates will exceed the charge that would be made under L.C.L. railway rates for the same shipment: provided that in areas or over routes where there are no comparable L.C.L. railway rates, the certificate shall state instead, that no charge under the increased motor carrier rates will exceed the charge that would be made under railway L.C.L. mileage rates for the same distance.

"3. Any motor carrier whose increased rates are prepared on a basis which is not comparable to L.C.L. railway rates (e.g., rates per hour) shall show the percentage increase in his rates."

#### UNIFORM RATES.

It was considered reasonable to expect that, when war-time controls over maximum rates were removed, it would be possible to establish uniform rates. The attainment of uniformity was actually beset with many practical difficulties, chief among which were the different factors affecting the cost of operation of competing carriers.

Some motor carriers who were able to control mounting maintenance costs by the purchase of new vehicles, and who were comparatively unaffected by rising labour costs, were reluctant to increase their rates, since they were able to operate profitably under their prevailing rate structure. Carriers who, on the other hand, were not able to obtain new vehicles, and who were subjected to the pressure of rising wages, were faced with the problem of increasing their net revenue by every means at their disposal, and sought rate changes (both increases and decreases) which would tend to increase their total revenues, if not their net income.

The two groups being practically incompatible, the number of carriers willing to subscribe to uniform rates did not increase to any notable extent, and the number of uniform filings which have been obtained have, as a consequence, been limited to isolated districts or routes where conditions affecting all carriers are substantially similar.

#### STATEMENT OF TARIFFS AND TIME SCHEDULES FILED DURING THE LICENCE-YEAR 1946-47.

Passenger time schedules	322
Freight time schedules	56
Passenger and express time schedules	8
	386
Passenger and express tariffs	9
Local express tariffs	23
Public passenger tariffs	41
Charter passenger tariffs	252
Class I public freight tariffs	31
Class II public freight tariffs	51
Class III public freight tariffs	459
Limited freight tariffs	11
Special commodity tariffs	26
Baggage tariffs	2
	905
Contracts	417
Supplements to freight tariffs	23
Supplements to passenger tariffs	55
Revisions to tariffs	162
	240
Total filings, 1946-47	1,948
Total filings, 1945-46	1,072

#### ACCOUNTING RECORDS OF MOTOR CARRIERS.

It is significant that, in spite of the existence of maximum-price controls, at a time when costs were increasing, many motor carriers have not realized the importance of keeping proper records, and there is little evidence that there has been much general

improvement in the book-keeping methods employed, notwithstanding Regulations 12.1 to 12.5 and the booklet "Accounting Methods for Motor Carriers," which was available and sent to all carriers without cost.

It is possible that the necessity of preparing and submitting the Annual Motor Carrier Report for the year 1946 will have the effect of spurring all licensees to maintain better book-keeping records, and it is hoped that considerable improvement during the year 1947 may result.

#### ANNUAL REPORTS OF MOTOR CARRIERS.

As outlined on page 10 of the Sixth Annual Report, regulations were altered in 1945 to require licensed motor carriers (other than private freight operators) to file an annual report with the Commission.

The Dominion Bureau of Statistics had been obtaining annual reports from most of the larger carriers since 1941. In order to simplify the work of the carriers in making reports, that Bureau proposed, on January 29th, 1946, that it and the Commission enter into a joint arrangement for the collection of motor carrier statistics. This involved the drafting of a report form which could be used by both the Bureau and the Commission in place of the separate forms previously required, the changing of reporting dates, and the development of a procedure for joint action. It was finally settled that the Bureau would be supplied each year with a list of carriers required to report under the "Motor Carrier Act" and would mail the forms from Ottawa. After filling them out, the carriers submit them in duplicate to the Commission, which checks them and obtains further data where necessary, and then forwards a copy to the Bureau. The joint arrangement was authorized by an amendment of the regulations under the "Motor Carrier Act" (Order in Council No. 2362, approved October 4th, 1946).

#### HEARINGS.

Applications under sections 23 and 61 of the "Motor Carrier Act" are made directly to the Commission, and not to the Superintendent of Motor Carriers. The results of completed hearings under these sections are listed in this report under the heading "Orders and Approvals of Public Utilities Commission." The application for approval of a municipal bus franchise at Prince Rupert is not included in the list, as it was not completed. This application was for approval of a proposed agreement between the City of Prince Rupert as grantor of the franchise and Neil MacDonald, Charles Pustak, and Stewart Johnston as grantees, and was heard by the Commission at Prince Rupert on May 23rd, 1946. On May 28th, after consideration of the submissions made at the hearing, the Commission referred the matter back to the city to consider further the franchise payment of 7 per cent. of gross revenue and to give the existing operator, Arrow Bus Lines, Limited, an opportunity to make a more definite and detailed offer. The city appealed to the Lieutenant-Governor in Council under section 55 of the "Motor Carrier Act," but it was decided that as the approval had been postponed rather than refused, the time for appeal had not arrived.

The Commission also heard, directly, an application of Canadian Pacific Express Company for freight licences under the "Motor Carrier Act" for operation on the following routes, namely: Lytton-Merritt, Cranbrook-Kimberley, Fernie-Michel, Penticton-Osoyoos, and Penticton-Kelowna. The purpose of the application was stated by the company as follows: "It has been found in some instances that rail service should be augmented by the more flexible highway medium to meet demands, and where this situation exists the company, as it has done elsewhere with success, proposes instituting in British Columbia co-ordinated rail-highway services to certain points now served by the Canadian Pacific. Providing more frequent and earlier delivery of

traffic which has had or will receive a part rail haul is the purpose and aim of the co-ordinated service proposed." The hearing was held at Vancouver on March 15th and 16th, 1946, and after consideration of the objections made on behalf of the established truckers, the Commission decided that no licences be granted for operation between Kelowna and Penticton but that the other licences be granted subject to certain conditions as to filing of rates.

The Superintendent of Motor Carriers continued to hold hearings respecting various applications for licences and alterations of licences, etc. The total number of hearings held was 64, being the same as for the previous year, but 628 cases were dealt with, as compared with 480 cases the previous year, an average of nearly 10 cases per hearing.

#### PUBLICATION OF DECISIONS.

As previously, each week a complete list of decisions respecting applications (other than applications for private freight-vehicle licences) was prepared and posted on the notice-board in the Vancouver office and otherwise published. Instructions were given during the year that a copy of the decisions shall also be posted in the office of each Inspector of Motor Carriers.

A check of these decisions shows that a total of 2,083 applications for or affecting public or limited vehicles was reported during the year, averaging 40 applications per week, of which 623 or 30 per cent. were in connection with applications for limited passenger-vehicle (taxi) licences, many of which were refused.

#### ORDERS AND APPROVALS OF PUBLIC UTILITIES COMMISSION.

The following were consented to under section 23 of the "Motor Carrier Act":—

March 8th, 1946: Transfer of shares of Johnston National Storage Limited, and Terminal Cartage, Limited, to Johnston Terminals, Limited, and first-named companies permitted to join as parties in trust deed securing bonds of Johnston Terminals, Limited.

August 31st, 1946: Transfer of shares of Blue Line Transit, Limited, to British Columbia Electric Railway Company, Limited.

October 4th, 1946: Issue of 650 ordinary shares and \$55,000 of 5-per-cent. debentures of Vancouver Airline Limousines, Limited.

October 4th, 1946: Transfer of shares of Dan MacLure's Taxi, Limited, to Vancouver Airline Limousines, Limited.

October 28th, 1946: Transfer of shares of Island Freight Service, Limited, to Vancouver Island Coach Lines, Limited.

January 15th, 1947: Transfer of shares of Island Freight Service, Limited, to Canadian Pacific Railway Company.

The granting of franchises by municipalities was approved under section 61 of the "Motor Carrier Act" as follows:—

March 11th, 1946: Bus franchise granted by City of Kamloops to S. E. Irwin.

May 6th, 1946: Renewal of bus franchise of The Veterans' Sightseeing and Transportation Company, Limited, by City of Nanaimo.

June 11th, 1946: Bus franchise granted by City of Kelowna to F. S. Thompson.

January 17th, 1947: Bus franchise granted by District of Penticton to Columbia Coachways, Limited.

January 27th, 1947: Bus franchise granted by District of Maple Ridge to Maple Ridge Bus Service, Limited.

#### MISCELLANEOUS.

Taxi licences of the Village Taxi, Limited (West Vancouver), were cancelled after a hearing.

Charter and sightseeing passenger tariff No. 3, Victoria and vicinity, was prescribed.

The British Columbia Electric Railway Company, Limited, was exempted from the provisions of Regulation 5.64 to the extent that the address of the company need not be displayed on trucks operated by the company.

#### NEW PUBLIC PASSENGER AND FREIGHT SERVICES.

The following is a list of new public passenger-vehicle services commenced during the licence-year, in some cases approval being given during the previous licence-year, namely:—

Archie Carswell: Vernon City bus service; March, 1946.

Fred S. Thompson (now Thompson Bus Lines, Limited): Kelowna City bus service; March, 1946.

John Pavle: Kelowna-Rutland, Kelowna-Glenmore, and Kelowna-East Kelowna; March, 1946.

Selby E. Irwin (now Civic Transportation Company, Limited): Kamloops City bus service and Kamloops-North Kamloops; April, 1946.

H. W. Smith d/b/a Canadian Trailway Stages: Extension of Prince George-Vanderhoof service westerly to Smithers; April, 1946.

Gordon Ferguson: Nelson-Procter; November, 1946.

Bayne & Ratcliffe: Nelson-Blewett; October, 1946.

As to scheduled public freight-vehicle service, the only important new route on which service was commenced was from Kimberley and Cranbrook to Vancouver by Miller & Brown Transfer Company, of Cranbrook.

#### PUBLIC PASSENGER SERVICE—GREATER VANCOUVER AREA.

Several important changes took place during the year under this heading, as follows:—

(a) B.C. Motor Transportation, Limited, operating Pacific Stage Lines, took over from Deep Cove Stages, Limited, the licences held by the latter company for scheduled public passenger service from Vancouver to Deep Cove via Second Narrows Bridge, and from Deep Cove to North Vancouver. At a later date the British Columbia Electric Railway Company, Limited, having introduced local bus service between North Vancouver and Lynnmore (at which point there is connection with the Pacific Stage Lines' Vancouver-Deep Cove service), the service of the Pacific Stage Lines between Deep Cove and North Vancouver was discontinued, and passengers from Deep Cove to North Vancouver now transfer from Pacific Stage Lines to British Columbia Electric Railway Company, Limited, buses at Lynnmore.

(b) The British Columbia Electric Railway Company, Limited, also acquired the stage run of J. Roy Henry, which was operated from the terminus of British Columbia Electric Railway Company, Limited, at the intersection of School Road and Bowser Avenue northerly to the Upper Capilano Suspension Bridge, and extensions of this route were thereafter made southerly to Marine Drive at Capilano Road, connecting with the main bus service between Vancouver and North Vancouver.

(c) The British Columbia Electric Railway Company, Limited, having agreed with the City and District of North Vancouver to replace street-cars with buses for local service in those municipalities, took over from the Pacific Stage Lines the latter's run

between North Vancouver and Vancouver via Lions Gate Bridge. By this means the people living in North Vancouver can now reach Vancouver via British Columbia Electric Railway service all the way, with transfer privileges to street-cars or buses operating in the City of Vancouver, and this change resulted in a substantial reduction of fares between Vancouver and North Vancouver.

(d) The British Columbia Electric Railway Company, Limited, acquired the operation of Richmond Transportation Company, Limited, operating from Marpole to Sea Island, and continued to operate with an augmented service, giving transfer privileges from and to the British Columbia Electric Railway Company's system in Vancouver.

(e) B.C. Motor Transportation, Limited, acquired from Moorehouse Stages the public passenger-vehicle licences held by the latter operating from New Westminster to Ladner, Langley, Ocean Park, and other local points. As B.C. Motor Transportation, Limited, was already giving service to some of these areas but over different routes, it was, later, possible to consolidate and revise the routes and services of B.C. Motor Transportation, Limited, to these areas with a view to giving a more convenient service.

#### DETAILS OF DECISIONS RESPECTING CERTAIN APPLICATIONS.

*Blue Line Transit, Limited (Victoria).*—The public passenger-vehicle licences held by The Veterans' Sightseeing and Transportation Company, Limited, for service in Victoria, Oak Bay, and Nanaimo were transferred to Blue Line Transit, Limited. In August, 1946, the Commission consented to the transfer of shares of Blue Line Transit, Limited, to the British Columbia Electric Railway Company, Limited.

*West Vancouver Municipal Bus Service.*—During February, 1947, the Corporation of the District of West Vancouver, which operates buses between Vancouver and West Vancouver in competition with Pacific Stage Lines (B.C.M.T.), made application to file a supplement to their tariff which would, in effect, reduce the rate between Vancouver and the West Bay zone.

A review of the history of this operation indicated that it was the clearly expressed intention of all previous decisions of the Commission relative to this service that the operations of West Vancouver Municipality and B.C. Motor Transportation, Limited, should be on an equal basis with respect to fares, and the application, which was opposed by the B.C. Motor Transportation, Limited, was refused—the proposed change being apparently more for the convenience of the municipality in accounting matters rather than for the public convenience.

*Burnaby-New Westminster Bus Service.*—During June, 1946, E. H. Neville, operating public passenger service on two routes in Burnaby Municipality, applied for extension of his Burnaby-Lochdale route into the City of New Westminster, which application was approved.

Complaints having been received with respect to alleged unsatisfactory service provided by Mr. Neville respecting his Lochdale service in the Municipality of Burnaby, a hearing was held on March 28th, 1946. The complaints were based on alleged non-compliance with schedules, extensive overloading, frequent delays due to mechanical breakdowns, and need for augmented and increased service.

While it was shown that the complaints were to a certain extent justified, it was also shown that Mr. Neville started this run in Burnaby at a time when no other transportation company or individual was interested, utilizing old equipment which had been difficult to replace. Such instructions as were considered necessary were issued with a view to improving the service.

*Public Passenger-vehicle Service, Chilliwack-Huntingdon via Sardis.*—Atkins Stage Lines, Limited, for many years have held public passenger-vehicle licences to operate

from Harrison Hot Springs to Cultus Lake via Chilliwack. In 1939 they made a tentative application to extend this service to Huntingdon but did not proceed with the application at that time.

On their further application and after a hearing, whereat the application was objected to by the B.C. Motor Transportation, Limited, approval was given to Atkins Stage Lines, Limited, to undertake this service.

*Public Passenger-vehicle Service, Kamloops and Vicinity.*—The application of Selby Etsel Irwin for public passenger-vehicle licences for operation on two routes entirely within the City of Kamloops and on an additional route between Kamloops and North Kamloops was approved in March, 1946, subject to commencement of service not later than the 1st of July, 1946. An application of B.C. Coach Lines, Limited, for permission to operate a similar service was refused.

Under section 61 of the "Motor Carrier Act," approval was given to the granting by the City of Kamloops of a franchise to the said S. E. Irwin for operation of bus service within the city limits of Kamloops.

At a later date a limited company was formed under the name of Civic Transportation Company, Limited, and the franchise and licences were transferred to the limited company.

*Western Canadian Greyhound Lines, Limited.*—An application of Western Canadian Greyhound Lines, Limited, for the transfer to it from B.C. Coach Lines, Limited, of certain public passenger-vehicle licences covering routes Kamloops to Vernon, Kamloops to Salmon Arm and Revelstoke, and Vernon to Revelstoke was approved, following which the Western Canadian Greyhound Lines, Limited, was able to consolidate its public passenger-vehicle services extending through these areas.

The B.C. Coach Lines, Limited, retained the Kamloops-Merritt, Kamloops-Tranquille, and Vernon-Nakusp routes.

William Hugh Bennett, of Princeton, applied for and was granted a transfer from Western Canadian Greyhound Lines, Limited, of two public passenger-vehicle licences for scheduled public passenger service between Princeton and Copper Mountain. The Western Canadian Greyhound Lines, Limited, had acquired this route from B.C. Greyhound Lines, Limited, when they took over the latter's operations in 1945, but the Western Canadian Greyhound Lines, Limited, did not find it convenient to operate this, the only local route covered by their licences.

*Bus Service, Penticton Municipality, Columbia Coachways, Limited.*—A tentative application was made by Columbia Coachways, Limited, for five public passenger-vehicle licences respecting twenty-seven-passenger buses, for scheduled service over certain routes within the corporate limits of the District Municipality of Penticton. This municipality at present has no bus service other than that given by Western Canadian Greyhound Lines, Limited, as part of its through service. The application was approved, subject to commencement of service within twelve months of date of approval (January, 1947).

The Commission also approved, pursuant to section 61 of the "Motor Carrier Act," of the granting by the Corporation of Penticton of a franchise to this company to operate this bus service.

*Public Passenger-vehicle Service at Creston.*—During the year three applications were received to operate local public passenger service from Creston to Wynndel and Creston to Lister or Huscroft. The application of Gus B. Alexander and Roy L. Smith (later changed to Alexander and Joy) to license a bus for this service was approved. Service did not commence prior to the end of the licence-year.

The application of W. F. Husband and S. J. Hilton to operate a sedan car and the later application of B. H. Bayne and N. E. Peterson to operate a bus in this service were refused.

*Public Passenger-vehicle Service, Nelson-Procter and Nelson-Balfour.*—An application of Gordon Ferguson, of Nelson, to extend the public passenger service now operated by him between Nelson and Procter via Harrop Ferry to include service between Nelson and Balfour was refused, but the restriction contained in his licences whereby Mr. Ferguson was not permitted to give local service on the main highway between Nelson and Harrop was removed.

At the same time an application of J. A. Morrison, W. Vickers, and R. Casson to operate between Nelson and entrance to Kokanee Park, 12 miles east of Nelson (being part of the Nelson-Harrop-Balfour route mentioned above), was refused.

*Extension of Public Passenger Service, Prince George-Smithers.*—The application of H. W. Smith d/b/a Canadian Trailway Stages, Prince George, operating public passenger service between Prince George and Vanderhoof, for extension of the said service westerly to Smithers was approved.

*Hamilton Trucking Service, Inc., Seattle, Wash.*—This company again made application for Class III public freight-vehicle licences for transportation of machinery, contractors' equipment, and structural steel from points in King County, Wash., to any point in British Columbia and vice versa. This application was refused, as it appeared that same would be, to some extent, in direct competition with the already licensed scheduled public freight-vehicle services between Vancouver and Seattle.

*Applications of Canadian Pacific Express Company for Public Freight-vehicle Licences.*—This company made applications for public freight-vehicle licences, operating from terminal points of Lytton, Penticton, Cranbrook, and Fernie respectively, for transportation of freight for Canadian Pacific Railway Company and express for Canadian Pacific Express Company, restricted to freight and express which had received or was to receive a part rail-haul.

Proposed routes were Lytton to Merritt, Penticton to Osoyoos, Penticton to West Summerland and Kelowna, Cranbrook to Kimberley, and Fernie to Michel. The object of the applications was to enable the applicant company to transport freight and express received by rail-car at the terminal points to the points named and vice versa, with a view to expediting their pick-up and delivery service of freight and express.

The Public Utilities Commission held a hearing on this application during March, 1946, which lasted two days, and the application was very strongly opposed by the motor-vehicle industry.

In dealing with the application, it became apparent that "public freight service" was not intended and that the applications should have been for "limited freight-vehicle licences," allowing the Canadian Pacific Express Company to transport freight for the Canadian Pacific Railway Company and express for themselves.

The decision, made in September, 1946, was that four limited freight-vehicle licences should be granted—namely, one from Lytton to Merritt, one from Penticton to Osoyoos, one from Fernie to Michel, and one from Cranbrook to Kimberley—subject to restrictions that the freight or express so carried shall have been transported by Canadian Pacific Railway train from some other point to the terminal point mentioned in each licence or vice versa and that there should be no local pick-up or delivery at certain points where this work was already being carried out under contract by a local carrier. The granting of these licences was subject to the filing of rates.

The application to give service from Penticton to West Summerland and Kelowna was denied.

During the early part of 1947 the Canadian Pacific Express Company made further application to be permitted to give similar service from Penticton to Summerland and West Summerland and vice versa, and a further hearing was held. It was shown that the proposed service would be of convenience to the public, and the application was

approved, subject to a proviso that no local pick-up or delivery should be given in West Summerland, all freight so transported to be delivered to or picked up at the Canadian Pacific Railway depot at West Summerland only.

At the same time, with respect to the Cranbrook-Kimberley licence, permission was given to undertake pick-up or delivery of freight (not including express and live stock) within a distance of 1½ miles from Kimberley Railway-station, it having been shown that the existing trucking contract had expired and that suitable arrangements could not be made with any existing carrier for a new contract.

*International Transportation of Freight.*—During the month of September, Crown Cartage & Warehousing Company, Limited; Holmes & Wilson Trucking Company, Limited; and Arrow Transfer Company, Limited, each made application for alteration of licences to include the right to undertake international transportation with respect to certain operations carried out by them. This application was the result of an amendment to the regulations pursuant to the "Motor Carrier Act" providing that "international transportation of freight" includes the transportation of freight picked up by a British Columbia carrier at the International Boundary if such freight is transported across the said boundary.

The applications were refused, but, a request for reconsideration having been received, the applicants were advised to apply for permits in cases where emergency shipments should arise and to keep a record of such permits in order that it would be possible to determine to what extent the granting of the applications either in whole or in part may be warranted.

*Public Freight-vehicle Service between Vancouver and Kamloops.*—During June, 1946, an application of Kamloops-Okanagan Freight Lines, Limited, for three Class II public freight-vehicle licences for scheduled public freight service between Kamloops and Vancouver was approved, restricted to freight transported from Vancouver to Kamloops only and vice versa.

At the same time an application of White Transport Company, Limited, then licensed to operate seven vehicles, for seven additional licences to operate between Vancouver and Kelowna was approved.

*Public Freight-vehicle Service, Vancouver-Hope.*—P. V. Kinnee, d/b/a Hiway Transport Company, was the holder of five Class I public freight-vehicle licences authorizing scheduled public freight service between Chilliwack and Hope, connecting with the B.C. Motor Transportation, Limited (Consolidated Truck Lines), at Chilliwack.

His application for alteration of his licences to permit him to give through public freight service from Vancouver to Hope was approved, it being considered that this alteration of licences would result in more convenient service being given to the public patronizing his service.

*Public Freight-vehicle Service, Quesnel-Kelowna.*—The application of Cariboo Dry, Limited, of Quesnel, for two Class II public freight-vehicle licences for scheduled public freight service between Quesnel and Kelowna was refused.

*Scheduled Public Freight-vehicle Service from Vancouver to Cranbrook and Kimberley.*—An application of Millar & Brown Transfer of Cranbrook for Class II public freight-vehicle licence to operate this service was approved for a trial period of six months. Later during the year the applicants submitted figures showing that the operation appears to be necessary and convenient to the public and applied for an additional licence respecting a truck and semi-trailer, which was granted.

*Applications for Scheduled Public Freight-vehicle Service between Prince Rupert and Points East.*—A number of tentative applications having been received during the past several years to operate scheduled public freight service over the Skeena Highway

from Prince Rupert to Terrace, Hazelton, Smithers, Telkwa, and Burns Lake, it was decided to deal with these applications, and at a hearing during the month of October the following applications were considered:—

Name of Applicant.	Proposed Public Freight Service.
Marshall Brothers, Hazelton	Hazelton-Prince Rupert.
Lindsay's Cartage & Storage, Limited,	
Prince Rupert	Prince Rupert-Terrace.
Harold Smith, Terrace	Terrace-Prince Rupert.
Capling Transfer, Smithers	Smithers-Prince Rupert.
Percy R. Cameron, d/b/a Hyde Transfer,	
Prince Rupert	Prince Rupert-Telkwa.
Fred W. Rosberg	Telkwa-Prince Rupert.
Carlson Brothers Transfer, Burns Lake	Burns Lake-Prince Rupert.
J. C. Saunders, Burns Lake	Burns Lake-Prince Rupert.

None of the applicants appeared at the hearing, nor were they represented, but the applications were opposed by Canadian National Railways.

In view of all the circumstances pertaining to the Prince Rupert Highway, including consideration of the winter conditions on that road, the applications were refused, but each of the applicants, who held Class III public freight-vehicle licences, was given the opportunity to obtain a licence to operate over the highway between Prince Rupert and the area which he serves restricted to charter trips only, and several of the carriers availed themselves of this opportunity.

#### MECHANICAL INSPECTION OF VEHICLES.

In the Sixth Annual Report it was stated that mechanical inspection of vehicles under the "Motor Carrier Act" in the Lower Mainland area had been taken over by an Inspector in the employ of the Public Utilities Commission and that arrangements had been made for the proper training of the other Inspectors throughout the Province with a view to this inspection-work being taken over entirely by Inspectors of the Commission, thus relieving mechanical supervisors of the British Columbia Police of these duties.

Good progress was made along these lines, with a result that, by the end of the licence-year, three of the Inspectors employed by the Commission had nearly completed their training and other Inspectors were well advanced, so that it appeared probable that the change-over could take effect not later than the end of April, 1947.

#### WEIGHTS AND DIMENSIONS OF VEHICLES.

During the summer the Public Works Department gave preliminary notice of proposals to amend the regulations pursuant to section 34 of the "Highway Act" governing gross weights, axle loads, and tire loads of trucks and buses operated on public highways, and data concerning the proposed revisions were circulated. To some extent these proposals provided for reduced allowances on conventional trucks and trailers, with some increases with respect to combinations of trucks and semi-trailers having multiple axles. The proposals had not, however, been put into effect at the end of the period covered by this report, it being understood that, on account of certain objections raised by the trucking industry, they are being reconsidered.

Any drastic change in the regulations would affect the licensing of vehicles under the "Motor Carrier Act," as such licences are issued subject to and in conformity with the Highway Regulations above referred to. If the gross weights permitted should be

materially reduced, this would affect the carrying capacities of the trucks, which would mean not only a complete revision of all licences affected, but also possibly some reduction in revenue under the "Motor Carrier Act."

#### ANNUAL CONFERENCE OF WESTERN CANADIAN HIGHWAY OFFICIALS.

The Annual Conference of Highway Traffic and Motor Carrier Boards of the four Western Provinces was held at Regina, Sask., on the 1st, 2nd, and 3rd days of October, 1946. The Public Utilities Commission of British Columbia was represented by Commissioner J. C. MacDonald and the Superintendent of Motor Carriers, R. M. Taylor.

Matters in connection with motor-vehicle operations, common to all Provinces, were discussed.

The question of applications of railroad companies for licences to enter into the motor-trucking business was discussed at length, and it appeared that such operations are now part of railroad policy and further applications can be looked for. The general policy of all Western Provinces in dealing with such applications appears to be very similar, decisions being made on the public convenience and necessity for the operation.

The experience of all Western Provinces regarding applications for taxi licences is much the same, and each Province has experienced a large increase in such applications, particularly from returned service men. The same quota basis in the issuance of taxi licences in cities is applied in most of the Western Provinces, being one taxi for each 1,000 of population.

All Western Provinces have had applications for increases in truck and passenger rates on account of increased costs of operations.

A discussion took place on gross weights and axle loads for trucks, and the conference was advised of proposed alterations in British Columbia.

The matter of bus and truck terminals and stops was discussed, and it was stated by the Saskatchewan representative that his Province required provision for a rest stop every 50 miles.

Commissioner MacDonald, on behalf of the Province of British Columbia, extended an invitation to the members of the conference to meet in Vancouver in 1947. This invitation was accepted.

#### CONFERENCE OF INSPECTORS.

The annual conference of Inspectors of Motor Carriers was held during the second week of January, 1947, and was attended by all Inspectors and other officials of the Motor Carrier Branch.

An agenda containing some thirty different items was fully discussed, and satisfactory conclusions were reached with regard to the various problems or questions that had arisen.

The opportunity was also taken by Inspectors from more distant points to discuss problems with the Superintendent and other members of the staff.

#### STAFF.

As a result of the steady increase in the volume of work in the Vancouver office arising from the new requirements as to financial responsibility of motor carriers, the filing of annual reports by motor carriers, and the greatly increased number of applications for licences, necessary staff additions were made in the Vancouver office and some reorganization of the Motor Carrier Branch was undertaken. It appears that further reorganization and expansion may be necessary if the volume of applications, etc., is maintained.

**INSPECTORS' REPORTS.**

The reports of Inspectors are contained in Appendix B.

**LIST OF SCHEDULED PUBLIC PASSENGER AND PUBLIC FREIGHT ROUTES.**

In Appendix C 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, 1947, with a statement of the routes over which these operations are carried out.

**SUMMARY OF LICENSING OF MOTOR-VEHICLES UNDER  
"MOTOR CARRIER ACT."**

A chart illustrating the licensing of motor-vehicles under the "Motor Carrier Act" is contained in Appendix D. This chart was distributed during the licence-year 1946-47 to police officers, Government Agents, and other officials, and was also made available to carriers who required a copy.

## “MOTOR CARRIER ACT.”

## APPENDICES.

## APPENDIX A.

“MOTOR CARRIER ACT.”  
 STATEMENT OF LICENCES ISSUED, TRANSFERRED, AND CLASSIFICATION CHANGED DURING THE LICENCE-YEAR ENDED FEBRUARY 28TH, 1947,  
 AND THE REVENUE THEREFROM AND OTHER REVENUE.

Group Letter.	KIND OF LICENCE. Classification.	NUMBER OF LICENCES ISSUED, 1946-47.						Number of Licences transferred.	Number of Licences Classification changed.
		Revenue from Licence Fees.	Renewals.	New Licences.	Replace- ments.	Substitute Plates.	Total.		
A	Public Passenger-vehicles.....	\$14,863.70	179	56	16	.....	251	11	4
	Limited Passenger-vehicles, over 7 passengers.....	530.30	47	14	2	.....	63	8	1
B	Limited Passenger-vehicles, 7 passengers or less.....	11,737.84	655	370	467	3	1,495	195	.....
C	Public and Limited Passenger-vehicles.....	15,894.00	138	57	22	.....	217	15	10
D	Limited Freight-vehicles.....	35,468.18	563	435	82	.....	1,095	37	42
E	Miscellaneous Combinations of Licences.....	3,769.55	70	33	17	1	121	6	9
F	Public Freight-vehicles, Class II.....	17,407.75	195	58	38	4	295	14	5
G	Public Freight-vehicles, Class III.....	90,525.67	1,269	540	245	16	2,070	111	53
H	Public Freight-vehicles, Class I.....	12,176.50	104	53	26	3	186	22	17
J	Private Freight-vehicles, Class III (farmers).....	18.00	3,824	1,330	32	18	5,204	.....	.....
K	Private Freight-vehicles, Class I (other than farmers).....	57,462.45	5,413	2,896	246	48	8,603	177	.....
L	Totals.....	\$259,763.94	12,457	5,842	1,193	108	19,600	596	141

The figures for revenue are gross revenue. From this amount should be deducted various refunds amounting to \$681.95.

*Summary of Total Revenue.*

Licence fees .....	\$259,763.94
Temporary permits .....	12,420.92
Acts and regulations .....	1.80
Copies of conditions .....	23.50
Tariffs .....	3.50
<b>Total .....</b>	<b>\$272,213.66</b>

## APPENDIX B.

## REPORTS OF INSPECTORS.

INSPECTOR W. A. JAFFRAY.  
(Vancouver Island and Adjacent Islands.)

In the area with which this report deals, a great many new industries have opened up. Lumbering and allied industries, coupled with an extensive Public Works program for roads, and the building of the power project at Campbell River by the British Columbia Power Commission, constitute the major developments. New towns are springing up and established cities are expanding beyond expectation.

The flexible transportation industry is advancing with the times, and buses are taxed to capacity to handle passengers offering. The present prosperity, together with the shortage of new motor-cars, has created a demand for taxi service that is out of proportion to the population being served. Long-line freight-haulers are enlarging their fleets, and there is a tendency to employ tractor-trailer units, with greater carrying capacity, to meet their obligations. Local haulers operating under public freight licences appear to be maintaining a steady trade, with only limited expansion, while the roving fleet of dump-trucks is growing to cope with the construction-industry requirements.

Projects such as the power-dam at Campbell River and road-building contractors are employing a large fleet of dump-trucks. Public freight licensees have been given fair preference on these works, but limited freight or contract licences have been issued to operators, mostly veterans, as they receive delivery of trucks and obtain employment on these contracts.

Complaints received were comparatively few in number, and in the early part of the year it appeared that this steady volume of business was going to offset the necessity for increasing tariffs. However, wages and cost of repairs have forced several to apply for tariff adjustments. Dump-truck operators, on steady hauls, incurring high mileage, appear to have been hit hard by rising costs, and contracts are now struck at a higher rate, usually on the yard-mile or ton-mile basis.

New replacement vehicles are coming through fairly regularly, and, generally speaking, there is a noted improvement in equipment. Public passenger carriers require many more buses than are delivered to handle the traffic, and appear less fortunate in getting their orders filled. Taxi operators, on the other hand, are obtaining new vehicles and, in some instances, whole new fleets. The mechanical condition of the passenger carriers has improved and is satisfactory.

Statistics compiled from the year's reports are as follows:—

(a) Mechanical inspections of passenger-vehicles and long-line freight-trucks	282
Defects noted:—	
Defective brakes	53
Defective steering	114
Failed to carry emergency equipment	9
Vehicles condemned	5
(b) Investigations made	793
(c) Complaints investigated	97
(d) Prosecutions ("Motor Carrier Act," sec. 9; "Motor Vehicle Act," sec. 3)	12
(e) Mileage travelled in course of duty	17,282

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

## INSPECTOR F. BLACK.

*Assisted by Inspector E. DeBlaquiere.*

(Vancouver Area and Lower Mainland, Sechelt, Powell River, Squamish, and Pemberton, and Fraser Canyon between Hope and Boston Bar.)

The following is a summary of conditions generally in regard to the above territories for the licence-year 1946-47.

The number of licences increased considerably during the year. Approximately 600 limited passenger and public passenger licences were in effect in the territory, together with approximately 1,320 public freight and limited freight licences. The increase was due to the availability of new trucks, buses, and cars, rehabilitation of veterans, and new industries being put into operation. Farmers from the Prairie Provinces are continuing to migrate into the area, and settling on small farms. Owing to the above increase, considerably more investigations were made over the previous year in the handling of new applications, complaints, permits, transfers, and alteration of licences. A number of operators were contacted who failed to file proper freight tariffs, but on correct information being given these operators, satisfactory results were obtained. Owing to the Wartime Prices and Trade Board lifting restrictions on certain classes of freight, the public freight carriers were granted permission to increase their tariffs.

Public service given by the motor carriers has improved generally during the year, as new equipment became available for replacements and where additional vehicles were required. There is a greater demand to-day for motor transportation than at any time since the inception of the "Motor Carrier Act."

As a result of information given to municipal police, six convictions were obtained for violation of Conditions of Licence, one conviction for transporting passengers on a freight-vehicle, and four convictions for operators who failed to comply with section 5, Part I, of the "Motor Carrier Act."

The usual numerous complaints from commercial carriers were received with regard to the operations of Class I and Class III private freight carriers, which were investigated.

Inspector E. DeBlaquiere gave valuable service in assisting the writer in the above duties. Mileage travelled in the performance of duty was 32,512 miles.

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.)

With the return to peace-time occupations generally throughout the country, the transportation industry, during the licence-year 1946-47, has now just about completed its reconversion.

The logging and lumbering industry is still operating under pressure due to building material shortages and an influx of population from the Prairie Provinces to British Columbia. Consequently a steady increase in limited freight licences throughout the area is still being experienced.

Considerable difficulty is being experienced by the trucking and transportation industry due to inability to obtain sufficient replacement units, both passenger and freight. Consequently units are being forced to continue operation on the roads beyond their reasonable period of replacement, causing an upward trend in cost of operation and, through breakdown of badly worn equipment, numerous delays in time schedules.

However, truck-, bus-, and passenger-car manufacturers are beginning to show an output which should alleviate this condition to a great extent during the coming year.

Numerous applications for all types of licences have been received and dealt with from ex-service men wishing to rehabilitate themselves through the transportation industry. These men have been given every assistance and consideration throughout, and wherever possible have been given preference.

City bus service and taxi service opened by veterans in Kamloops has proven itself a definite value to the community, and is now on a firm footing as an established business.

All Class III public freight-vehicle licences in Kamloops district were reviewed and brought under uniform Conditions of Licence, as also were those in Chase district, all of which is a step toward uniformity of rates, which now is mainly held up because of Wartime Prices and Trade Board regulations still being in effect in unorganized territory.

A considerable increase in limited passenger-vehicle (taxi) licences has taken place throughout the district in the past year. This increase is due in part to an increase in rural population, particularly the smaller settlements where previously there was not sufficient business to warrant a taxi licence, and also to the fact that manufacture and sale of private passenger-cars is still very far behind the demand.

An increase in the number of temporary permits has been experienced during the past year. This condition is due to the shortages of certain equipment in local areas, such as properly equipped dump-trucks, required for road-construction work, and an increase in the volume of crops harvested during the past season. The crop-year was very successful throughout the agricultural district, and bumper crops of all types of vegetables and fruit were moved. This movement was far in excess of the volume that could be handled by licensed operators, and consequently the excess was handled by permits.

The Christmas-tree industry is fast becoming of considerable importance to the truckers, coming at the end of the harvest season in Kamloops district, and during the past season a number of permits were required to move this perishable commodity to rail-head.

General statistics for the licence-year 1946-47, showing routine duties performed, mileage travelled, etc., are as follows:—

Number of investigations and interviews .....	1,037
Vehicles checked on highway .....	401
Mileage travelled .....	20,470

J. A. CARMICHAEL,  
*Inspector of Motor Carriers.*

#### INSPECTOR H. K. HUME.

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

This year has brought many changes in the transportation industry, resulting in added efficiency and economy to the public. This is evident from the large volume of freight and passengers being handled with little increase in the number of new licences issued during this year.

New equipment is conspicuous on all highways—new buses and taxis are being purchased when available and a large number of new trucks are being put into service. Thus the public are receiving the benefit of faster and safer transportation.

City bus services have been put into operation in Vernon and Kelowna, and licences have been approved for operation of a bus service within the Municipality of Penticton, to commence as soon as equipment is available.

The transportation of fresh fruit is still of major importance in the Okanagan Valley, although lumber and other forest products are increasing in volume.

A total of 14,240 miles was travelled by the undersigned while making approximately 500 investigations and performing various other duties of Inspector of Motor Carriers. In making inspections and investigations, it appeared that the transportation industry as a whole is co-operative and interested in the "Motor Carrier Act" and the regulations pursuant thereto.

In addition to issuing 86 additional public and limited freight- and passenger-vehicle licences, 11 short-term licences were issued and 536 temporary permits were granted to take care of all emergencies that arose during the year.

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 1946-47 respecting the administration, operation, and enforcement of the "Motor Carrier Act" within the above-mentioned district.

As may be seen by the statistics hereunder, there has been a steady increase in the number of public and limited licences granted during the year. In addition to the new licences, many established businesses have changed hands.

The number of freight licences has increased for several reasons. The export of pitprops to the British Isles continued throughout the year, and several new licences were granted in connection with this work. The mining industry in both the East and West Kootenays has expanded, increasing the number of hauling contracts for this class of work. The lumbering industry has grown, particularly with respect to small operations. Portable mills have been easier to obtain and have been set up on many small timber-sales. Each mill requires the part-time service of a truck, which has increased the demand for licences.

A new public freight licence was granted for operation between Cranbrook and Vancouver via American routes. This operation has proved very successful, and the company has recently purchased an 8-ton tractor unit and a dual axle semi-trailer, and intends putting more of this type of equipment on the road in the near future.

Public passenger licences were granted to three new bus companies—one giving service between Nelson and Blewett, the second between Nelson and Procter, and the third for the Creston district, serving Creston, Wynndel, and Erickson. New equipment being available this year has made it possible for public bus and freight lines to increase their schedules and give better service.

Improved business conditions in towns and cities have had the effect of increasing the number of limited passenger (taxi) and Class III public freight licences.

The relaxation of Wartime Prices and Trade Board regulations governing rate ceilings has made it necessary to spend a great deal of time assisting licensees in the revision of their filed tariffs.

The general attitude of the public in the area is very satisfactory. They are making use of the Motor Carrier Branch office to obtain information regarding "Motor Carrier Act" and regulations, and general information as to licences and tariffs.

*Statistics.*

## New licences approved during the year:—

Public passenger	10
Limited passenger	45
Class I public freight	4
Class II public freight	3
Class III public freight	34
Limited freight	49
Transfer of licences	35
Alterations of licences	42
Temporary permits, all classes	1,258
Number of investigations and interviews	1,082
Mileage travelled in the course of duties	22,341

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

## INSPECTOR G. L. GREENWOOD.

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

The licence-year 1946-47 has been a period of industrial development and expansion in the above-named districts, particularly in relation to the various forest-products industries. The number of operating sawmills has increased over 200 per cent. The large-volume production of pit-props has absorbed any overflow of trucking equipment. Highway and building construction has required the services of all available dump-trucks, and it has been necessary to license additional vehicles of this type brought in from outside points. Other trucking movements are above normal.

Scheduled passenger and freight operators are giving satisfactory service. They are continually checked regarding rates, promptness, and general efficiency. Several additional operators are giving scheduled service over new routes.

Due to the general increase in industry and population, a number of additional public and limited freight and passenger licences have been issued. In the issuing of these licences it is noted that special consideration has been given to applications from discharged members of the armed forces.

The general attitude of the motor-carrier operators and shippers toward the administration of the "Motor Carrier Act" and regulations has been good for several years past. Their attitude of confidence and co-operation is progressively increasing.

The period from March 1st, 1946, to March 18th, 1946, was used by the undersigned to complete organization of the Peace River Block, from the base of Dawson Creek. An additional period of approximately four weeks was required at Prince George to complete necessary documents in connection with this organization. In May, 1946, a resident Inspector was appointed for the Peace River area.

The annual conference of Inspectors, held at Vancouver from January 8th, 1947, to January 10th, 1947, inclusive, resulted in many constructive matters being discussed and satisfactory conclusions reached.

General statistics for the licence-year 1946-47, showing routine duties performed, mileage travelled, etc., are as follows:—

Operators given technical assistance to prepare or revise rate tariffs and time schedules	127
Vehicles checked on highway (approximately)	484
Investigations and interviews	1,140
Temporary permits issued (all classes)	497
Mileage travelled by automobile during course of duties	16,194

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

## INSPECTOR D. J. DOSWELL.

(Peace River Area.)

I submit herewith a report for the above-mentioned area covering the period from May 19th, 1946, to February 28th, 1947.

In May an office was set up in the Dudley & Wilson Building, located on Second Avenue, Dawson Creek, one-half block from the centre of the town.

During the above-mentioned period there were approximately 1,100 interviews and investigations. The distance travelled during the course of duties in the area amounted to 13,694 miles.

The following tariffs were accepted for this area:—

Local freight tariff No. 1	144
Local freight tariff No. 2	4
Limited freight tariff	22
Public freight tariff (Class I and Class II)	11
Express tariff	6
Charter passenger tariff	10
Public passenger tariff	6
Freight time schedule	11
Passenger time schedule	11
Express time schedule	6

The following licences were issued:—

Public passenger-vehicle licences	12
Public and limited passenger-vehicle licences	4
Limited passenger-vehicle licences (taxis)	11
Class I public freight-vehicle licences	21
Class II public freight-vehicle licences	13
Class III public freight-vehicle licences	138
Limited freight-vehicle licences	22
Class I private freight-vehicle licences	98
Class III private freight-vehicle licences	153
Combination (F) licences	5
Permits issued	246

This area is settling back to normal after the boom caused by the construction of the Alaska Highway. There are still a large number of "boom" truckers in the area, and the farmers, many of whom bought large trucks during the boom, have not replaced with lighter units. Due to the over-abundance of trucks, the transportation industry in this area was badly in need of the supervision provided for in the "Motor Carrier Act."

This area depends almost entirely on trucks for the distribution of freight set down at Dawson Creek and Pouce Coupe. Most incoming and outgoing freight comes from and goes to points over 30 miles from the above-mentioned centres. Since this area came under the "Motor Carrier Act" in March, 1946, many problems of varied nature have been met and dealt with. The movement of grain and live stock and other farm produce has been successfully handled by licensed truckers, and temporary permits were granted to farmers where necessary. An interesting point with regard to licences granted since May, 1946, is that over 90 per cent. of all applicants were ex-service men.

Public passenger and limited passenger (taxi) operations show a big improvement with regard to service and equipment.

A good start has been made with regard to rates, and every licensed operator has a filed tariff. Time schedules, etc., where required, are all filed.

With reference to the Alaska Highway, the granting of acreage to the public along the British Columbia portion will undoubtedly bring increased activity in the transportation field, also considerable freight will move via Alaska Highway to Alaska from Dawson Creek in the licence period to come.

D. J. DOSWELL,  
*Inspector of Motor Carriers.*

**INSPECTOR (MECHANICAL) C. A. WOOD.**  
**(Lower Fraser Valley, Greater Vancouver, etc.)**

On January 1st, 1946, the Motor Carrier Branch of the Public Utilities Commission accepted the responsibility of mechanical inspections for all public and limited passenger-vehicle licences under the "Motor Carrier Act" in the Lower Fraser Valley west of Hope, including New Westminster, Lulu Island, Vancouver City, North Vancouver, and West Vancouver.

Initially, inspection of public and limited passenger equipment brought out the fact that a great number of limited passenger-vehicles (taxis), as well as a number of public passenger-vehicles, were in very poor mechanical condition or were in need of replacement. It is the opinion of the writer that this condition was brought about by the fact that replacements were not procurable. The same condition existed with regard to replacement parts, as in many instances it became necessary to remove vehicles from service for periods of up to six weeks, depending upon the time in which parts could be obtained.

It is gratifying, however, to note that this condition has improved to a great extent, as equipment is being replaced daily both by public and limited passenger operators—some having replaced their entire fleet.

The general feeling of operators toward having equipment inspected by the Motor Carrier Branch is readily expressed by their co-operation in having their equipment either repaired or replaced in the shortest time possible, many having expressed their feelings by stating that the vehicle inspections carried out by this department are a great step toward safer public transportation.

General statistics covering mechanical inspections for the licence-year 1946-47 are as follows:—

1. General inspections	817
2. Defective vehicles:—	
(a) Faulty steering	98
(b) Faulty brakes	86
(c) Faulty exhaust-lines	54
(d) Failure to comply with regulations completely	158
3. Vehicles condemned:—	
(a) Public passenger	9
(b) Limited passenger (taxi)	10
4. Mileage travelled performing mechanical inspections	22,332

CHAS. A. WOOD,  
*Mechanical Inspector.*

## APPENDIX C.

LIST OF PUBLIC PASSENGER-VEHICLE OPERATORS AND ROUTES  
(SCHEDULED SERVICE), AS AT FEBRUARY 28TH, 1947.

Name and Address of Operator.	Route.
George R. Abbey, Nelson	Nelson-Kaslo.
A.P. Stages, Hope	Haig via Hope to a point on Hope-Prince-ton Road 30 road-miles from Hope.
Arrow Bus Lines, Prince Rupert	Prince Rupert-Seal Cove.
Atkins Stage Lines, Ltd., Cultus Lake	Prince Rupert-Port Edward.
B.C. Auto Interurban, Ltd., Nelson	Harrison Hot Springs to Cultus Lake via Agassiz and Chilliwack and to Huntingdon via Sardis.
B.C. Coach Lines, Ltd., Kamloops	Chilliwack-Ryder Lake.
B.C. Motor Transportation, Ltd., Vancouver	Trail-International Boundary at Pater-son in connection with service to Spokane.
Bayne & Ratcliffe, Nelson	Kamloops-Merritt.
W. H. Bennett, Princeton	Kamloops-Tranquille.
Blue Line Transit, Ltd., Victoria	Vernon-Nakusp.
Arnold I. Boomhower, Prince George	Vancouver-New Westminster.
James Cancelliere, Revelstoke	Vancouver-Seattle.
Archie Carswell, Vernon	Vancouver-White Rock.
T. H. Chamings, Lumby	Vancouver-Fort Langley.
Ernest J. Christien, Lumby	Vancouver-Ladner-Boundary Bay.
Civic Transportation Co., Ltd., Kamloops	Vancouver-Chilliwack.
	Vancouver-Horseshoe Bay and Whyte-cliffe (West Vancouver).
	Vancouver-Deep Cove via Second Nar-rows.
	North Vancouver-Horseshoe Bay and Whytecliffe (West Vancouver).
	Vancouver-Ioco and Sunnyside.
	Port Coquitlam-Ioco and Sunnyside.
	Vancouver-Harrison Hot Springs-Agassiz.
	Port Coquitlam extension.
	New Westminster-Ladner.
	New Westminster-Cloverdale.
	New Westminster-Mud Bay Road and Johnston Road.
	Nelson-Blewett.
	Princeton-Copper Mountain via Allenby.
	Victoria-Oak Bay.
	Victoria-Haultain.
	Nanaimo local bus service.
	Nanaimo-Wellington via Departure Bay.
	Prince George-Chief Lake and Reid Lake.
	Prince George-Summit Lake.
	Revelstoke-Arrowhead.
	Vernon City bus service.
	Vernon-Okanagan Landing.
	Lumby-Vernon via Long Lake.
	Lumby-Vernon (direct route).
	Kamloops City bus service.
	Kamloops-North Kamloops.

Name and Address of Operator.	Route.
W. G. Clarke, Squamish	Squamish-Cheekye.
C. E. G. Erickson (City Bus Service), Trail	Local service at Trail and to Warfield, Shavers' Bench, and Sunningdale.
M. C. Donaldson, Ltd., Salmo	Salmo-Reno Mill.
J. R. Ellis, Salmon Arm	Sicamous-Salmon Arm via Canoe.
Neal Evans Transportation Co., Ltd., Shalalth	Shalalth-Pioneer. Pioneer-Vancouver.
J. W. Farquhar and Katherine Begg, Harrison Hot Springs	Harrison Hot Springs-Agassiz.
G. Ferguson, Nelson	Nelson-Procter via Harrop.
Fraser Valley Bus Lines, Mission	Mission-Huntingdon. Mission-Hatzic Island. Mission-Haney via Stave Falls. Hope-Chilliwack.
Gallagher Transportation, Ltd., Hope	Hope-Silver-Skagit Camp No. 2 and Decco Camp No. 1 on Silver Creek.
L. E. Giles, Zeballos	Zeballos-Privateer Mine.
Frank Grimes, Victoria	Local service, City of Victoria.
Jessie B. Hall, Okanagan Mission	Kelowna-Okanagan Mission.
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. Coal Harbour-Port Hardy Airport. Hardy Bay-Port Hardy Airport.
J. A. Huffman, 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.
Kimberley City Service Co., Ltd., Kimberley	Local bus service, Kimberley and Chapman Camp.
J. S. Keen, Pouce Coupe	Pouce Coupe-Commotion Creek.
Henry Kershaw, Fort Steele	Cranbrook-Fort Steele.
Fred W. Knott, Tofino	Tofino-Ucluelet.
C. G. Lawrence, Gibsons Landing	Hopkins Landing-Gibson 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.
Robert K. Munro, Naramata	Naramata-Penticton.
A. W. Murray, Prince Rupert	Prince Rupert-Port Edward.
E. H. Neville, Vancouver	Three routes in Burnaby Municipality, namely:- Boundary Road-New Westminster via Lochdale. North-South Burnaby route. 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.

Name and Address of Operator.	Route.
J. W. Pavle, Kelowna.....	Kelowna-Rutland. Kelowna-Glenmore. Kelowna-East Kelowna.
Powell River Stages, Ltd., Powell River.....	Powell River (local service).
Scenic Stages, Ltd., New Westminster.....	New Westminster-Marpole via Richmond. Local service from Fraser Avenue at Marine Drive into Richmond Municipality.
Semiahmoo Bus Service, White Rock.....	Local service at White Rock.
H. W. Smith, d/b/a Canadian Trailway Stages, Prince George.....	Prince George-Smithers. Prince George-Prince George Airport. Prince George-Army Camp. Prince George-Army Headquarters Camp. Prince George-South Fort George. Prince George-Sinclair Mills.
W. A. Sproule, d/b/a Columbia Stage Lines, New Westminster.....	New Westminster-Port Moody and local service.
Star Stages (Fred Gnucci and Walter Miller), Cranbrook.....	Cranbrook-Kimberley.
C. E. Tedrow, Republic, Wash.....	Carson-Cascade via Grand Forks (B.C. portion of service between Republic, Wash., and Colville, Wash.).
Thompson Bus Lines, Ltd., Kelowna.....	Kelowna City bus service.
James S. Tofin, Ashcroft.....	Ashcroft-Lillooet via Hat Creek and Pavilion.
H. B. Tuffey, Quesnel.....	Quesnel-Barkerville.
Arthur F. Wale, Langford.....	Victoria-Thetis Lake. Victoria-Langford Lake. Victoria-Metchosin. Victoria-Albert Head. Crowsnest-Penticton. Yahk-Kingsgate. Nelson-Kaslo. Nelson-Nakusp.
Western Canadian Greyhound Lines, Ltd., Calgary, Alta.....	West Gate of Yoho National Park-Vancouver via Ashcroft. Ashcroft-Prince George. Cranbrook-South Gate of Kootenay Park (near Radium Hot Springs). Penticton-International Boundary at Osoyoos. Penticton-Kamloops via Vernon. Vernon-Revelstoke via Grindrod and Sicamous. Penticton-Spences Bridge via Princeton. Wildwood-Powell River.
The Wildwood Bus, Ltd., Powell River.....	Langley Municipality (local service).
S. W. Wilson, Milner.....	This company is licensed to give through public passenger service on all important main routes on Vancouver Island, with numerous local services.
Vancouver Island Transportation Co., Ltd., Victoria.....	Vernon-Salmon Arm. West Vancouver (Corporation of the District of West Vancouver)
Vernon-Salmon Arm Coach Lines, Ltd., Vernon.....	West Vancouver-Vancouver.

## PEACE RIVER DISTRICT.

Name and Address of Operator.	Route.
British Yukon Navigation Co., Ltd., White Horse, Y.T.	Dawson Creek to northern boundary of B.C. via Alaska Highway (operates to White Horse, Y.T.).
Canadian Coach Ways, Ltd., Dawson Creek	Dawson Creek to B.C.-Alberta boundary (operates to Edmonton, Alta.).
Darnell & Miller, Fort St. John	Fort St. John-Dawson Creek.
J. S. Keen, Pouce Coupe	Dawson Creek-Hudson Hope.
Peace River Bus Lines, Ltd., Spirit River, Alta.	Pouce Coupe-Commotion Creek.
Rimbey & Fontaine, Dawson Creek	Dawson Creek to eastern boundary of B.C. (operates to Spirit River, Alta.).
	Dawson Creek-Pouce Coupe.
	Dawson Creek-South Dawson.

LIST OF PUBLIC FREIGHT-VEHICLE OPERATORS AND ROUTES  
(SCHEDULED SERVICE), AS AT FEBRUARY 28TH, 1947.

Atkins Stage Lines, Ltd., Chilliwack	Harrison Hot Springs-Cultus Lake (express service only).
B.C. Motor Transportation, Ltd. (Consolidated Truck Lines), Vancouver	Vancouver-New Westminster.
	Vancouver-Mission and Dewdney.
	Vancouver-Chilliwack and Rosedale.
British Columbia-Seattle Transport, Seattle, Wash.	Vancouver-Seattle.
Gordon E. Ball, Nelson	Nelson-Procter.
Robert A. Baxter, Prince George	Prince George-Quesnel.
Black's Motor Freight (F. LePore and C. W. Belknap), Vancouver	Vancouver-Ioco.
J. H. and R. E. Black, Vancouver	Ioco-New Westminster.
Blue Line Freight (Helen I. Vant), Nelson	Harrison Hot Springs-Agassiz-Vancouver.
E. C. Boothby, Mission City	Nelson-Rossland.
Broadway Messenger Service, Vancouver	Trail-Salmo.
J. A. Brown, Gabriola	Mission-Vancouver and New Westminster.
W. S. D. Brown, Salmon Arm	Vancouver-New Westminster and Fraser Mills district.
Bruce Motor Cartage, Vancouver	Gabriola Island-Nanaimo.
Carson's Truck Line, Ltd., Vancouver	Salmon Arm-Hayward's Corner.
D. Chapman & Co., Ltd., Kelowna	Vancouver-New Westminster.
F. J. Charlesworth, Newgate	Vancouver-Prince George.
Chilliwack Cartage Co., Ltd., Chilliwack	Kelowna-Penticton.
Clarke & Miller Transport, Nelson	Newgate-Fernie.
George G. Clyde, Robson	Chilliwack-Vancouver.
E. M. Cottrell, Hope	Nelson-Nakusp.
Country Freight Lines (J. C. Fleming & Sons), Chilliwack	Robson-Castlegar.
Cowichan Freight Service, Victoria	Hope-Vancouver.
Crosstown Carriers, North Vancouver	Chilliwack-Vancouver.
Delta Freight Lines, Ladner	Vancouver-Kelowna via Princeton.
Dench of Canada, Ltd., Calgary, Alta.	Victoria-Shawnigan Lake and Duncan.
F. S. Duggan, Kelowna	North Vancouver-Vancouver.
Neal Evans Transportation Co., Ltd., Shalalth	Ladner-Vancouver.
	Crowsnest-Creston
	Cranbrook-Kimberley
	Cranbrook-Kingsgate
	Creston-Rykerts
	Winfield-Kelowna.
	Shalalth-Pioneer.

} Interprovincial  
or  
International  
service.

Name and Address of Operator.	Route.
Thos. Fawkes, New Westminster	New Westminster-Coquitlam Municipality.
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 (express service only).
R. H. George, Vinsulla	Blucher Hall-Kamloops.
J. Goodkey, d/b/a Cascade Motor Freight, Grand Forks	Penticton-Nelson.
Grayridge Motor Freight (K. F. Ridgway and W. K. Graham), Vancouver	Vancouver-Trail.
Arthur W. Green, Agassiz	Harrison Hot Springs-Vancouver via Agassiz.
C. R. Greenaway, Cloverdale	Surrey Municipality-Vancouver.
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 via Revelstoke.
Houlden Transfer, North Vancouver	Vancouver-Deep Cove, North Vancouver.
	Vancouver-Horseshoe Bay, West Vancouver.
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.
Jones Bros. Transfer, Deroche	Deroche-Vancouver.
Kamloops-Okanagan Freight Lines, Ltd., Kamloops	Kamloops-Salmon Arm.
	Kamloops-Vernon.
	Vancouver-Kamloops.
Kamloops Transport Co., Ltd., Kamloops	Kamloops-Williams Lake.
Kaslo Motor Transport, Ltd., Kaslo	Kaslo-Nelson.
King's Motor Cartage, Vancouver	Vancouver-New Westminster and Fraser Mills and way points.
	Vancouver-Port Moody and Ioco.
P. V. Kinnee, New Westminster	Chilliwack-Hope-Choate.
Mabel Kinvig, Miocene	Horsefly-Williams Lake.
Ladner Transfer, Ltd., Ladner	Ladner-Vancouver.
	Ladner-New Westminster and Vancouver.
Russell W. Large, Enderby	Mabel Lake-Enderby.
Lee's Transport, Vanderhoof	Pinchi Lake-Vancouver.
Peter A. Lind, Sandon	New Denver-Sandon.
Joseph Logus, Poplar Creek	Lardo-Gerrard.
R. H. Loney, White Rock	Surrey Municipality-Vancouver.
McInnis & Wise, Armstrong	Vernon-Salmon Arm.
M. H. McIvor, d/b/a Trail Livery Co., Trail	Nelson-Rossland.
Mrs. L. M. McKinnon, Barkerville	Barkerville-Quesnel.

Name and Address of Operator.	Route.
Lee C. McFarland, Penticton	Penticton-Naramata.
George S. McMyn, Pitt Meadows	Maple Ridge Municipality-Vancouver.
Martens & Neufeldt, Yarrow	Yarrow-Vancouver.
J. F. Miller, Marguerite	Castle Rock-Williams Lake.
Miller & Brown Transfer, Cranbrook	Kimberley and Cranbrook-Vancouver.
Mountain's Transfer, Langley Prairie	Langley Municipality-Vancouver.
J. C. Muir, Nelson	Nelson-Rossland.
F. W. Munro and A. L. Jeroski, Vancouver	Vancouver-Penticton via Spences Bridge and Merritt.
G. J. Newton, Kamloops	Kamloops-Merritt.
North Thompson Freight Lines, Kamloops	Kamloops-Birch Island.
Northern Freighters (C. H. Blackburn), Fort St. James	Vanderhoof-Fort St. James-Germansen Landing.
Albert Ogden, Procter	Procter-Nelson.
O.K. Valley Freight Lines, Ltd., Penticton	Osoyoos-Vernon.
Overland Freight Lines, Ltd., Chilliwack	Penticton-Princeton.
Harold H. Perkins, Buffalo Creek	Chilliwack-Vancouver.
A. G. Perry, Notch Hill	Exeter-Canim Lake.
P. W. Popoff, Blewett	Notch Hill-Sorrento.
H. R. L. and A. M. Potter, Oliver	Nelson-Bonnington.
Revie's Freight Lines, Cranbrook	Oliver (rural mail route).
Richmond Transfer, Vancouver	Cranbrook-Kimberley.
Leonard Roberts, Courtenay	Cranbrook-Fernie.
Saanich Freight Service, Sidney	Cranbrook-Creston.
Scott & Peden, Ltd., Victoria	Vancouver-Steveston.
Chas. H. Scribner, Salmo	Courtenay-Menzies Bay.
Seattle-Vancouver, B.C. Motor Freight, Ltd., Vancouver	Deep Cove (Saanich)-Victoria.
Lloyd W. Shannon, Summerland	Victoria-Hillbank.
Sidney Freight Service, Sidney	Salmo-Trail.
Seth Smith, Quesnel	Vancouver-Seattle.
A. L. P. Stevens, Crescent	West Summerland-Penticton.
L. R. Stevenson, Milner	Sidney-Victoria.
F. R. Stocking, Upper Hat Creek	Quesnel-Williams Lake.
Stoltze Motor Freight, Vancouver	Surrey Municipality-Vancouver.
A. L. Stuart, Redstone	Willoughby-Vancouver.
Surrey Freight Lines, Cloverdale	Ashcroft-Upper Hat Creek.
R. H. E. Taylor, Pemberton	Vancouver-Stave Falls.
Terminal Cartage, Ltd., Vancouver	Redstone-Williams Lake.
Wesley Thompson, Agassiz	Cloverdale-Vancouver (serving Surrey Municipality and a portion of Langley Municipality).
A. S. Towle, Milner	Pemberton-Wilsons Gate.
Vanderspek's Transportation, Hope	Vancouver-New Westminster.
J. A. and R. W. Wade, Quesnel	Harrison Lake-Agassiz-Chilliwack-Sardis.
Robert I. Walters, Williams Lake	Langley Municipality-Vancouver.
L. F. Ward, Nakusp	Vancouver-Hope.
West Coast Freight Service, Ltd., Port Alberni	Quesnel-Barkerville.
White Rock Transfer (J. A. Roddick and F. A. Best), White Rock	Quesnel-Kamloops.
White Transport Co., Ltd., Vancouver	Williams Lake-Keithley Creek.
Williams Transfer, Nelson	Nakusp-Edgewood-Vernon.
	Port Alberni-Nanaimo.
	Surrey Municipality-Vancouver.
	Vancouver-Kelowna.
	Nelson-Creston.
	Nelson-Slocan City.

Name and Address of Operator.	Route.
Geo. W. Williamson, Winfield	Vernon-Oyama.
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.
John Wyatt, Kelowna	Kelowna-Winfield.
S. Ylisto, Solsqua	Malakwa-Salmon Arm.

## PEACE RIVER DISTRICT.

Ralph Baxter, Dawson Creek	Dawson Creek-Old Ft. Nelson.
	Dawson Creek to northern boundary of B.C. via Alaska Highway (operates to Watson Lake, Y.T.).
Leslie G. Bazeley, Ft. St. John	Ft. St. John-Hudson Hope.
R. M. Bourdon, Ft. St. John	Ft. St. John-Dawson Creek.
British Yukon Navigation Co., Ltd., White Horse, Y.T.	Dawson Creek to northern boundary of B.C. via Alaska Highway (operates to White Horse, Y.T.).
Clarence Cook, Pouce Coupe	Pouce Coupe to B.C.-Alberta Boundary (operates to Bonanza, Alta.).
Steve E. Gilbert, Rolla	Rolla-Pouce Coupe.
Clayton B. Hardin, Pouce Coupe	Dawson Creek-Commotion Creek.
Emile and Yves Laloge, Pouce Coupe	Dawson Creek to B.C.-Alberta Boundary (operates to Grande Prairie, Alta.).
Wallace R. McFarlane, Pouce Coupe	Dawson Creek to B.C.-Alberta Boundary (operates to Grande Prairie, Alta.).
W. L. Parent, Dawson Creek	Dawson Creek to B.C.-Alberta Boundary (operates to Edmonton, Alta.).
Orlo J. Reid, Ft. St. John	Ft. St. John-Dawson Creek.
Michael Ryan, Dawson Creek	Dawson Creek-Groundbirch.
Geo. Schmidt, Dawson Creek	Dawson Creek-Ft. Nelson.
Jack Stain, Ft. St. John	Dawson Creek to northern boundary of B.C. (operates to Watson Lake, Y.T.).
Janet P. Williamson, Ft. St. John	Ft. St. John-Dawson Creek.
Ralph M. Williamson, Dawson Creek	Ft. St. John-North Pine.
	Dawson Creek-Ft. St. John.

VICTORIA, B.C.:

Printed by DON McDIARMIN, Printer to the King's Most Excellent Majesty.

1947.

**NOTE.—**The operation of Vehicles must be in conformity with the regulations under section 34 of the "Highway Act" respecting weights, dimensions, etc.

PROVINCE OF BRITISH COLUMBIA, PUBLIC UTILITIES COMMISSION  
CHART ILLUSTRATING THE LICENSING OF MOTOR-VEHICLES UNDER "MOTOR CARRIER ACT"

**Prepared by Public Utilities Commission for guidance of Government officials. For full information consult the Act and Regulations thereunder.**

KIND OF MOTOR CARRIER'S LICENCE	CLASSIFICATION AND USE  Subject to Terms and Conditions of Licence.	FEES			INSURANCE (FINANCIAL RESPONSIBILITY.) (Passenger-vehicles or combination passenger and freight vehicles only.)			TEMPORARY PERMITS. (SEE PART 10 OF REGULATIONS.)																																																																												
		Licence or Renewal		Transfer	Bodily Injury or Death		Property Damage.																																																																													
		Full Year Fee.	Minimum Fee.		Per Seat (authorized seat- ing capacity exclusive of driver).	\$3.00	\$15.00																																																																													
<b>PASSENGER-</b>  <b>PUBLIC</b> (Operated for compensation.)	<p>Available for use by the public; operated over regular route or between fixed termini and on a regular time schedule. (Application Form M.C. 1—blue.)</p> <p>NOTE.—A vehicle may also be licensed as a combined Public and Limited passenger-vehicle. (Application Form M.C. 1—blue.)</p> <p>Other than public passenger, whether or not available for use by public; i.e., a taxicab or a bus available for charter. (Note.—A taxicab operating exclusively in one municipality is exempt.) (Application Form M.C. 4—pink.)</p>	<table border="1"> <thead> <tr> <th>Per Seat (authorized seat- ing capacity exclusive of driver).</th> <th>\$3.00</th> <th>\$15.00</th> <th>\$5.00</th> <th>Maximum Authorized Carrying Capacity, including Standing Passengers.</th> <th>Amount against Loss or Damage from Bodily Injury or Death of:</th> <th>One Person.</th> <th>Two or more Persons.</th> <th>\$1,000</th> </tr> </thead> <tbody> <tr> <td>7 or less.....</td> <td>\$3.60</td> <td>\$18.00</td> <td>\$6.00</td> <td>7 or less.....</td> <td>\$5,000</td> <td>\$10,000</td> <td></td> <td></td> </tr> <tr> <td>8 to 12, inclusive.....</td> <td></td> <td></td> <td></td> <td>8 to 12, inclusive.....</td> <td>5,000</td> <td>15,000</td> <td>1,000</td> <td></td> </tr> <tr> <td>13 to 21, inclusive.....</td> <td></td> <td></td> <td></td> <td>13 to 21, inclusive.....</td> <td>5,000</td> <td>20,000</td> <td>1,000</td> <td></td> </tr> <tr> <td>22 to 30, inclusive.....</td> <td></td> <td></td> <td></td> <td>22 to 30, inclusive.....</td> <td>5,000</td> <td>30,000</td> <td>1,000</td> <td></td> </tr> <tr> <td>31 to 40, inclusive.....</td> <td></td> <td></td> <td></td> <td>31 to 40, inclusive.....</td> <td>5,000</td> <td>40,000</td> <td>1,000</td> <td></td> </tr> <tr> <td>41 to 50, inclusive.....</td> <td></td> <td></td> <td></td> <td>41 to 50, inclusive.....</td> <td>5,000</td> <td>50,000</td> <td>1,000</td> <td></td> </tr> <tr> <td>51 to 75, inclusive.....</td> <td></td> <td></td> <td></td> <td>51 to 75, inclusive.....</td> <td>5,000</td> <td>75,000</td> <td>1,000</td> <td></td> </tr> <tr> <td>Over 75.....</td> <td></td> <td></td> <td></td> <td>Over 75.....</td> <td>5,000</td> <td>100,000</td> <td>1,000</td> <td></td> </tr> </tbody> </table>	Per Seat (authorized seat- ing capacity exclusive of driver).	\$3.00	\$15.00	\$5.00	Maximum Authorized Carrying Capacity, including Standing Passengers.	Amount against Loss or Damage from Bodily Injury or Death of:	One Person.	Two or more Persons.	\$1,000	7 or less.....	\$3.60	\$18.00	\$6.00	7 or less.....	\$5,000	\$10,000			8 to 12, inclusive.....				8 to 12, inclusive.....	5,000	15,000	1,000		13 to 21, inclusive.....				13 to 21, inclusive.....	5,000	20,000	1,000		22 to 30, inclusive.....				22 to 30, inclusive.....	5,000	30,000	1,000		31 to 40, inclusive.....				31 to 40, inclusive.....	5,000	40,000	1,000		41 to 50, inclusive.....				41 to 50, inclusive.....	5,000	50,000	1,000		51 to 75, inclusive.....				51 to 75, inclusive.....	5,000	75,000	1,000		Over 75.....				Over 75.....	5,000	100,000	1,000		
Per Seat (authorized seat- ing capacity exclusive of driver).	\$3.00	\$15.00	\$5.00	Maximum Authorized Carrying Capacity, including Standing Passengers.	Amount against Loss or Damage from Bodily Injury or Death of:	One Person.	Two or more Persons.	\$1,000																																																																												
7 or less.....	\$3.60	\$18.00	\$6.00	7 or less.....	\$5,000	\$10,000																																																																														
8 to 12, inclusive.....				8 to 12, inclusive.....	5,000	15,000	1,000																																																																													
13 to 21, inclusive.....				13 to 21, inclusive.....	5,000	20,000	1,000																																																																													
22 to 30, inclusive.....				22 to 30, inclusive.....	5,000	30,000	1,000																																																																													
31 to 40, inclusive.....				31 to 40, inclusive.....	5,000	40,000	1,000																																																																													
41 to 50, inclusive.....				41 to 50, inclusive.....	5,000	50,000	1,000																																																																													
51 to 75, inclusive.....				51 to 75, inclusive.....	5,000	75,000	1,000																																																																													
Over 75.....				Over 75.....	5,000	100,000	1,000																																																																													
<b>LIMITED</b> (Operated for compensation.)	<p>(For combination of passenger and freight licences, see regulations.)</p> <p>Class I. Combination of Class II. and Class III. (Application Form M.C. 2—green.)</p> <p>Class II. Operated only on regular time schedule and regular route, or on regular time schedule between fixed termini. (Application Form M.C. 2—green.)</p> <p>Class III. NOT operated on regular time schedule and regular route NOR on regular time schedule between fixed termini. (Application Form M.C. 3—dark yellow.)</p>	<table border="1"> <thead> <tr> <th>Per Ton Freight (authorized carrying capacity).</th> <th>\$15.00</th> <th>\$15.00</th> <th>\$6.00</th> <th>One Person.</th> <th>Two or more Persons.</th> <th>\$1,000</th> </tr> </thead> <tbody> <tr> <td>\$15.00</td> <td>\$15.00</td> <td>\$6.00</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>\$12.00</td> <td>\$12.00</td> <td>\$5.00</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>\$10.00</td> <td>\$10.00</td> <td>\$5.00</td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Per Ton Freight (authorized carrying capacity).	\$15.00	\$15.00	\$6.00	One Person.	Two or more Persons.	\$1,000	\$15.00	\$15.00	\$6.00					\$12.00	\$12.00	\$5.00					\$10.00	\$10.00	\$5.00																																																										
Per Ton Freight (authorized carrying capacity).	\$15.00	\$15.00	\$6.00	One Person.	Two or more Persons.	\$1,000																																																																														
\$15.00	\$15.00	\$6.00																																																																																		
\$12.00	\$12.00	\$5.00																																																																																		
\$10.00	\$10.00	\$5.00																																																																																		
<b>FREIGHT—LIMITED</b> (Operated for compensation.)	<p>Operated solely under a limited number of special or individual contracts or agreements; not available for use by the general public. (Application Form M.C. 5—canary yellow.)</p> <p>Class III. Restricted to vehicle owned by and operated by or on behalf of a bona-fide farmer and used in the manner described below.** (Application Form M.C. 7—white with green printing.)</p> <p>Class I. Comprising all private freight-vehicles other than Class III. private freight-vehicles. (Application Form M.C. 6—white with black printing.)</p>	<table border="1"> <thead> <tr> <th>Nil</th> <th>Nil</th> <th>Nil</th> <th>One Person.</th> <th>Two or more Persons.</th> <th>\$1,000</th> </tr> </thead> <tbody> <tr> <td>Nil</td> <td>Nil</td> <td>Nil</td> <td></td> <td></td> <td></td> </tr> <tr> <td>\$1.50</td> <td>\$5.00</td> <td>\$1.00</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Nil	Nil	Nil	One Person.	Two or more Persons.	\$1,000	Nil	Nil	Nil				\$1.50	\$5.00	\$1.00																																																																			
Nil	Nil	Nil	One Person.	Two or more Persons.	\$1,000																																																																															
Nil	Nil	Nil																																																																																		
\$1.50	\$5.00	\$1.00																																																																																		
<b>PRIVATE</b> (See definition below.*)	<p>★ "Private freight-vehicle" means a motor-vehicle, other than a public vehicle or a limited vehicle, that is operated at any time or from time to time on a highway for the transportation of freight, and includes any motor-vehicle which is so operated for any of the following purposes, viz.:—</p> <p>(a) The transportation of freight bona fide the property of the owner of the motor-vehicle;</p> <p>(b) The transportation of freight used or subjected to a process or treatment by the owner of the motor-vehicle in the course of a regular trade or occupation or established business of such owner, when the transportation is incidental to such trade, occupation, or business;</p> <p>(c) The delivery or collection of freight sold or purchased, or agreed to be sold or purchased, or let on hire by the owner of the motor-vehicle, otherwise than as agent, in the course of a regular trade or established business of such owner. (See sec. 2, "Motor Carrier Act.")</p> <p>★★ Class III. private freight-vehicles, comprising every private freight-vehicle owned by and operated by or on behalf of a bona-fide farmer and used exclusively for the transportation of his own agricultural, orchard, or dairy products produced on his farm, or his own live stock, or supplies and commodities for his farm, but not including private freight-vehicles used for transportation in connection with a farm operated wholly or chiefly for the raising or growing or the marketing of nursery stock, ornamental trees, shrubs, flowers, or bulbs; mushrooms; fur-bearing animals; nor for transportation of forest products, except in connection with actual clearing of his land for agricultural purposes; nor for the transportation of any commodity purchased by a farmer for resale. (See regulations pursuant to "Motor Carrier Act.")</p> <p>GENERAL.—Use Form M.C. 10 (white, blue printing).</p> <p>TRANSFER OF PRIVATE FREIGHT-VEHICLE LICENCES (Regulation 5.25). A private freight-vehicle licence may be transferred only in cases where the vehicle will be used by the transferee in connection with the same established business as that</p> <p>MISCELLANEOUS FEES For copy of Conditions of Licence, 50 cents. For duplicate licences and (or) substitute licence-plate, \$1. For "express" on public passenger-vehicle see Regulation</p>	<p>REPLACEMENTS. If licensee wishes to obtain a licence on a different vehicle in place of licensed vehicle, application for replacement should be submitted on Form M.C. 8 (white, red printing).</p> <p>TRANSFER OF LICENCE. GENERAL.—Use Form M.C. 10 (white, blue printing).</p> <p>TRANSFER OF PRIVATE FREIGHT-VEHICLE LICENCES (Regulation 5.25). A private freight-vehicle licence may be transferred only in cases where the vehicle will be used by the transferee in connection with the same established business as that</p> <p>These areas are set out in detail in Reg. 1 (l), clauses (i.) to (xiv.), inclusive, of the regulations and include:—</p> <p>(iv.) The municipal area of any single incorporated municipality; the respective areas comprising: Spallumcheen Municipality and City of Armstrong; City of Chilliwack and Municipality of Chilliwack; City and District Municipalities of Salmon Arm; Fraser Mills</p>	<p>Classification.</p> <p>A Public Passenger-vehicle. B Limited Passenger-vehicle, over 7 passengers. C Limited Passenger-vehicle, 7 passengers or less. D Public and Limited Passenger-vehicle. E Limited Freight-vehicle. F Limited Passenger- and Freight-vehicle, and such other combinations of licences not otherwise specified herein, as the Commission may approve. G Public Freight-vehicle, Class II. H Public Freight-vehicle, Class III. J Public Freight-vehicle, Class I. K Private Freight-vehicle, Class III. (farmer). L Private Freight-vehicle, Class I.</p> <p>NOTE.—Carrier's licence-plate is not transferable from one vehicle to another vehicle; if licensed vehicle is sold, carrier's licence-plate must be surrendered (see also "Replacements").</p>																																																																																	

\* "Private freight-vehicle" means a motor-vehicle, other than a public vehicle or a limited vehicle, that is operated at any time or from time to time on a highway for the transportation of freight, and includes any motor-vehicle which is so operated for any of the following purposes, viz.:-

- The transportation of freight bona fide for the property of the owner of the motor-vehicle;
- The transportation of freight used or subjected to a process or treatment by the owner of the motor-vehicle in the course of a regular trade or occupation or established business of such owner, when the transportation is incidental to such trade, occupation, or business;
- The delivery or collection of freight sold or purchased, or agreed to be sold or purchased, or let on hire by the owner of the motor-vehicle, otherwise than as agent, in the course of a regular trade or established business of such owner. (See sec. 2, "Motor Carrier Act".)

★ Class III. private freight-vehicles, comprising every private freight-vehicle owned by and operated by or on behalf of a bona-fide farmer and used exclusively for the transportation of his farm products, agricultural materials, and supplies produced on his farm, or his own live stock, or supplies and commodities for his farm, but not including private freight-vehicles used for transportation in connection with a farm operated wholly or chiefly for the raising or growing or the marketing of nursery stock, ornamental trees, shrubs, flowers, or bulbs; mushrooms; fur-bearing animals; nor for transportation of forest products, except in connection with actual clearing of his land for agricultural purposes; nor for the transportation of any commodity purchased by a farmer for resale. (See regulations pursuant to "Motor Carrier Act.")

#### MISCELLANEOUS FEES

For copy of Conditions of Licence, 50 cents.  
For duplicate licence and (or) substitute licence-plate, \$1.  
For "express" on public passenger-vehicle see Regulation  
271.

REPLACEMENTS

If licensee wishes to obtain a licence on a different vehicle in place of licensed vehicle, application for replacement should be submitted on Form M.C. 8 (white, red printing).

#### **TRANSFER OF LICENCE**

**GENERAL.**—Use Form M.C. 10 (white blue printing).

**TRANSFER OF PRIVATE FREIGHT VEHICLE LICENCES (Regulation 5).**

A private freight-vehicle licence may be transferred only in cases where the vehicle will be used by the transferee in connection with the same established business as for which it has been used by the transfer-

## **SCOPE OF ACT—EXEMPTIONS, ETC.**

(Note.—Private passenger-vehicles do not come within the scope of the "Motor Carrier Act.")

## SCOPE.

The Act applies to all freight and passenger vehicles operated for compensation and to all private freight-vehicles, except as exempted by the Act or the regulations thereunder. Does not apply to horse-drawn vehicles. Does not apply to vehicles operated exclusively on a private highway.

## EXEMPTED BY THE ACT.

**EXEMPTED BY THE REGULATIONS.**

**EXEMPTED BY THE REGULATIONS.**

(NOTE.—For complete list of exemptions see Part 1 of the regulations.)

- The following is a brief list of same:

  - (a.) Vehicle owned and operated by Dominion Government, Provincial Government, or Government of the U.S.A.; and any vehicle operated exclusively on behalf of Dominion Government or Government of the U.S.A. in connection with naval, military, or air force operations;
  - (b.) As to vehicles owned by municipalities, refer to Reg. 1.1 (b) and (c);
  - (c.) Unlicensed private freight-vehicles transporting not more than 300 lb. of freight (exclusive of game, which may be carried in addition);
  - (d.) Vehicle when operated as an ambulance;
  - (e.) Hearse, funeral-coach, or other vehicle when operated for purpose of funeral;
  - (f.) Vehicle used solely for towing, repairing, or salvaging disabled motor-vehicles;
  - (g.) As to vehicles owned by dealers and operated for demonstration or testing, etc. see Reg. 1.1 (h);
  - (i.) Vehicle rented to and operated on behalf of Dominion Government, Provincial Government, or Government of the U.S.A. if conditional certificate issued by employee of Government authorizes to hire the vehicle;
  - (j.) Vehicles (not licensed in British Columbia) operated under permit issued under section 15 of the "Motor-vehicle Act" in cases where the permit allows of making not more than one (1) trip into the Province;
  - (l.) Transportation of freight wholly within certain defined areas if the freight is not transported across any boundary of the area;

(Applies only while ordered by the Commission.)  
(See Reg. 1.2.)

(a.) Passenger-vehicle used exclusively for transporting industrial workers;

(b.) Vehicle employed by or under contract with the Dominion Government for the purpose of carrying mail only;

(c.) Any vehicle owned by the Greater Vancouver Water District or the Vancouver and Districts Joint Sewerage and Drainage Board, and used exclusively in the business of either or both.

**CARRIER'S LICENCE PLATES.**

<i>Letter</i>	<i>Classification.</i>
A	Public Passenger-vehicle.
B	Limited Passenger-vehicle, over 7 passengers.
C	Limited Passenger-vehicle, 7 passengers or less.
D	Public and Limited Passenger-vehicle.
E	Limited Freight-vehicle.
F	Limited Passenger- and Freight-vehicle, and such other combinations of licences not otherwise specified herein, as the Commission may approve.
G	Public Freight-vehicle, Class II.
H	Public Freight-vehicle, Class III.
J	Public Freight-vehicle, Class I.

RIER'S LICENCE PLATE

### *Classification.*

- (h.) As to vehicles owned by dealers and operated for demonstration or testing, etc., see Reg. 1.1 (h);

(i.) Vehicle rented to and operated on behalf of Dominion Government, Provincial Government, or Government of the U.S.A., if conditional certificate issued by employee of Government authorized to hire the vehicle;

(j.) Vehicle (not licensed in British Columbia) operated under permit issued under section 15 of the "Motor-vehicle Act" in cases where the permit allows of making not more than one (1) trip into the Province;

(l.) Transportation of freight wholly within certain defined areas if the freight is not transported across any boundary of the area:

These areas are set out in detail in Reg. 1.1 (l), clauses (i.) to (xiv.), inclusive, of the regulation and include—

(iv.) The municipal area of any single incorporated municipality; the respective areas comprising the Small-town, Municipality and City of Armstrong, City of Chilliwack and

A Public Passenger-vehicle.  
B Limited Passenger-vehicle, over 7 passengers.  
C Limited Passenger-vehicle, 7 passengers or less.  
D Public and Limited Passenger-vehicle.  
E Limited Freight-vehicle.  
F Limited Passenger and Freight-vehicle, and such other combinations of licences not otherwise specified herein, as the Commission may approve.  
G Public Freight-vehicle, Class II.  
H Public Freight-vehicle, Class III.  
J Public Freight-vehicle, Class I.  
K Private Freight-vehicle, Class III. (farmer).  
L Private Freight-vehicle, Class I.

**Note.—Carrier's licence-plate is not transferrable from one vehicle to another vehicle;**  
**if licensed vehicle is sold, carrier's licence-plate must be surrendered to the B.C. Roads**