PROVINCE OF BRITISH COLUMBIA

PUBLIC UTILITIES COMMISSION

Eighth Annual Report

Pursuant to Section 36 of the
" Motor Carrier Act "

Licence-year 1947-48

VICTORIA, B.C.:
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1948.

VICTORIA, B.C., June 30th, 1948.

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 Eighth Annual Report of the Public Utilities Commission under that Act for the year ended February 29th, 1948.

PUBLIC UTILITIES COMMISSION.

W. A. CARROTHERS, *Chairman.*

L. W. PATMORE, *Commissioner.*

J. C. MACDONALD, *Commissioner.*

Annual Report of the Public Utilities Commission, pursuant to Section 36 of the "Motor Carrier Act," for the Licence-year ended February 29th, 1948.

GENERAL.

The licence-year under review showed a continuation of expansion and improvement of all forms of road transportation facilities throughout the Province. This is an indication particularly of the industrial development in the Province during the year.

In Appendix A of this report will be found a statement giving the number of licences issued, transferred, etc., during the licence-year under review, pursuant to the "Motor Carrier Act," and the total revenue therefrom. The total revenue for the year was $333,104.04, as compared with a total for the previous year of $272,213.66 — a net increase of $60,890.38 or 22 per cent. There having been no increase or change in the basis of fees, this increase of revenue is therefore a direct reflection of the general increase in licensing and, consequently, of motor transport activity in British Columbia.

INCREASE IN LICENCES ISSUED.

Appendix A shows a total of 20,904 licences of all classes issued, of which 14,219 were renewals and 6,685 new licences, being an increase of 14 per cent. over the figure for the previous year, which comprised 12,457 renewals and 5,842 new licences, or a total of 18,299. It will be noted that the percentage increase in revenue was double the percentage increase in the number of licences issued. This is due, in part, to licensing of new equipment having a greater carrying capacity and also, in part, to the fact that many licensed carriers made application for renewal of their licences at an earlier date.

From the above and from the other comparative figures contained in this report it is apparent that there has been no cessation in the upward swing of industrial activity throughout the Province.

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

In the following pages comparative statistics are given regarding the number of licences issued, and revenue therefrom, according to the various classes.

The following is a statement of the percentage increase in number of licences issued of the various classes and revenue therefrom for the year 1947–48 over the previous year. It will be noted that the chief increases are with respect to public passenger-vehicle and limited freight-vehicle licences.

PERCENTAGE INCREASE FOR THE YEAR 1947–48 OVER THE YEAR 1946–47.

Kind of Licence.	Number of Licences issued or renewed. Per Cent.	Total Revenue. Per Cent.
Passenger (buses)	23	28
Passenger (taxis)	19	26
Public freight	9	15
Limited freight	32	40
Private freight (ordinary)	16	21
Private freight (farmers)	7	No fees.

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).					
	1942–43.	1943–44.	1944–45.	1945–46.	1946–47.	1947–48.
Passenger (buses)	351	334	355	430	516	637
Passenger (taxi)	521	463	513	679	1,053	1,253
Public freight	1,580	1,538	1,613	1,782	2,260	2,475
Limited freight	799	793	770	805	998	1,324
Private freight (ordinary)	5,998	6,210	6,563	7,164	8,318	9,705
Private freight (farmers)	4,469	4,549	4,857	5,006	5,154	5,510
Totals	13,718	13,887	14,671	15,866	18,299	20,904

Revenue.

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

Kind of Licence.	1942–43.	1943–44.	1944–45.	1945–46.	1946–47.	1947–48.
Passenger (buses)	$18,999.30	$17,986.14	$18,977.90	$23,045.10	$32,548.70	$41,512.35
Passenger (taxis)	5,402.38	4,926.49	5,527.77	7,108.47	12,121.04	15,313.00
Public and limited freight	104,139.81	103,888.20	109,171.53	121,050.25	157,613.75	191,344.48
Private freight	39,939.39	41,438.20	44,545.29	49,370.45	57,480.45	69,487.24
Permits	6,360.88	5,249.95	5,413.49	6,881.24	12,420.92	15,412.97
Miscellaneous	25.30	41.55	55.28	55.40	28.80	34.00
Totals	$174,867.06	$173,530.53	$183,691.26	$207,510.91	$272,213.66	$333,104.04

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 1946–47.	Licence-year 1947–48.
March	9,022	10,475
April	12,622	14,254
May	13,598	15,535
June	14,050	16,505
July	14,655	17,066
August	15,078	17,521
September	15,488	17,813
October	15,822	18,243
November	16,137	18,412
December	16,352	18,666
January	16,534	18,762
February	16,513	18,704
End of licence-year	16,496	18,553

* 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	1947–48	6,812

NUMBER OF LICENCES ISSUED ANNUALLY.

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

	Licence-year.	Licences issued.*
Part V, "Highway Act"	1935–36	1,672
	1936–37	7,832
	1937–38	11,148
	1938–39	11,970
	1939–40	12,427
"Motor Carrier Act"	1940–41	13,025
	1941–42	14,635
	1942–43	14,425
	1943–44	14,485
	1944–45	15,582
	1945–46	16,989
	1946–47	20,196
	1947–48	23,495

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

TEMPORARY PERMITS.

SUMMARY OF TEMPORARY PERMITS ISSUED DURING THE YEAR 1947–48.

Class I permits (for temporary operation as private freight-vehicle only)	1,497
Class II permits (for temporary operation as public or limited vehicle for periods not exceeding ninety days)	4,022
Class III permits (for operation of licensed public or limited vehicle temporarily in a manner other than is authorized by the licence)	1,476
Class IV permits (for substitute vehicle when licensed vehicle is disabled)	410
Class VI permits (for operation of school buses in connection with authorized school functions — issued by Provincial Police)	162

CO-ORDINATION OF RAILWAY-TRUCK TRANSPORTATION.

This is a subject which has caused a considerable amount of controversy in the trucking industry. At one time, prior to the war, it was the policy of railway companies to oppose applications for new motor carrier services, particularly for freight services, in cases where the railway companies considered that their interests would be adversely affected by the granting of the licences applied for. In other cases the railway com-

panies put into effect what they termed "truck-compelled rates," designed to compete with the rates being offered by the truckmen.

This policy, however, appears to have undergone some change. Latterly the railway companies, either by purchasing majority interests in certain lines, or by entering into contracts with existing motor carriers, or by applying for licences to operate their own trucks, have acknowledged that motor-freight transportation is an essential part of modern existence, and is in public demand because of its greater convenience, speed, and flexibility, particularly with respect to shorter hauls and L.C.L. shipments.

As reported last year, the Commission granted its consent on January 15th, 1947, to the transfer of shares of Island Freight Service, Limited, to the Canadian Pacific Railway Company. During the licence-year now under review the consent of the Commission was given on August 26th, 1947, to the transfer of shares of O.K. Valley Freight Lines, Limited, to the Canadian Pacific Transport Company, Limited, a subsidiary of the Canadian Pacific Railway Company.

In the previous annual report, details were given of the application of Canadian Pacific Express Company for licences to transport freight for the Canadian Pacific Railway Company and express for the Canadian Pacific Express Company, restricted to such freight and express which had received or was to receive a part rail-haul, from Lytton to Merritt, from Penticton to Osoyoos and to West Summerland, from Cranbrook to Kimberley, and from Fernie to Michel, respectively. The Penticton–Osoyoos and Penticton–West Summerland operation is now carried out by the O.K. Valley Freight Lines, Limited.

During the year, as reported in more detail elsewhere, the O.K. Valley Freight Lines service from Penticton to Vernon was extended to Salmon Arm. This company, owned by a subsidiary of the Canadian Pacific Railway Company, is therefore now in a position to give truck service to all points in the Okanagan Valley in co-ordination with C.P.R. main line railway service at Salmon Arm and C.P.R. Kettle Valley line service at Penticton.

During the year under review the Canadian National Railway Company entered into an agreement with Johnson Transfer at Vanderhoof, which firm operates a scheduled public freight-vehicle service, to pick up and deliver railroad freight for the Canadian National Railway from and to points between Prince George and Smithers, the service being undertaken on alternate days when freight trains do not operate.

As reported in more detail elsewhere in this report, the Canadian National Transportation, Limited, a subsidiary of the Canadian National Railways, made an application for public freight-vehicle licences to operate regular scheduled public freight-vehicle service between Prince Rupert and Burns Lake, over the new Skeena Highway. A decision on this application is at present in abeyance.

Toward the end of the licence-year an application was received from White Transport Company, Limited, for twelve limited freight-vehicle licences for transportation of freight for Canadian National Railway Company and Canadian Northern Railway Company, from Kamloops to Vernon, and points in the Okanagan Valley south of Vernon, as far as Penticton and vice versa, with the object of giving co-ordinated truck and rail service chiefly from Vancouver to Okanagan Valley points. This application, which was opposed by licensed carriers, was not dealt with during the licence-year under review and will be reported in the next annual report, but it is a further example of the extent to which the railway companies have recognized the inherent advantages of truck service.

NEW SCHEDULED PUBLIC PASSENGER SERVICES.

The following new public passenger services were authorized and commenced operation during the year:—

Chilliwack City Bus Service: Three routes.
Vancouver–Seymour Mountain: For skiers and hikers—additional service.
Maple Ridge Municipal Bus Service.
Smithers–Hazelton: Extension of existing Prince George–Smithers service.
McBride–Valemont.
McBride–Mount Robson.
Kelowna–South Kelowna.
Kelowna–Winfield–Okanagan Centre.
Creston and Vicinity: Local service.
Penticton Municipal Bus Service: Operating under permit—service authorized during the previous year but not commenced until January 21st, 1948.

NEW SCHEDULED PUBLIC FREIGHT SERVICES.

The following new scheduled public freight services were authorized and commenced operation during the year:—

Vancouver–Lillooet.
Vancouver–Williams Lake.
Quesnel–Kelowna.
Decker Lake–Smithers (extension of existing Prince George–Smithers service).
Vernon–Mabel Lake via Lumby.

BUS SERVICE—GREATER VICTORIA.

On October 6th, 1947, the Commission approved a bus franchise granted by the Municipality of Saanich to Vancouver Island Transportation Company, Limited. The franchise agreement contains two sections, one of which deals with service in that part of the municipality which forms part of the Greater Victoria area, and the other with the more rural parts of the municipality. The former section is linked with the franchises granted during the year to British Columbia Electric Railway Company, Limited, by the City of Victoria and the Municipalities of Esquimalt and Oak Bay. By virtue of these franchise agreements and of an agreement between the two companies, provision was made for an integrated modern bus system with full transfer privileges throughout the Greater Victoria area.

AIR-LINE LIMOUSINE SERVICE.

With the inauguration of new intra-provincial air-line services in British Columbia, various applications were received for licences or alteration of licences for the purpose of providing what is termed "air-line limousine service" for transportation of air-line passengers, express and mail to and from airports at various points. These services now exist as follows:—

Vancouver–Sea Island Airport (bus and car).
Victoria–Patricia Bay Airport (bus and car).
Nanaimo–Cassidy Airport.
Duncan and Ladysmith–Cassidy Airport.
Campbell River–Comox Airport.
Penticton–Penticton Airport.
Trail and Castlegar–Brilliant Airport.
Cranbrook–Cranbrook Airport.

Kimberley–Cranbrook Airport.
Prince George–Prince George Airport.
Prince Rupert–Prince Rupert Airport.
Fort St. John–Fort St. John Airport.

With the exception of Victoria and Vancouver services, the above services are operated with sedan cars, mostly of the seven-passenger type. Operators are allowed to charge individual fares.

TAXI LICENCES.

There was a further increase in the number of taxi (limited passenger) licences issued. In previous reports mention has been made of the extraordinary increase in this class of operation since the conclusion of the recent war. In the licence-year 1944–45 only 513 such licences were issued, as compared with 1,253 in the year under review. There were 291 taxi licences transferred during the year, and many applications for such licences were refused. A review of the various hearings advertised during the year shows that an exceptionally large proportion of such hearings dealt with applications for limited passenger-vehicle (taxi) licences.

The "post-war boom" has carried with it an extraordinary demand for taxi service in many districts. There are indications that this demand is falling off, and it would not be surprising if, within the next two years, there should be a reduction in the number of taxi licences rather than an increase.

As required by the amendments to the regulations made during the previous year, all vehicles licensed as limited passenger-vehicles (taxis) were required to obtain insurance, including passenger hazard, and to file proof of financial responsibility with the Superintendent of Motor-vehicles. In some cases it was found that applicants had some difficulty in obtaining the necessary insurance coverage, and the work of the Motor Carrier Branch at Vancouver and of the Motor-vehicle Branch at Victoria has been considerably increased by the enforcement of this regulation.

LIMITED FREIGHT-VEHICLE LICENCES.

An increase of 32 per cent. occurred in the number of limited freight-vehicle licences issued. This is largely a reflection of the great increase in the lumbering industry in many sections of the Province, particularly in the Prince George area and in the East Kootenays, which has resulted in establishment of many small mills or portable mills, with a corresponding demand for services of trucks for the transportation of the logs and sawmill products. This type of service requires full-time services of trucks and cannot usually be rendered efficiently or conveniently by the existing public freight operators, some of whom are fully engaged.

LICENCES TRANSFERRED.

There were 751 transfers of licences approved during the year. In most cases the applications resulted from the sale of the entire business, including all licensed vehicles. In a few cases the licensee has endeavoured to sell and transfer the licence of only one vehicle, retaining one or more vehicles and licences, but, in general, it has not been the policy to approve applications of this nature.

PERMITS.

The revenue from temporary permits was over $15,000 as compared with $12,400 last year. The main source of this revenue was from 4,022 Class II permits for operation of vehicles as public or limited vehicles for periods not exceeding ninety days. This figure includes a large number of permits covering temporary dump-truck operations in connection with highway-construction projects and other temporary operations.

NEW MOTOR-VEHICLE EQUIPMENT.

The records disclose that nearly 1,700 replacement licences were issued, as compared with 1,193 during the previous year, an increase of 42 per cent. These are licences on new or different vehicles, replacing a similarly licensed vehicle in each case. The number of replacements affected 8 per cent. of the total number of licences in effect during the year and included 42 buses, 671 taxis, 143 limited freight-vehicles, and 454 public freight-vehicles. The figures indicate, firstly, the desire of the operators to replace their older and part-worn equipment with modern equipment, in order to obtain greater efficiency and thus to give better service, and secondly, increased availability of such equipment. While the supply of new vehicles is still lagging behind the demand, the situation is very greatly improved. The cost of new equipment is considerably higher than in pre-war days, but this does not appear to have deterred the average operator from purchasing needed replacement vehicles when they are available.

INDUSTRIAL EXPANSION.

A review of the individual reports of Inspectors of Motor Carriers, which are contained in Appendix B hereto, discloses a continually increasing expansion in the primary industries of this Province, especially in the lumbering industry, as well as a growth in secondary industries, particularly in the Vancouver area. Industrial development and expansion on Vancouver Island is exceptionally noticeable. In practically all districts the continued demand for forest products of all kinds has resulted in establishment of many small mills, and the industry has been working at high pressure for home and foreign consumption. In the Okanagan there was an excellent fruit-crop, reflecting expansion in this industry. A very large programme of highway construction and reconstruction by the Public Works Department resulted in a great demand for dump-trucks, which were usually licensed as limited freight-vehicles or which operated under temporary permits. In the West Kootenays there has been an expansion in the mining industry, some old workings having been reopened and new discoveries made. In the Peace River District the transportation of gasoline and oils is a major industry; in addition, there has been a considerable amount of mining and oil equipment and of war assets goods to be moved in this area.

The transportation industry of British Columbia has kept pace with the general industrial expansion throughout the Province and, unless a severe post-war depression should set in, this increase may be expected to continue.

RATES, TARIFFS, AND TIME SCHEDULES.

Effective in September, 1947, the last remaining wartime Federal controls governing motor-vehicle transportation rates were discontinued. Thus, after nearly six years, during which time the hands of the Commission were to some extent tied in so far as dealing with motor carrier rates was concerned, it again became possible to deal with applications for changes or increases in rates on the basis laid down in the "Motor Carrier Act."

The "Motor Carrier Act" came into effect on March 1st, 1940, and due provision was made in the Act and regulations for the filing and control of rates for motor-vehicle transportation. It was not until toward the end of 1940 that a Rate Examiner was appointed and a Rates Division of the Motor Carrier Branch organized. At that time the situation with regard to the filing of tariffs was most unsatisfactory and a great deal of work confronted the Commission in this respect. A considerable amount of work was accomplished during 1941, but on November 1st of that year the maximum price regulations of the Wartime Prices and Trade Board came into effect. These prohibited any person from supplying any service at fares or rates higher than the price

at which such person supplied these services during the "basic period" from September 15th, 1941, to October 11th, 1941, inclusive, and the term "services" included the transportation of goods and persons. As a result, all plans and projects for revisions of tariffs or filing of uniform tariffs in certain districts had to be shelved, as all such revisions necessarily contained at least some minor increases. Therefore, much of the proposed work of the Rates Division had to be postponed. The rates ceiling on passenger tariffs was removed during 1945–46 and the restrictions regarding freight tariffs were modified in August, 1946, but it was not until September, 1947, that the restrictions were entirely removed.

APPLICATIONS FOR RATE INCREASES.

As a result of the removal of the wartime restrictions, a large number of applications were received by the Motor Carrier Branch for adjustments of and increases in rates for transportation of passengers and of freight. The Commission required that the carriers should justify their applications. The applicants were required to give public notice of their applications, and to show financial necessity for any increase in rates by filing complete data of costs and revenue.

In most cases the applicants were able to prove the need for higher rates. In the majority of cases these carriers were still operating in 1946 or 1947 at the same rates which they were charging prior to the war, and very few protests or objections were received from the shippers or the public. It was apparently generally recognized that some increase in the cost of transportation must be expected in line with the general over-all increase in the cost of living. In some cases the proposed increases were not so high as might have been expected, this being principally due to the greater volume of business which carriers generally are now enjoying.

The following factors have been cited by the carriers in support of their applications for increase in rates for transportation:—

- Increase in purchase cost of equipment.
- Increase in union wages for drivers.
- Reduced "work-week" for union workers, thus incurring increased overtime pay.
- Increase in cost of parts and other materials required.
- Increase of 4½ to 5 cents per gallon in cost of gasoline.
- Cost of assuming company's share of employees' contributary welfare plan for medical and hospital services, etc.

Prior to the end of the licence-year, three important applications for rate increases and adjustments were received, as follows:—

- Application of B.C. Motor Transportation, Limited, for general increase in fares in Greater Vancouver and Lower Mainland fares, other than to and from West Vancouver. (An application for the latter was dealt with in April, 1948.)
- Application of Vancouver Island Coach Lines, Limited, for general increase in passenger rates for scheduled public passenger-vehicle service on Vancouver Island.
- Application of Island Freight Service, Limited, for general increase in freight rates for scheduled public freight-vehicle service on Vancouver Island.

The hearings of the Commission on these applications were not held until after the end of the year now under review, but were held prior to the date of this report, and resulted in the applications being granted.

All of the last-mentioned applications were accompanied, as required by the Commission, by detailed financial statements showing the amount of increased revenue

required to maintain a reasonable net profit and indicating that the proposed new rates would cover the operation requirements, in so far as it was possible to forecast them. As to those carriers who have not yet made application, and whose records are not as complete as those of the larger companies, it seems reasonable to expect that some will find, on examination of their financial position, that they will not be able to continue to carry on under their present tariffs in the face of increasing costs, and that they will eventually prepare and file applications for approval of increased rates. This is particularly likely in the cases of carriers who operate in competition with the railways and who have carried on, in some cases, at unremunerative rates in the hope that railway rates would be increased and that they could then apply for increased rates applicable to their own operation.

UNIFORM TARIFFS.

During the year a welcome advance was made in the adoption of uniform tariffs filed by or on behalf of various groups of carriers. In some cases these filings were made by independent groups direct to the Commission; and in other cases filings were made by the Rate Bureau of the Automotive Transport Association of British Columbia, which Bureau was established during the year 1945 and which is proving most effective. The uniform filings referred to are as follows:—

Name of Tariff.	Number of Members represented.	Type of Service.	Area covered.
Local Freight Tariff No. 1	10	Non-scheduled freight	Howe Sound–Pender Harbour.
Local Freight Tariff No. 2	10	Non-scheduled freight	Powell River–Westview.
Local Freight Tariff No. 1	9	Non-scheduled freight	Alberni–Port Alberni.
Local Freight Tariff No. 4	9	Non-scheduled freight	Smithers–Telkwa.
Local Freight Tariff No. 1	25	Dump-truck work	Vancouver Island.
Local Freight Tariff No. 1	4	Scheduled freight	Vancouver–New Westminster.
Local Freight Tariff No. 1	11	Scheduled freight	Vancouver–Abbotsford.
Local Freight Tariff No. 1	7	Scheduled freight	Vancouver–Agassiz.
Local Freight Tariff	8	Non-scheduled freight	Prince George.
Standard Charter Passenger Tariff No. 1	5	Limited passenger (taxi)	Kamloops.
Charter Passenger Tariff No. 1	11	Limited passenger (taxi)	Alberni–Port Alberni.
Charter Passenger Tariff No. 3	6	Limited passenger (taxi)	Prince George.
Charter Passenger Tariff	8	Limited passenger (taxi)	Nanaimo.

As previously indicated, some of these uniform filings would probably have been made several years ago had it not been for the difficulty encountered by reason of the Federal Government's wartime control.

PRESCRIBED TARIFFS.

The "Motor Carrier Act" gives the Commission the power to prescribe the rates to be charged by motor carriers, but only three such tariffs have been prescribed as stated below. All of these tariffs were revised during the year and in all cases some increases in rates were approved by the Commission. These tariffs are as follows:—

(1) Competitive, Local and Joint Freight Tariff No. 1A (Okanagan Freight Tariff).

(2) Competitive, Local and Joint Freight Tariff No. 3 (Cariboo Freight Tariff).

(3) Charter and Sightseeing Passenger Tariff No. 3 (Victoria and vicinity).

Of the above-mentioned tariffs, the revisions to the Joint (Okanagan) Freight Tariff No. 1A were of considerable importance, as this tariff governs practically the entire movement of the vast fruit-crop in the Okanagan from orchards to packing-houses, reshipment of fruit from one point to another within the valley, and the trans-

portation of orchard supplies. The carriers in the Kelowna and Vernon areas delayed making their application until some time during the month of July, at a time when the crop was rapidly ripening. Some opposition was at first received from the B.C. Fruitgrowers' Association, but these difficulties were disposed of between the carriers and the Association. The new crop was moved at the new rates, which, in the opinion of the Commission, were entirely justified, as there had been no increase in these rates in the Kelowna area for many years.

Applications for amendment of the Victoria Charter and Sightseeing Passenger Tariff were heard by the Commission on November 3rd, 1947, in Victoria. As a result of this hearing the sightseeing routes in Victoria and vicinity were revised and new increased fares were authorized.

The changes in Competitive, Local and Joint Freight Tariff No. 3 (Cariboo Freight Tariff) dealt only with the publication of C.O.D. collection charges and definition of free pick-up and delivery zones in the City of Vancouver. Such changes being of relatively minor concern, no public hearing was held.

TIME SCHEDULES.

The regulations under the "Motor Carrier Act" require that every carrier licensed to give scheduled public freight or public passenger service shall file his time schedules and adhere to them and that he shall give due notice of any proposed changes, except in an emergency. All of the larger companies, including the Vancouver Island Transportation Company, Limited, the B.C. Motor Transportation, Limited, and the Western Canadian Greyhound Lines, Limited, regularly change their time schedules in summer and winter, respectively, which results in a very large volume of filings, all of which must be advertised and carefully checked. In the case of a company such as the Western Canadian Greyhound Lines, Limited, operating from Winnipeg to Vancouver, a change in time schedule amounting possibly only to one or two hours at one point may affect the entire operation, bearing in mind the connections necessary at various points. Consequently, it is sometimes extremely difficult for a large company to make minor changes in schedule to meet the desires of persons travelling locally for short distances to or from the nearest shopping centres.

ANNUAL REPORTS OF MOTOR CARRIERS.

As stated in the last report of this Commission, a joint arrangement has been entered into between the Commission and the Dominion Bureau of Statistics for the purpose of obtaining, jointly, annual reports from motor carriers engaging in transportation for compensation.

In all, a total of 1,078 reports were filed for the licence-year 1946–47, which is considered fairly satisfactory, having regard to the fact that this was the first year during which such reports were required. In a great number of cases the information submitted was meagre, and in some cases none of the required information was submitted, but some useful information was obtained from the reports, as follows:—

(*a*) In some instances the need for rate increases was indicated.

(*b*) In others, the need for reclassification or alteration of licences was disclosed.

(*c*) Some evidence was apparent as to the necessity for granting of additional licences to some operators.

(*d*) Cases where persons holding public freight licences were giving practically no service were noted and dealt with.

It is understood that the record of returns during this first year for British Columbia is in line with the experience of authorities in other parts of Canada, where returns have been required for several years. Approximately 50 per cent. of the

carriers filed acceptable returns; 15 per cent. are still corresponding with this office regarding minor revisions; 10 per cent., comprising mostly carriers who held licences in 1946 but who did not renew their licences in 1947, have not made any filing whatsover. Of the remaining 25 per cent., some were delinquent because they claimed they did not receive the forms from the Bureau of Statistics, and the remainder were unable to make a filing as they had insufficient records from which to obtain the necessary information.

An improvement in this situation is expected in the following licence-year, now that these carriers understand that they are required to make these returns.

STATEMENT OF TARIFFS AND TIME SCHEDULES FILED DURING THE YEAR 1947–48.

Passenger time schedules	471	
Freight time schedules	55	
Passenger and express time schedules	2	
	—	528
Passenger and express tariffs	5	
Local express tariffs	22	
Public passenger tariffs	55	
Charter passenger tariffs	308	
Class I public freight tariffs	10	
Class II public freight tariffs	34	
Class III public freight tariffs	467	
Special commodity tariffs	9	
Limited freight tariffs	11	
	—	921
Contracts		739
Supplements to freight tariffs	67	
Supplements to passenger tariffs	80	
Supplements to express tariffs	3	
Revisions to tariffs	405	
	—	555
Total filings		2,743
Prescribed tariffs revised		3
Motor carrier reports filed		1,078

ORDERS AND APPROVALS OF THE PUBLIC UTILITIES COMMISSION.

March 22nd, 1947: As Canadian Coachways, Limited (operating public passenger service between Dawson Creek, B.C., and Grand Prairie, Alberta), had not furnished proof of financial responsibility in the manner provided for by the regulations, it was ordered that such proof be furnished on or before the 31st day of March, 1947, in default of which all public and public and limited passenger-vehicle licences of the said company were suspended as from the 1st day of April, 1947. The necessary proof was not filed until July, 1947, at which time the licences were reinstated.

March 28th, 1947: The bus franchise granted by the City of Chilliwack to Gallagher Transportation, Limited, was approved under the "Motor Carrier Act."

May 2nd, 1947: A revision of the bus franchise granted by the District of Maple Ridge to Maple Ridge Bus Service, Limited, was approved. The company had originally

agreed to maintain insurance in amounts greatly in excess of those required by the regulations under the "Motor Carrier Act." This provision was found to be unduly onerous and the parties to the franchise agreement agreed to its rescission.

August 26th, 1947: The transfer of the shares of O.K. Valley Freight Lines, Limited, to Canadian Pacific Transport Company, Limited, was consented to.

October 6th, 1947: The bus franchise granted by the District of Saanich to Vancouver Island Transportation Company, Limited, was approved under the "Motor Carrier Act."

HEARINGS BY PUBLIC UTILITIES COMMISSION.

On Wednesday, June 4th, 1947, the Public Utilities Commission held hearings at Prince Rupert on the following:—

(*a*) Tentative application of Canadian National Transportation, Limited, for four Class II public freight-vehicle licences for scheduled public freight service between Prince Rupert and Burns Lake.

(*b*) Applications as follows:—

Name and Address of Applicant.	Brief Details of Application.
Northern Cartage, Ltd., Prince Rupert	Class I public freight-vehicle licence to include scheduled service, two round trips per week, transporting general freight between Prince Rupert and Terrace.
Lindsay's Cartage & Storage, Ltd., Prince Rupert	Class I public freight-vehicle licence to include scheduled service, one round trip per week, transporting general freight between Prince Rupert and Terrace.
Harold Smith, Terrace	Class I public freight-vehicle licence to include scheduled service, one round trip per week, transporting general freight between Prince Rupert and Terrace.
Marshall Bros., Hazelton	Class I public freight-vehicle licence to include scheduled service, one round trip per week, transporting general freight between Hazelton and Prince Rupert; no local service between Terrace and Prince Rupert.
Capling Transfer (James Capling), Smithers	Two Class I public freight-vehicle licences to include scheduled service, three round trips per week, transporting general freight between Smithers and Prince Rupert; no local service between New Hazelton and Prince Rupert, except for pick-up and delivery of petroleum products and empty containers for all points *en route* between points east from Terrace and Smithers for the Standard Oil Company of Canada, Limited.
Percy R. Cameron, d/b/a Hyde Transfer, Prince Rupert	Class I public freight-vehicle licence to include scheduled service, one round trip per week, transporting general freight between Prince Rupert and Telkwa; no local service between Prince Rupert and New Hazelton.
Wm. T. Clement and Robert F. Bates, d/b/a Telkwa Transport, Telkwa	Class I public freight-vehicle licence to include scheduled service, one round trip per week, transporting general freight between Telkwa and Prince Rupert; no local service between New Hazelton and Prince Rupert.

Name and Address of Applicant.	Brief Details of Application.
E. R. Carlson and E. G. Carlson, d/b/a Carlson Bros. Transfer, Burns Lake	Class I public freight-vehicle licence to include scheduled service, one round trip per week, transporting general freight between Burns Lake and Prince Rupert; no local service between Telkwa and Prince Rupert.
J. C. Saunders, Burns Lake	Class I public freight-vehicle licence to include scheduled service, one round trip per week, transporting general freight between Burns Lake and Prince Rupert; no local service between Telkwa and Prince Rupert.

NOTE.—With the exception of the application of Northern Cartage, Limited (whose first application was received in July, 1945, and who reapplied in June, 1946), all of the above applications were the subject of a hearing on October 17th, 1946, and therefore the above applications were for reconsideration of previous applications.

On investigation it transpired that the status of what is termed the "Skeena Highway," west of Terrace, had not yet been officially determined, due to the fact that in part, this highway, which was constructed by the Dominion Government as a war measure for defence purposes, is on the Canadian National Railway Company's right-of-way. Accordingly, a decision on these applications has been deferred until status of the highway has finally been determined, and the applications are still in abeyance.

On Thursday, November 27th, 1947, the Commission held a hearing at Vancouver on the application of Johnson Transfer, of Vanderhoof, for approval of a proposed agreement with the Grand Trunk Pacific Railway Company and Canadian National Railway Company providing for the transportation by Johnson Transfer (the holder of public freight-vehicle licences for scheduled service between Prince George and Smithers) for the transportation of freight traffic for the railway companies, including both local pick-up and delivery, as well as transportation of freight which has received, or which is to receive a part rail-haul. Details are given elsewhere in this report.

HEARINGS OF THE SUPERINTENDENT.

The following is a list of the number of hearings held by the Superintendent of Motor Carriers on various applications during the year:—

Month.	Number of Hearings.	Total Number of Applications dealt with at Hearings.
March	6	54
April	7	46
May	5	43
June	7	46
July	5	30
August	4	33
September	5	37
October	4	34
November	5	35
December	5	39
January	4	16
February	5	28
	62	441

PUBLICATION OF DECISIONS.

The practice each week of preparing a complete list of decisions respecting applications (other than applications for private freight-vehicle licences) was continued.

These decisions are sent to the Automotive Transport Association, are posted on notice-boards in Vancouver and in Inspectors' offices, and are otherwise given publicity.

A review of these decisions shows that a total of 2,158 applications for or affecting public or limited vehicles were dealt with and reported during the year—averaging forty-one applications per week. In the previous year 2,083 such applications were dealt with.

DETAILS OF DECISIONS RESPECTING CERTAIN APPLICATIONS.

Transportation of Household Goods.—During the month of October applications were received from Williams Transfer, of Nelson; Johnston National Storage, Limited, of Vancouver; and Schofield & Malpass, of Nanaimo (in each case d/b/a Mayflower Transit, Limited): also from Stephens' Cartage, of Kamloops, for alteration of public freight-vehicle licences to permit the transportation of household goods and settlers' effects to and from any point in British Columbia or between all points and places in British Columbia. After a lengthy hearing, at which objections were made by other licensed household goods haulers, the applications were refused. However, it appears that some changes to the present conditions of licence of household goods carriers by allowing somewhat greater flexibility of movement would be to the advantage of the general public, and consideration is being given to proposals having this object in view.

Public Passenger Service, Greater Victoria Area.—During the month of January, 1948, due to the implementation of new by-laws and agreements covering transportation in the Greater Victoria area (Victoria, Oak Bay, Saanich, and Esquimalt), the public passenger service previously operated between Victoria and Oak Bay and on the Haultain route by the Blue Line Transit, Limited, was taken over by the B.C. Electric Railway Company, Limited, whose operations are directly under the "Public Utilities Act." Blue Line Transit, Limited, retained the licences for public passenger service at Nanaimo and adjacent territory and for the transportation of industrial workers from or to Nanaimo, and also the limited passenger-vehicle licences for charter trips and sightseeing tours at Victoria and Nanaimo.

C. & C. Taxi Service, Limited (Victoria).—An application of the C. & C. Taxi Service, Limited, of Victoria, for alteration of six limited passenger-vehicle licences, restricted to transportation of air-line limousine passengers, to include permission to transport the general public from Victoria to Patricia Bay Airport, and to the Patricia Bay Airport Seaplane Base and vice versa, was refused. It appeared that the service applied for, if approved, would be very little different from a public passenger service already being rendered by the Vancouver Island Transportation Company, Limited, who objected to the application.

However, permission was granted to amend the licences to include transportation of pilots and persons arriving by private or chartered plane or non-scheduled flight, restricted north-bound to delivery at the main Patricia Bay Airport only, and south-bound to pick-up at the Airport only.

Taxi Licence Cancelled.—Limited passenger-vehicle (taxi) licence held in the name of Cecil T. Reeves, of Victoria, was cancelled pursuant to section 11 (2) (*b*) of the "Motor Carrier Act."

Scenic Stages, Limited—Licences discontinued.—A hearing was held at which Scenic Stages, Limited, were given an opportunity to show cause why carrier's licence or licences previously held by them for service from Marpole to New Westminster and from Marpole to points in Richmond Municipality should be renewed. Having regard to failure of the company to give any service over one of these routes and taking into account the poor service rendered in the past, it was decided that further licences or permits should not be issued to this company.

Bus service to points in Richmond Municipality is now rendered by the B.C. Electric Railway Company, Limited, subject to the "Public Utilities Act."

Dan MacLure's Taxi, Limited—Air-line Limousine Service, Vancouver.—During the month of January, 1948, Dan MacLure's Taxi, Limited, holding a number of licences to operate sedan cars for air-line limousine service between Vancouver and Sea Island Airport, purchased two twenty-nine-passenger buses for this service and licences were duly granted.

Public Passenger Service between Vancouver and Seymour Mountain—Application of George P. Bates for public passenger-vehicle licences to operate scheduled service between Vancouver and Seymour Mountain for transportation of skiers and hikers was approved notwithstanding the fact that another licensee (Neville's Transportation) was already licensed to give this service, as it was not considered the public convenience was being fully served. At a later date Mr. Bates was granted alteration of licences to include service to Grouse Mountain Ski Trail.

The licences held by Neville Transportation for public passenger service from Vancouver to Seymour Mountain for transportation of skiers and hikers were transferred to Hamilton's Motor Cartage, of Vancouver, during the month of January.

Chilliwack City Bus Service.—Local public passenger service in Chilliwack City and areas immediately adjacent thereto was commenced by Gallagher Transportation, Limited, over three separate routes.

Maple Ridge Municipal Bus Service.—Approval was given to the granting of public passenger-vehicle licences to the Maple Ridge Bus Service, Limited, and this municipal bus service was inaugurated within Maple Ridge Municipality during the month of May, 1947.

Triangle Transport—Freight Service Vancouver to Lillooet.—A new scheduled public freight service from Vancouver to Lillooet via Lytton was commenced during the month of March, 1947, following approval of the application of Earl Chase and Leo LaRocque, d/b/a Triangle Transport. Until the granting of this licence no direct motor freight service was available between Vancouver and Lillooet.

S. C. Huston—Freight Service Vancouver to Williams Lake.—The application of S. Claude Huston for Class II public freight-vehicle licence for scheduled service between Vancouver and Williams Lake (previously refused) was approved, the applicant having satisfied the Commission that, notwithstanding the two existing services now operating between Vancouver and Prince George via Williams Lake and Quesnel, the service which the residents of Williams Lake were receiving was not entirely satisfactory. At a later date application from Mr. Huston for an additional licence for this service was approved.

Neal Evans Transportation Company, Limited. — An application of Neal Evans Transportation Company, Limited (operating in the Bridge River area), for alteration of public freight-vehicle licences to include transportation from Lillooet to Bralorne Mines, Limited, projects in the Yalakom Valley was denied, the application having been strongly opposed by licensed carriers at Lillooet on the grounds that they were fit, willing, and able to give this service.

Freight Service between Quesnel and Prince George.—J. A. Wade and R. W. Wade, operating scheduled public freight service between Quesnel and Barkerville and between Quesnel and Kamloops, made application for alteration of licences to include scheduled service between Quesnel and Prince George, which service is already provided by R. A. Baxter. As public necessity was not proven, the application was refused.

Freight Service between Quesnel and Kelowna (Interior Freightways).—An application of Interior Freightways (W. T. Hannah) for public freight-vehicle licences for scheduled service between Quesnel and Kelowna was approved, subject to certain restrictions as to points of pick-up and delivery to avoid interference with other services. The service was commenced during the month of October.

Public Passenger Service between Prince George and Hazelton.—The application of Canadian Trailway Stages of Prince George to extend their Prince George–Smithers public passenger service westerly to Hazelton was approved.

Public Freight Service between Prince George and Smithers.—Authority was granted to Johnson Transfer, of Vanderhoof, during the month of March, 1947, to extend their existing scheduled Prince George–Decker Lake public freight service westerly as far as Smithers, thus providing scheduled service between Prince George and Smithers.

Johnson Transfer, Vanderhoof—Contract Hauling for Canadian National Railway.—During November, 1947, a hearing was held by the Commission on an application of Johnson Transfer, of Vanderhoof, holders of public freight-vehicle licences for scheduled service between Prince George and Smithers, for approval of a proposed agreement between the applicant and the Grand Trunk Pacific and Canadian National Railway Companies. The agreement provided for the transportation by the motor carrier of freight for the railways (*a*) originating at any point on the carrier's route, consigned to any other point on the said route; (*b*) originating at any point on the route but not consigned to any other point on the said route; and (*c*) not originating at any point on the route but consigned to a point on the route.

Subsequent to the hearing, the application was withdrawn (except that portion covering the filing of a new time schedule).

Permission was, however, granted to Johnson Transfer (as a public carrier) to file a supplement to their tariff covering rates for transportation of L.C.L. freight for the railway company on scheduled runs, restricted to freight which has received or is to receive a railway haul, with delivery permitted from railway premises at Prince George, Burns Lake, or Smithers to rail depots or to stores or depots on carrier's route, and pick-up of freight from such rail depots, stores, or premises, for delivery to railway premises at Prince George, Burns Lake, or Smithers, and subject to a restriction that no preference shall be given by the carrier to transportation of freight on behalf of the railway company.

The object of the arrangement was to enable the railway company to give a more convenient service to the public served by the railway between Prince George and Smithers.

Public Passenger Service between Prince Rupert and Port Edward.—During the month of October, Arrow Bus Lines, Limited, operating public passenger service within the City of Prince Rupert, discontinued their service between Prince Rupert and Port Edward, leaving this operation to the other licensed operator, Arthur Murray, now operating under the name of Kaien Island Stages, Limited.

Application of Cherrill McIntyre (Red Top Taxi), Prince Rupert, for public passenger-vehicle licence respecting a bus for scheduled public passenger service between Prince Rupert and Port Edward was refused, there being already in effect licences in the name of Arthur Murray (now Kaien Island Stages, Limited), for this service. The applicant did not submit sufficient evidence of necessity for additional service on this route.

Public Passenger Service, McBride–Valemont and Mount Robson.—Approval was given to the application of Shovar Transport, of McBride, for licences to render public passenger-vehicle service from McBride to Blue River via Tête Jaune and Valemont, to Mount Robson, and westerly to Lamming Mills, respectively.

Public Freight Service between Vernon and Mabel Lake via Lumby.—Application of George T. Morrison for public freight-vehicle licence for scheduled service between Vernon and Mabel Lake via Lumby (a new service) was approved. The application of Hugh Cox and Donald J. Roland for a public freight-vehicle licence for scheduled service between Vernon and Lumby was refused.

Licences applied for by Packing-houses, Okanagan Valley.—Applications of British Columbia Fruit Shippers, Limited, and Kelowna Growers' Exchange, both of which firms operate packing-houses in the Okanagan Valley, for limited freight-vehicle licences for local transportation of fruit and vegetables for the B.C. Tree Fruits, Limited (who are the Government agency controlling the sale and distribution of fruit in the Interior), were refused, subject to the possible granting of short-term licences or permits during the fruit season, if considered necessary at that time.

Bus Service, Kelowna–Winfield, etc. — The application of John W. Pavle, who operates a bus service from Kelowna to points adjacent to Kelowna, for permission to include additional routes from Kelowna to South Kelowna, from Kelowna to Winfield and Okanagan Centre, and from Kelowna to Belgo, was approved, subject to a restriction that the Kelowna–Winfield route shall be operated with closed doors between Postill and Arnold's Store. At a later date Mr. Pavle applied for amendment of the restriction respecting the Kelowna–Winfield route to permit of serving the junction of Upper Winfield Road and Vernon Road, which point is on the main highway, already served by Western Canadian Greyhound Lines, Limited. The application was refused. At a later date (February, 1948), Mr. Pavle received approval for discontinuance of service on the Kelowna–Belgo route.

Public Freight Service between Salmon Arm and Vernon (O.K. Valley Freight Lines, Limited).—Application was made by O.K. Valley Freight Lines, Limited (operating between Osoyoos and Vernon), for transfer from Motor Transfer Company, of Armstrong, of two public freight-vehicle licences for scheduled service between Salmon Arm and Vernon. This application was approved and the O.K. Valley Freight Lines, Limited, are thus now licensed to give scheduled service between Salmon Arm and Osoyoos via Vernon, Kelowna, and Penticton.

Passenger and Express Service between Vernon and Salmon Arm.—During the month of January, 1948, Western Canadian Greyhound Lines, Limited, applied for transfer from the Vernon–Salmon Arm Coach Lines, Limited, of two public passenger-vehicle licences covering scheduled service between Vernon and Salmon Arm via Armstrong and Enderby and, at the same time, applied for this route to be included in all British Columbia carrier licences held by this company. The effect of the transfer is that Western Canadian Greyhound Lines, Limited (already licensed to operate through service from Alberta to Vancouver (*a*) via Revelstoke and the Big Bend Highway and (*b*) via Crowsnest on the Southern Trans-Provincial route, and also licensed to operate from Osoyoos to Kamloops via Okanagan Valley and Vernon), is now able to route buses between Vernon and Salmon Arm by the direct route instead of only via Sicamous or Kamloops, so that persons arriving at Salmon Arm via the northern route can be conveniently transported to points in the Okanagan Valley and vice versa.

At the same time an application was received from A. B. LaMarche and D. A. Saunders, d/b/a Vernon–Salmon Arm Express, for a public freight-vehicle licence to render express service only between Vernon and Salmon Arm. The Vernon–Salmon Arm Coach Lines, above referred to, had for many years rendered a special express service on their passenger-vehicle operated between Salmon Arm and Vernon, which service the Western Canadian Greyhound Lines, Limited, did not wish to render. Although the application was opposed by O.K. Valley Freight Lines, Limited, who wished to give this service, the application was approved.

Public Freight Service, Vancouver–Trail–Nelson.—Applications of R. J. Barber, of Vancouver, and of Snappy Service Truck Lines, Limited, of Trail, respectively, for public freight-vehicle licences for scheduled service between Vancouver and Nelson were refused.

This service had been rendered intermittently by Snappy Service Truck Lines, Limited (and previously by Barber who formed the limited company), but it was not

considered in the public interest to authorize continuance of this service, a licence having been granted in the meantime to Greyridge Motor Freight for freight service between Vancouver and Trail.

Application of Grayridge Motor Freight, Limited, operating scheduled public freight service between Vancouver and Trail, to extend the easterly terminus to Nelson was approved. Permission was also granted to operate this service (and their other service to Cascade) via highways in the United States, subject to obtaining necessary permission from the United States authorities.

Local Bus Service at Creston.—Application of Alexander & Joy, of Creston, for alteration of licences to include two additional public passenger-vehicle routes—namely, from Creston to Arrow Creek and from Creston to Indian Mission—was approved, as also was their application respecting a licensed bus to undertake charter trips.

Cranbrook City Bus Service.—The Cranbrook Taxi Service, operated by D. Revie and J. Kaye, made application for public passenger-vehicle licences respecting sedan cars for public passenger service within the City of Cranbrook. This application was withdrawn, but a later application was received to operate a bus on this service which was approved and a temporary permit was granted. After a short period of operation, the service was withdrawn, as it did not prove successful.

Public Freight Service in East Kootenay Area (Dench of Canada, Limited).—Dench of Canada, Limited, already licensed to undertake interprovincial and international public freight service from points in Alberta through the East Kootenay area to Creston and to the International Boundary, applied for the transfer to themselves from Donald Revie of five public freight-vehicle licences for intra-provincial public freight service from Cranbrook to Kimberley, to Fernie and to Creston, respectively. The application was granted.

APPEAL.

The granting to F. C. Williamson, of Fort St. John, of two limited passenger-vehicle (taxi) licences, was appealed by R. J. Dhenin, the holder of licences at that point. On receipt of notice of appeal, the Provincial Secretary requested the Public Utilities Commission to review the matter and a further and very careful investigation was made. Following its review of the matter, the Commission confirmed its previous decision that the licences should be granted to Mr. Williamson. This decision was conveyed to the Provincial Secretary, who thereupon informed Mr. Dhenin accordingly, and advised him that if he so wished it was still his privilege to make a formal appeal, and that if such appeal should be made, it would be dealt with by the Lieutenant-Governor in Council. It appears that Mr. Dhenin decided to allow the matter to stand.

EX-SERVICE MEN.

There was a considerable falling off in the number of applications received from ex-service men, and this particular problem, which caused some concern during the two previous years, is rapidly diminishing.

AMENDMENTS TO THE REGULATIONS.

The only amendment to the regulations pursuant to the "Motor Carrier Act" of much consequence during the year was the addition of paragraphs 6.251 to 6.254, inclusive, covering "Inspection of Vehicles." By this amendment, an "Inspector of Motor Carriers" is defined as "any person authorized in writing by the Commission to inspect vehicles for the purpose of determining their mechanical condition," and every motor-carrier or applicant for licence is required, on demand of an Inspector of Motor Carriers, to submit the licensed vehicle, or the vehicle to be licensed, for inspection and testing, and to take immediate steps to remedy any deficiencies and defects within the time specified by the Inspector.

Paragraph 6.254 gives a qualified Inspector of Motor Carriers power to order that any unfit vehicle shall not be operated until further permission to operate it is given in writing. A qualified inspector consequently has the power to rule any vehicle " off the road " if he considers that its continued operation would endanger the public.

An amendment was made with respect to carrier's licence-plates, requiring that, as was done prior to the war, two carrier's licence-plates be displayed instead of one only.

By Order in Council No. 2294, approved November 15th, 1947, the regulations governing the transportation of express and the licence fees therefor were clarified.

Certain other important amendments to the regulations respecting fees, permits, and other matters were made, effective March 1st, 1948, being the first day of the new licence-year. These amendments will be outlined and explained in the next annual report of the Commission, as they do not affect operations during the licence-year now under review.

AMENDMENT TO REGULATIONS PURSUANT TO THE "HIGHWAY ACT," RESPECTING THE CARIBOO ROAD BETWEEN YALE AND LYTTON.

Ever since it was first opened in 1926, this section of road has been restricted to vehicles having an over-all width of 7 feet 6 inches, and an over-all length of 24 feet. Trailers or semi-trailers were not permitted. Of great interest to truckmen was the revision of these regulations during the year, increasing the permissible width to 8 feet (which is the standard throughout the Province), and the over-all length to 30 feet. Semi-trailers, if within the over-all length of 30 feet are also permitted, but full trailers are still prohibited. Previously the regular freight and bus operators operating over this road from Vancouver to Prince George, Kamloops, Kelowna, etc., were required to obtain vehicles specially constructed to comply with the old regulations. This increased considerably their costs of operation, as it cut down their load-carrying capacity. The more generous dimensions now permitted were very welcome to these operators.

MECHANICAL INSPECTIONS OF VEHICLES.

In the Sixth Annual Report it was stated that it had been decided to train Inspectors of Motor Carriers with a view to their taking over inspection of motor-vehicles licensed under the " Motor Carrier Act," thus relieving Mechanical Supervisors of the British Columbia Police of these duties.

During the licence-year under review a number of Inspectors qualified, with the result that inspection of such vehicles under the " Motor Carrier Act " is now entirely in the hands of the Motor Carrier Branch. As stated elsewhere in this report, the regulations under the " Motor Carrier Act " were suitably amended in this connection.

While vehicles which are operated exclusively as school buses are exempt from the provisions of the " Motor Carrier Act " and are inspected by Mechanical Supervisors of the British Columbia Police, certain vehicles licensed under the " Motor Carrier Act " are operated partly for public passenger service and partly as school buses. In order to avoid duplicate inspections by an Inspector of Motor Carriers for public passenger operation and by the British Columbia Police for school bus operation, it was arranged with the Superintendent of Motor-vehicles, who has jurisdiction over school-bus permits, that inspection of all such vehicles be undertaken by Inspectors of Motor Carriers, who furnish the Superintendent of Motor-vehicles with copies of inspection reports. The Motor Carrier Branch, however, does not in any way undertake the enforcement of the regulations pursuant to the " Motor-vehicle Act " with respect to the operation of school buses.

CONFERENCE OF HIGHWAY TRAFFIC AND MOTOR CARRIER BOARDS OF MANITOBA, SASKATCHEWAN, ALBERTA, AND BRITISH COLUMBIA.

A conference of Highway Traffic and Motor Carrier Boards of the four Western Provinces was held in Vancouver from September 24th to September 26th, 1947. Representatives of boards from Manitoba, Saskatchewan, Alberta, and British Columbia attended. Discussions took place regarding matters of highway transport of common interest to the four Western Provinces.

Consideration was given to reciprocity in interprovincial operations of the motor-vehicles and, in the case of Manitoba, Saskatchewan, and Alberta, with regard to chauffeurs' licences. Also discussed was the licensing of foreign trucks entering the various Provinces to undertake special or emergent work.

Considerable discussion took place, particularly between the representatives of Alberta and Saskatchewan, regarding the licensing of motor-vehicles operated interprovincially, and an attempt will be made to have this matter clarified. Regarding the operation of taxicabs interprovincially, it was felt that the same conditions as now apply to trucks should apply to taxicabs.

Mr. Monkman explained the system in Alberta of charging trucks operating from points in the United States via Alberta, and destined for Alaska points via the Alaska Highway.

The various Provinces outlined their scales of fees and, though these fees vary, it was not felt standardization in the various Provinces was possible, owing to the various Provincial Acts differing in the classification of licences.

Status of the roads through National parks was discussed, and it was felt that some inconsistency was apparent in Federal Government regulations as, in certain Federal parks, no freight lines are permitted, whereas in other parks they are. It was suggested the explanation was that where a Provincial highway existed and was being utilized by freight operators before the area was taken over as a Federal park, a continuation of the freight operations was permitted.

A long discussion took place regarding recent applications in all Provinces by the Canadian Pacific Railway Company and the Canadian National Railway Company to engage in highway freight transportation by motor-truck. It was found that each Province considers applications by railroad companies, or by truckers under contract with railroad companies, on the merits of the application, and the policy generally of each Province regarding these applications is, in many respects, similar.

Discussion took place on the treatment in each Province of the following matters, namely, public convenience and necessity as a basis for licensing, enforcement, oversize and overweight vehicles, axle weights, tank equipment (oil haul), marking of vehicles, brakes on trailers, lights on tractors, flares, carrying passengers on trucks, capacity of buses, mechanical inspection of vehicles, contract rates, hours of work of drivers, methods of suspension or cancellation of licences, and annual reports of motor carriers.

The conference adjourned on September 26th with the suggestion from the representative of Alberta that the 1948 conference be held in Alberta.

STAFF.

In order to cope with the increased work, some additions were made to the staff of the Motor Carrier Branch. The total number of permanent employees as of January, 1948, was fifty-four (including outside staff), as compared with forty-four as of January, 1947.

In order to reduce the area then covered by the Inspector at Nelson (from Osoyoos to Fernie, and north to Golden and the Slocan country), a new motor carrier office was opened at Cranbrook during the month of June, 1947, and Mr. E. deBlaquiere was

placed in charge, his area being bounded on the west by Kootenay Lake, on the east by the Alberta boundary, and extending as far north as Golden.

It has become increasingly apparent that Inspectors of Motor Carriers do not have sufficient time to undertake the necessary checking of vehicles, and that an increase in the inspection staff is necessary. During the year three Inspectors were engaged on probation and were placed under training.

The Superintendent of Motor Carriers, the Deputy Superintendent, and the Assistant Superintendent made tours of various parts of the Province and obtained first-hand knowledge of transportation conditions and of the problems of the Inspectors in branch offices.

CONFERENCE OF INSPECTORS OF MOTOR CARRIERS.

The annual conference of Inspectors of Motor Carriers was held at Vancouver during the period January 7th to 9th, inclusive, 1948, at which time many problems were discussed and, in most cases, were satisfactorily dealt with. Other matters were taken under consideration for further discussion at a later date.

MISCELLANEOUS.

The standard forms for Conditions of Licence of the various classes were revised, the new forms being prescribed under date of June 10th, 1947. A new form of Conditions of Licence is not now necessary in cases of a replacement of a vehicle, amendment to carrying capacity, change of address of licensee, etc., and is only necessary in cases of transfer of licence or actual alteration of operating privileges.

At the request of the industry, through the Automotive Transport Association, the Commission arranged that all Conditions of Licence be issued in duplicate, to enable the operator to retain one copy for his files, the original being carried on the vehicle as required by the regulations.

INSPECTORS' REPORTS.

The reports of Inspectors of Motor Carriers are contained in Appendix B hereto.

LIST OF SCHEDULED PUBLIC PASSENGER AND PUBLIC FREIGHT ROUTES.

Appendix C of this report contains a list showing the names of operators of scheduled public passenger-vehicle services and public freight-vehicle services, respectively, as at February 29th, 1948, with a brief statement of the routes over which the vehicles are operated.

CHART ILLUSTRATING LICENSING OF MOTOR-VEHICLES UNDER THE "MOTOR CARRIER ACT."

This chart was revised to include amendments to the regulations which became effective on March 1st, 1948, and has been distributed to Police offices, Government Agents, and other officials, for the guidance of persons requiring information respecting the "Motor Carrier Act." A half-size facsimile of the chart is included with this report as Appendix D.

APPENDICES.

APPENDIX A.

"MOTOR CARRIER ACT."

STATEMENT OF LICENCES ISSUED, TRANSFERRED, AND CLASSIFICATION CHANGED DURING THE LICENCE-YEAR ENDED FEBRUARY 29TH, 1948, AND THE REVENUE THEREFROM AND OTHER REVENUE.

Kind of Licence.		Revenue from Licence Fees.	Number of Licences issued, 1947–48.					Number of Licences transferred.	Number of Licences Classification changed.
Group Letter.	Classification.		Renewals.	New Licences.	Replacements.	Substitute Plates.	Total.		
A	Public passenger-vehicles	$20,622.70	205	84	42	.....	331	26	4
B	Limited passenger-vehicles, over seven passengers	1,015.35	53	19	5	.....	77	2	7
C	Limited passenger-vehicles, seven passengers or less	14,916.85	968	258	671	3	1,900	291	.....
D	Public and limited passenger-vehicles	17,960.10	166	56	.....	34	256	28	16
E	Limited freight-vehicles	50,940.16	741	581	143	9	1,474	60	37
F	Miscellaneous combinations of licences	3,551.80	69	39	34	.....	132	7	8
G	Public freight-vehicles, Class II	19,575.40	231	34	43	6	314	33	6
H	Public freight-vehicles, Class III	105,738.07	1,673	356	357	16	2,402	167	60
J	Public freight-vehicles, Class I	13,849.40	140	16	30	4	190	7	7
K	Private freight-vehicles, Class III (farmers)	15.00	3,801	1,709	49	10	5,569	.....	.....
L	Private freight-vehicles, Class I (other than farmers)	69,472.24	6,172	3,533	333	61	10,099	130	.....
	Totals	$317,657.07	14,219	6,685	1,697	143	22,744	751	145

The figures for revenue are gross revenue. From this amount should be deducted various refunds amounting to $879.28.

Summary of Total Revenue.

Licence fees	$317,657.07
Temporary permit fees	15,412.97
Copies of Conditions of Licence	20.50
Tariffs	13.50
Total	$333,104.04

APPENDIX B.

REPORTS OF INSPECTORS.

Inspector W. A. Jaffray.

(Vancouver Island and Adjacent Islands.)

There was a distinct expansion of transportation services throughout this district during the year, necessitated by new industry and a constant growth in population.

The consolidation of bus services and substitution of street-cars in Greater Victoria constituted the major change in the transportation industry on Vancouver Island. There appears to be no doubt now but that buses will finally replace street-cars, even in larger centres, where great mileages are involved and a nominal fare charged. The long-line passenger buses are still moving the masses, but it was noted that carriers were able to supply seats for all, with few exceptions, thereby realizing one of their ambitions. The limited passenger (taxi) business has been stabilized to some extent but still offers a steady return in most districts, and the quality of service is continually improving.

The public freight line haulers are enjoying continual growth of business. Fluid milk is now being shipped to the larger centres, whereas, before milk prices increased, many producers shipped cream only. Perishable goods are being handled under a new speedy service system between such points as Nanaimo and Lake Cowichan. The perishables are shipped through on a more or less direct schedule, followed by the slower way-freight truck, stopping at all points *en route*, which has proven popular.

Vancouver Island, noted for its vast timber resources, has now attracted companies who are not only interested in taking off the timber, but are establishing communities for employees, who will be engaged continuously as a result of the sustained-yield policy. These communities require flexible transportation service, both for freight and passengers, and the transportation industry has met this demand and is assisting in making these rural communities attractive places in which to live.

The export demand for lumber has been responsible for the opening-up of many small sawmills, all requiring transportation service. In most cases the logs are hauled to the mill by truck, and the lumber is trucked away as only in a few cases are they able to build mills on railway sidings. This service is being rendered mostly by limited freight or "contract" carriers.

There has been an over-all tendency to increase transportation rates. Suppressed during the war, but with the cost of operation rising continually through increased cost of wages, repairs, and equipment, many operators lost no time in applying for increases as soon as the controls were removed. One main feature was noted, however: there appeared to be no applications received for increases that were unwarranted. As in any other business venture, truck and bus operators cannot be expected to operate at a loss, and adjustments were made to the satisfaction of the shippers and carriers. Many new and amended tariffs were filed during the year and there has been a genuine effort toward the standardization of rates, which will tend to stop exploitation of the public and, on the other hand, rate-cutting practices.

The industrial developments on the Island are phenomenal, the transportation industry has expanded to cope with this expansion, and highways are now being constructed that will permit the rapid carriage of passengers and freight at lower cost to the operator and shipper, and to the public.

During the year more equipment was replaced than in any previous year and, although operation has proven expensive, due mainly to travel over roads under construction, the equipment has been maintained in a safe operating condition.

Statistics compiled from the reports reveal as follows:—

(*a*)	Mechanical inspections performed totalled	203
	Vehicles found defective, steering	88
	Vehicles found defective, brakes	90
	Vehicles condemned	4
(*b*)	Complaints investigated	73
(*c*)	Investigations made	966
(*d*)	Permits issued	1,148
(*e*)	Mileage travelled by car	14,515

W. A. Jaffray,
Inspector of Motor Carriers.

Inspector F. Black and Assistant.

(Vancouver Area and Lower Mainland, Sechelt, Powell River, Squamish, 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 1947–48.

The transportation industry has settled back to peace-time operation, allowing the operators to give a more efficient service.

The small-fruits crop was very heavy in the Lower Fraser Valley; approximately 1,350 tons of raspberries and strawberries were transported by truck to the canning-factories, as well as a large truck movement of fresh fruits to the United States.

The export market for lumber has decreased considerably during the year. The many small sawmills that were cutting lumber for export and shipping from the closest railway siding are now shipping greater distances by truck to local market.

New equipment has been more easily obtained and the majority of operators have taken advantage of this to improve the standard of their equipment and service. Cost of operation has increased during the year, particularly owing to the increase in wages and higher cost of new equipment and maintenance, and some operators are finding it difficult to carry on with the present rates they are getting for the hauling.

Two new public passenger services have been put into operation, one serving the Municipality of Maple Ridge and the other serving a portion of Mission Municipality. There is a general improvement in the service given by both truck and bus operators.

The usual complaints were received from commercial carriers with regard to Class I and Class III private freight operators allegedly hauling for compensation, which were investigated. In general, more than 500 vehicles were stopped and their operations checked.

As a result of information handed to the British Columbia Police and municipal police, fourteen convictions were obtained for noncompliance with section 5, Part I, of the "Motor Carrier Act," and seven convictions were for violation of Conditions of Licence.

Throughout the year an Assistant Inspector has been available in this district, namely, Mr. E. deBlaquiere, Mr. V. McGuire, and Mr. Gray, respectively.

Statement of licences issued during the year:—

Class of Licence.	Number.
Public passenger, A and D	197
Limited passenger (over seven passengers), B	20
Limited passenger (taxi), C	585
Public freight (scheduled), J and G	205
Public freight (non-scheduled), H	744
Limited freight, E	568
Private freight (farmers), K	2,101
Private freight, L	4,643

Mileage travelled in the course of duties was 32,505 miles.

F. Black,
Inspector of Motor Carriers.

Inspector J. A. Carmichael.

(Salmon Arm, Revelstoke, Merritt, Spences Bridge, Lytton, Lillooet, Bridge River, North Thompson, Chilcotin, and that portion of the Cariboo lying south of and including Australian.)

General increase in all matters pertaining to the "Motor Carrier Act" has been experienced during the licence-year 1947–48.

As manufacturers released a greater output of cars and commercial vehicles, the number of applications for all types of carrier licences increased accordingly. Many replacements of vehicles were effected, resulting in better equipment gradually becoming general throughout the industry, and naturally a more sound economic position for the operators, relieved of worn-out equipment, which was a continual bill of expense and drain on net profit.

Practically all limited passenger (taxi) operators have improved their service by reason of new vehicles, enabling a more economical service. Public passenger operators are enjoying the same position.

A considerable increase has been experienced in limited freight-vehicle applications, mainly due to continued pressure on the lumber and tie mill industry from both home and abroad. From experience it has been proven that the limited freight-vehicle licence is the answer to such extraordinary movements, similar to that now affecting the lumber industry. Where Class III public freight-vehicles were licensed to cover forest products over a given area for any individual or company, it was found that the operator was inclined to haul during good periods when output, road and weather conditions were favourable, but as soon as these conditions became unfavourable in a given area he was inclined to move to a new area where conditions were more to his liking. Consequently the mill operator experienced considerable difficulty and expense in obtaining vehicles to carry his product until conditions became more normal and, as a result, in many cases it was necessary to issue temporary permits to unlicensed operators to move the product.

The road-construction programme of the Department of Public Works has greatly increased the demand for dump-truck operators throughout the district. The majority of these dump-truck operators are transient and therefore the matter of licensing has been handled, almost without exception, by issuance of temporary permits for a given contract for a given time. This method has proven satisfactory also, and eliminated the confusion which would have resulted if licences had been granted.

On March 1st, 1947, the Kamloops office took over mechanical inspection of vehicles licensed under the " Motor Carrier Act " within this district.

The statistics as to vehicles inspected are as follows:—

Number of vehicles inspected	145
Major defects found—	
Steering	50
Brakes, service and emergency	62
Lights	69
Exhaust	24
Miscellaneous defects	103
Number of vehicles condemned as unsafe to operate	4

Considerable difficulty has been experienced in matters pertaining to rates. Many variances and discrepancies were found between operators whose business was of a like nature. Since, under Federal control during the war and the early post-war period, the operators had been tied down to the rates in effect during the "' basic period," on the release of this control operators immediately requested rate increases. The difficulty arose, and still exists, when the operators were requested to give facts and figures of cost of operation to justify applications for increases. Too few operators were found to have proper records of cost of operation as many were not in possession of any workable figures of any kind. This condition is slowly becoming better, but it is felt that the majority of operators are not as yet sufficiently conscious of the importance of their cost of operation being the foundation of their entire business, and likewise livelihood.

The benefit of the " Motor Carrier Act " is generally recognized throughout the industry, and co-operation between the operators and the Motor Carrier office has been very satisfactory throughout the licence-year.

The district office and territory was visited during the year by the Chairman of the Public Utilities Commission, by the Deputy Superintendent, and by the Assistant Superintendent of the Motor Carrier Branch.

Statement of licences issued during the year:—

Class of Licence.	Number.
Public passenger, A and D	27
Limited passenger, B	2
Limited passenger (taxi), C	69
Public freight, G and J	39
Public freight, H	196
Limited freight, E	79
Private freight, L	509

Other statistics:—	Number.
Licences transferred	34
Licences altered	25
Mileage travelled in the performance of duty	22,900
Investigations and interviews (approximately)	1,125
Vehicles checked on highways	412

J. A. CARMICHAEL,
Inspector of Motor Carriers.

INSPECTOR H. K. HUME.

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

The highway transportation industry has kept pace favourably with the ever-increasing agricultural industry throughout the above-mentioned area. A very heavy crop of fruit was produced in the Okanagan Valley this year, and the transportation of the fruit necessitated the licensing of or granting of a temporary permit for practically every available truck in the area.

In general, the transportation industry has been very satisfactory, there being a number of new and larger trucks brought into service. Also, there has been a number of new passenger-cars in the taxi field and new buses have been purchased by established bus operators. This all brings about faster and more efficient transportation and, in the case of passenger transportation, safer and more comfortable conveyance.

That portion of the highway between Princeton and Kaleden has been under reconstruction all of this year, and it is understood that same will be completed in the near future. This new road will greatly improve travel through the Marron Valley and Similkameen Valley. Upon completion of the Hope–Princeton Highway, a new short route from the Okanagan Valley to the Coast will then be available. This is expected to increase highway transportation considerably. There have been a number of other road-building projects through the area, all of which have increased the efficiency of the highway service.

A greater measure of co-operation between the licensed motor carriers and the Motor Carrier Branch has been enjoyed, and the attitude of the carriers toward the Motor Carrier regulations and the necessary investigations that must be made has been gratifying.

The inauguration of new services this year includes one new public passenger service, four new taxi operations, and two new public freight operations operating on scheduled runs. Sixteen new Class III public freight-vehicle licences have been granted and forty-three new limited freight-vehicle licences, covering chiefly the hauling of forest products and road-building materials.

Satisfactory progress has again been made in the filing of tariffs and the revision of older contract rates.

A revision of (Okanagan) Local and Joint Tariff No. 1A was made this year, becoming effective September 15th, 1947. This provided a general increase in freight rates which was consequent on the increased cost of operation. This increase was almost unanimously approved by truckers and shippers alike.

The duties of Mechanical Inspector were undertaken by the writer during this year. Some 200 completed inspections have been reported, there being only one instance where equipment was condemned as being unfit for operation. In general, the equipment throughout the territory is in good shape.

On July 31st the Kelowna branch office was moved from the Royal Anne Hotel building to the new Capital News building, 316 Bernard Avenue, Kelowna. The new office accommodation is larger and is proving much more satisfactory. It was found that additional room was required for the ever-increasing volume of business in this area.

Statement of licences issued during the year:—

Class of Licence.	Number.
Public passenger, A and D	25
Limited passenger, B	1
Limited passenger (taxi), C	61
Public freight, G and J	28
Public freight, H	201
Limited freight, E	108
Private freight, L	1,087
Private freight, K	1,155

Other statistics:—

Licences transferred	56
Licences altered	34
Investigations and interviews (approximately)	650
Mileage travelled in the performance of duty	17,111

H. K. HUME,
Inspector of Motor Carriers.

INSPECTOR H. J. MADDAFORD.

(Grand Forks-Greenwood District, West Kootenays, including Rossland, Trail, Nelson, Kaslo, and Slocan.)

During the licence-year 1947–48 there has been a steadily increasing demand from the public for the services of motor carriers. Public bus companies and scheduled line haulers have improved and increased their schedules in order to provide a faster and better service to the public.

Due to the fact that new buses and large van and trailer equipment is becoming increasingly available, these companies are replacing worn-out equipment and catering to the general comfort and safety of the public.

There has been a great expansion in mining during the past year. Many old workings have been reopened and new discoveries made. The continued demand for forest products, both locally and for export trade, has resulted in numerous small sawmills being established in various parts of the district. A great deal of relocation and improvement of road surfaces was carried out on the Southern Trans-Provincial Highway No. 3, particularly in the Grand Forks, Greenwood, Rock Creek area, and also in the Trail-Rossland and Castlegar areas. This work has been in addition to the normal trucking requirements of the district and has resulted in a much heavier demand for trucking equipment.

The increased demand for trucks has created new problems in licensing, but the general co-operation of carriers and their favourable attitude toward the "Motor Carrier Act" has helped to overcome these difficulties.

The following new licences were granted:—

Public and limited passenger	4
Limited passenger (taxi)	11
Class III public freight	20
Limited freight	46

In addition to the above, seventeen public passenger licences were granted to the Western Canadian Greyhound Lines. These buses are licensed to be used on all company lines in the Province.

A total of 876 temporary permits were issued during the year.

Assistance was given to new applicants in compiling tariffs and time schedules, and many already licensed operators were assisted in revising existing tariffs. The Kootenay and Boundary Local and Joint Freight Tariff No. 1, which was accepted in December, 1946, was amended in several places. Assistance and advice were given to various trucking lines in connection with these amendments and represented the largest individual contribution to improving the rate structure in the area.

Increasing costs of new equipment and repairs, together with wage increases, have steadily forced applications for increases in hauling rates charged in the district. In the majority of cases the operator has been able to establish the necessity for these increases and they have been duly approved.

The Motor Carrier Branch took over mechanical inspections in this district in May, 1947. Sixty-four mechanical inspections of buses and taxis were made, the following defects being noted:—

Defective brakes	37
Defective steering	36
Failure to carry emergency equipment	1
Vehicles condemned until repaired	2

Several complaints were received during the year in respect to charges made by motor carriers in the area. The majority of these complaints arose from a misunderstanding of increases in rates and were quickly adjusted when the reasons were explained.

Very few complaints were received in respect to trucks operating without the necessary motor carrier's licence. There were twelve convictions for violations of the "Motor Carrier Act" in the district.

The East Kootenay district, including Creston, Cranbrook, Fernie, Windermere, and Golden, was administered from the Motor Carrier office at Nelson until May, 1947, at which time Mr. E. deBlaquiere took over that district, and an office was opened at Cranbrook in June. This reduction in the size of my district has resulted in my being able to give more detailed attention to the matters requiring same.

The removal of all records covering the East Kootenays from Nelson to Cranbrook office, makes it impossible to report on work carried out in that area during the months of March and April.

Statement of licences issued during the year:—

Class of Licence.	Number.
Public passenger, A and D	76
Limited passenger, B	3
Limited passenger (taxi), C	57
Limited passenger, F	2
Public freight, G and J	27
Public freight, H	131
Limited freight, E	79
Private freight, L	842
Private freight, K	351

Other statistics:—

Licences transferred	56
Licences altered	39
Investigations and interviews by Inspector	1,126
Miles travelled by Inspector in course of duties	19,751
Vehicles checked on highways	392
Mechanical inspections made	64

H. J. MADDAFORD,
Inspector of Motor Carriers.

INSPECTOR E. DEBLAQUIERE.

(East Kootenays, including Creston, Cranbrook, Fernie, Natal, Windermere, and Golden.)

On June 15th, 1947, the Motor Carrier Branch of the Public Utilities Commission established an office in Cranbrook to care for the work arising in the East Kootenays. Prior to that, this area was administered by the Inspector of Motor Carriers with headquarters at Nelson.

Logging and lumbering are the largest single sources of revenue in this district. The total output of lumber, ties, and other forest products was greater than in 1946, due to (1) more equipment available, including trucks and mill machinery; (2) no major labour stoppages; (3) better supply of labour—large influx of people from the Prairies who were available for employment in the mills and logging camps.

In normal times the cutting of Christmas trees is a source of ready cash for a large number of people in an area stretching from Waldo on the south to Edgewater on the north. This district produces trees that ship as well as, if not better than, trees cut elsewhere in Canada, and that have the reputation of keeping their needles and fresh appearance for long periods. They have been shipped as far south as Louisiana and Texas. The trees are cut, graded, bundled, and then transported to the nearest railhead by truck. Unfortunately, this year the output of trees was down approximately 40 per cent. of the 1946 figure. This drop can be attributed to the appearance of the "needle miner," a periodic insect infection which causes the needles to turn brown, and to unfavourable weather conditions—namely, a wet fall and lack of timely frosts to set the needles—which resulted in the earlier cuttings being lost to market.

Under wartime controls a number of operators were prevented from carrying out their policy of periodic replacement. This resulted in a need for increased vigilance by the Mechanical Supervisor to keep the equipment rolling. Units, when obtainable, were not necessarily designed for the job, but were accepted by the operators, thereby throwing an added responsibility on the transportation system as a whole. The year 1947 saw the return of a large variety of types of equipment, including some new models, which allowed progressive operators to purchase equipment designed for the job. This is particularly noticeable in bus transportation, with many of the fleet owners standardizing their equipment with the object in mind of improving their service with a maximum of efficiency.

Creston is the centre of a prosperous farming district which is divided into wheat-raising and the production of small and large fruits. This area shows the largest increase in population over any other area in the East Kootenays.

The new Kootenay Lake ferry, the M.S. "Anscomb," is now operating between Balfour and Kootenay Bay. This gives the travelling public a shorter and more frequent service between the East Kootenays and the rest of the Province. The new ferry is designed to load and unload from either end, and is capable of handling the largest equipment with a minimum of trouble.

Statistics.

Number of investigations and interviews	650
Number of vehicles checked on highway	600
Number of mechanical inspections made	176
Mileage travelled in the course of duties	20,092

E. DEBLAQUIERE,
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 1947–48 has seen a continually increasing expansion of public and limited freight and passenger services, particularly in connection with the forest products industries.

The number of public and limited licensed vehicles has increased by approximately 25 per cent. over the number licensed during the licence-year 1946–47.

The only major highway-construction programme in the district was the Hart Highway project, intended to connect the highway between Prince George and Dawson Creek. In addition, the Provincial Department of Public Works has been doing extensive work on highway maintenance and reconstruction. They found it necessary to employ a number of local dump-trucks in connection with this work.

The general attitude of motor-carrier operators and shippers toward the administration of the "Motor Carrier Act" and regulations has been excellent for several years past. Recently they have been showing an increasing spirit of co-operation and confidence, particularly in regard to establishing economically sound rates tariffs.

Despite the constantly increasing purchase prices of new equipment and the difficulty in obtaining same, there is a high percentage of old equipment being replaced, with a consequent improvement in the quality and continuity of service.

With few exceptions, rates tariffs have been revised during the past year. Operators found it necessary to apply for increases in tariff rates due to the increased costs of equipment, maintenance, labour, etc. Tariff filings or contract agreements were properly filed for each public or limited licensee, and these filings are complete.

There were a limited number of complaints, each of which was investigated and brought to a satisfactory conclusion.

The following new licences were granted:—	Number.
Public passenger	8
Taxi	33
Line haul freighting	6
Class III public freight-vehicle licences	39
Limited freight-vehicle licences	27
Statement of licences issued during the year:—	
Class of Licence.	
Public passenger, A and D	29
Limited passenger (taxi), C	109
Public freight, G and J	27
Public freight, H	167
Limited freight, E	57
Private freight, L	458
Private freight, K	163
Other statistics:—	
Licences transferred	58
Licences altered	59
Investigations and interviews	986
Vehicles checked on highways (approximately)	490
Miles travelled by automobile during course of duties	14,498
Mechanical inspections:—	
Mechanical inspections made	261
Defective brakes	109
Defective steering	139
Defective lighting	88
Temporarily suspended from service pending certain repairs	26
Allowed a limited period to obtain a replacement vehicle	4

G. L. GREENWOOD,
Inspector of Motor Carriers.

INSPECTOR D. J. DOSWELL.

(Peace River Area.)

The following is the annual report with regard to the above-mentioned area, covering the licence-year from March 1st, 1947, to February 29th, 1948.

This area depends almost entirely on trucks for the movement of freight, and continues to show the benefit of the supervision provided for transportation under the "Motor Carrier Act." The attitude of the licensed operator in this area, together with the shippers and general public, is one of co-operation, and it is generally admitted that the stabilization of the industry as provided for under the "Motor Carrier Act" is most beneficial to all concerned.

The amount of freight transported in this area shows a big increase over last year. The contributing factors are as follows:—

(*a*) Large increase in amount of lumber shipped from Dawson Creek.

(*b*) A considerable increase in the volume of petroleum products transported in bulk from Dawson Creek to points in this area.

(*c*) The transportation of considerable mining and oil-well equipment from Dawson Creek to points in this area.

(*d*) Large quantities of war assets goods transported to Dawson Creek from various points on the Alaska Highway.

(*e*) A large private freight project carried on by the W. M. Barnes Company, of Los Angeles, California, in the movement of the Oil Refinery via the Alaska Highway to Dawson Creek, for transhipment to Edmonton.

(*f*) The construction of bridges at East Pine and West Pine on the new Hart Highway to Prince George, together with the continued construction of this highway.

Public passenger transportation in the area shows a slight increase in the number of passengers transported during the licence period in question; the opening of the Alaska Highway to the public in the summer of 1948 will probably bring about a big increase in public passenger transportation.

Equipment used by all licensed operators in this area has improved and mechanical inspections made during the licence period in question show that limited passenger and public passenger vehicles in this area, as a whole, are in good condition. During the summer a large number of Class III public freight-vehicles were checked for mechanical defects and found to be in good condition with regard to the safety features.

All licensed operators in the area have now filed tariffs and contracts in accordance with regulations.

Statement of licences issued during the year:—

Class of Licence.	Number.
Public passenger, A and D	18
Limited passenger (taxi), C	15
Public freight, G and J	25
Public freight, H	130
Limited freight, E	38
Private freight, L	172
Private freight, K	225

Other statistics:—

Licences transferred	21
Licences altered	13
Investigations and interviews	1,000
Vehicles checked on highways	250
Miles travelled during the course of duty	10,946

D. J. DOSWELL,
Inspector of Motor Carriers.

INSPECTOR (MECHANICAL) C. A. WOOD.

(Lower Fraser Valley, Greater Vancouver, Squamish, Seechelt Peninsula, and Powell River.)

During the year 1947–48, mechanical inspections have been intensified, with the result that vehicles operated as limited passenger-vehicles (taxis) and public passenger-vehicles are being kept in much better condition mechanically than during the war years. The fact that new equipment is now available within a short period of time after orders have been placed is one reason for this improvement.

A number of second-hand buses have been purchased, either in Alberta or Saskatchewan, and driven to British Columbia to be used in public service, and it has been found that the majority of these vehicles were in poor condition mechanically. In one instance it was necessary to have a complete new frame installed; in others, complete new steering assemblies and brake assemblies, as well as major body repairs were required before these vehicles could be considered safe to operate in this Province as public carriers under the "Motor Carrier Act."

When considered necessary, advice has been given to operators as to the maintenance and safe operation of their equipment. The writer is of the opinion that this lends to safety consciousness. This condition is very desirable to the interests of safe transportation of passengers and in increasing the useful life of the vehicles operated.

Accidents involving limited and public passenger vehicles which were investigated during the year could not be attributed in any way to mechanical failure.

General statistics covering mechanical inspections performed by the undersigned during the licence-year 1947–48 are as follows:—

General inspections	725
Defective vehicles—	
Faulty steering	108
Faulty brakes	104
Faulty exhaust-lines	77
Failure to comply completely with regulations	178
Vehicles condemned—	
Public passenger	11
Limited passenger (taxi)	12
Mileage travelled performing mechanical inspections	20,374

C. A. WOOD,
Mechanical Inspector.

APPENDIX C.

LIST OF PUBLIC PASSENGER-VEHICLE OPERATORS AND ROUTES (SCHEDULED SERVICE), AS AT MARCH 1ST, 1948.

LICENSED UNDER THE "MOTOR CARRIER ACT" OF BRITISH COLUMBIA.

Name and Address of Operator.	Route.
A.P. Stages, Hope	Haig via Hope to a point on Hope–Princeton Road 30 road-miles from Hope.
George R. Abbey, Nelson	Nelson–Kaslo.
Alaska Highway Stages, Ltd., Fort St. John	Fort St. John–Dawson Creek. Dawson Creek–Hudson Hope.
Alberni Valley Transit Co., Ltd., Port Alberni	Alberni–Port Alberni.
Arthur M. Arnold, Kelowna	Okanagan Centre–Vernon via Woodsdale and East Oyama.
Arrow Bus Lines, Ltd., Prince Rupert	Prince Rupert City bus service.
Atkins Stage Lines, Ltd.	Harrison Hot Springs to Cultus Lake via Agassiz and Chilliwack. Chilliwack–Ryder Lake.
B.C. Auto Interurban, Ltd., Nelson	Trail–International Boundary at Paterson in connection with service to Spokane.
B.C. Coach Lines (1947), Ltd., Kamloops	Kamloops–Merritt. Kamloops–Paul Lake. Kamloops–Tranquille.
B.C. Electric Railway Co., Ltd., Vancouver	In Burnaby Municipality and to New Westminster as follows:— Lochdale. Lochdale–New Westminster. Douglas. Vancouver Heights.
B.C. Motor Transportation, Ltd., Vancouver	Vancouver–New Westminster. Vancouver–Seattle, Washington. Vancouver–White Rock. Vancouver–Ladner–Boundary Bay. Vancouver–Chilliwack. Vancouver–Horseshoe Bay–Whytecliffe (West Vancouver). Vancouver–North Vancouver. North Vancouver–Horseshoe Bay–Whytecliffe (West Vancouver). Vancouver–Ioco and Sunnyside. Vancouver–Port Coquitlam. Port Coquitlam–Ioco and Sunnyside. Vancouver–Harrison Hot Springs–Agassiz. Port Coquitlam Extension. Vancouver–Fort Langley. New Westminster–Ladner. New Westminster–Enderby. Cloverdale–Newton–Enderby. Vancouver–White Rock via Crescent Beach and Coldicutt Villas. New Westminster–Port Kells via Cloverdale. New Westminster–Cloverdale via Johnston and Mud Bay Roads.

Name and Address of Operator.	Route.
B.C. Motor Transportation, Ltd., Vancouver	New Westminster–Ladner via Sunbury. New Westminster–Port Mann. Vancouver–Deep Cove. North Vancouver–Deep Cove. New Westminster–Scott and Townline Roads.
British Yukon Navigation Co., Ltd., Whitehorse, Y.T.	Dawson Creek to northern boundary of B.C. via Alaska Highway (operates to Whitehorse, Y.T.).
George P. Bates, Hollyburn	Vancouver–Seymour Mountain. Vancouver–Intake Mosquito Creek, Grouse Mountain.
Basil H. Bayne, Nelson	Nelson–Blewett.
Blue Line Transit, Ltd., Victoria	Nanaimo, local bus service. Nanaimo–Wellington via Departure Bay.
Arnold I. Boomhower, Prince George	Prince George–Chief Lake and Reid Lake. Prince George–Summit Lake.
C. & H. Transportation (G. T. Henry and A. B. Cunningham), Chilliwack	Local service, Chilliwack.
Canadian Coach Ways, Ltd., Dawson Creek	Dawson Creek to B.C.-Alberta boundary (operates to Edmonton, Alberta).
Carswell Coach Lines, Vernon	Vernon City bus service. Vernon–Okanagan Landing.
T. H. Chamings, Lumby	Lumby–Vernon via Long Lake.
City Bus Service, Ltd., Trail	Local service at Trail and to Warfield, Shavers' Bench, and Sunningdale.
Civic Transportation Co., Ltd., Kamloops	Kamloops City bus service. Kamloops–North Kamloops.
W. G. Clarke, Squamish	Squamish–Cheekye.
Columbia Coachways, Ltd.	Bus service, Penticton Municipality.
Copper Hill Bus Lines, Ltd., Princeton	Princeton–Copper Mountain via Allenby.
Creston Bus Lines (Gus B. Alexander), Creston	Creston–Wynndel. Creston–Huscroft. Creston–Arrow Creek. Creston–Indian Mission.
John R. Ellis, Salmon Arm	Salmon Arm–Canoe.
Neal Evans Transportation Co., Ltd., Shalalth	Shalalth–Pioneer. Pioneer–Vancouver.
G. V. Farquhar, Harrison Hot Springs	Harrison Hot Springs–Agassiz.
G. Ferguson, Nelson	Nelson–Procter via Harrop.
Gallagher Transportation, Ltd., Hope	Hope–Chilliwack. Hope–Silver–Skagit Camp No. 2 and Decco Camp No. 1 on Silver Creek.
Laurence E. Giles, Zeballos	Zeballos–Privateer Mine.
A. S. Halverson, Dawson Creek	Within the Village of Dawson Creek.
R., W., and J. Hamilton, Vancouver	Vancouver–Seymour Mountain.
David L. Hewer, 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.

Name and Address of Operator.	Route.
Interior Stages Ltd., Trail	Trail–Rossland.
	Trail–Nelson.
	Nelson–Nelway.
	Trail–Fruitvale.
Alfred K. Kadatz, Tofino	Tofino–Ucluelet.
Kaien Island Stages, Ltd., Prince Rupert	Prince Rupert–Port Edward.
J. S. Keen, Pouce Coupe	Pouce Coupe–Commotion Creek.
A. H. Kershaw, Fort Steele	Cranbrook–Fort Steele.
Kimberley City Service Co., Ltd., Kimberley	Local bus service, Kimberley and Chapman Camp.
C. C. Lawrence, Gibsons Landing	Hopkins Landing–Gibsons Landing.
	Gibsons Landing–Garden Bay.
	Gibsons Landing–Roberts Creek Community Hall.
Lillooet Cartage Co., Ltd., Lillooet	Lillooet–Lytton.
Mary C. Magro, Cranbrook	Cranbrook–Golden.
Maple Ridge Bus Service, Ltd., Haney	Various routes within the Municipality of Maple Ridge.
Mission Transportation, Ltd., Mission	Mission–Huntingdon.
	Mission–Hatzic Island.
	Mission–Junction of Dewdney Trunk Road and Ruskin Cut-off.
	Local service, Mission.
Chas. Morrow, Langley Prairie	Langley Municipality (local service).
Robert K. Munro, Naramata	Naramata–Penticton.
North Coast Transportation Co., Seattle, Washington	Vancouver–Seattle.
North River Coach Lines, Ltd., Kamloops	Kamloops–Birch Island.
P. A. Noullet (d/b/a Jasper Park Tours), Jasper, Alberta	Jasper–Mount Robson.
O.K. Mission Stages, Ltd., Okanagan Mission	Kelowna–Okanagan Mission.
J. W. Pavle, Kelowna	Kelowna–Rutland.
	Kelowna–Glenmore.
	Kelowna–East Kelowna–South Kelowna.
	Kelowna–Winfield–Okanagan Centre.
Geoffrey C. Place, Dog Creek	Dog Creek–Williams Lake.
Powell River Stages, Ltd., Powell River	Powell River (local service).
Rimbey & Hustak, Dawson Creek	Dawson Creek–Pouce Coupe.
	Dawson Creek–South Dawson.
Clifford Scott, Mission	Mission–Durieu.
Dorrell Shovar, McBride	McBride–Lamming Mills.
	McBride–Mount Robson.
	McBride–Blue River.
H. W. Smith, d/b/a Canadian Trailway Stages, Prince George	Prince George–Hazelton.
	Prince George–Prince George Airport.
	Prince George–Prince George Army Camp.
	Prince George–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 & Walter Miller), Cranbrook	Cranbrook–Kimberley.
Chas. S. Taylor, Leechtown	Leechtown–Victoria.

Name and Address of Operator.	Route.
R. W. Taylor and J. H. Ferguson, White Rock	Local service at White Rock.
Wm. A. & R. H. Taylor, Salmo	Salmo–Queen Mine. Salmo–Emerald Mine.
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.
Ceal Tingley, Quesnel	Quesnel–Webster's Ranch.
Jas. S. Tofin, Ashcroft	Ashcroft–Lillooet via Hat Creek and Pavilion.
H. B. Tuffley, d/b/a Barkerville Stage Line, Quesnel	Quesnel–Barkerville.
Vancouver Island Transportation Co., Ltd., Victoria	This company is licensed to give through public passenger service on all important main routes on Vancouver Island, with numerous local services.
Veteran Stages, Ltd., Victoria	Victoria–Thetis Lake. Victoria–Langford Lake–Goldstream Hotel. Victoria–Metchosin. Victoria–Albert Head.
F. W. Waby, Revelstoke	Revelstoke–Arrowhead.
Corporation of the District of West Vancouver, West Vancouver	West Vancouver–Vancouver.
Western Canadian Greyhound Lines, Ltd., Calgary, Alberta	Crowsnest–Vancouver. Yoho–Vancouver. Vancouver–Prince George. Penticton–Revelstoke. Penticton–Osoyoos. Vernon–Kamloops. Vernon–Salmon Arm. Nelson–Nakusp. Nelson–Kaslo. Cranbrook–South Gate of Kootenay Park (near Radium Hot Springs).
The Wildwood Bus, Ltd., Powell River	Wildwood–Powell River.

LIST OF PUBLIC FREIGHT-VEHICLE OPERATORS AND ROUTES (SCHEDULED SERVICE), AS AT FEBRUARY 29TH, 1948.

Name and Address of Operator.	Route.
W. R. Anderson, Slocan City	Nelson–Slocan City.
Anderson Freight Line (J. R. Anderson and L. H. Cutting), New Westminster	Vancouver–Maple Ridge Municipality.
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, Inc., Seattle, Wash.	Vancouver–Seattle.
Gordon E. Ball, Nelson	Nelson–Procter.
Ralph Baxter, Dawson Creek	Dawson Creek–Old Fort Nelson. Dawson Creek to northern boundary of B.C. via Alaska Highway (operates to Watson Lake, Y.T.).
Robert A. Baxter, Prince George	Prince George–Quesnel.

Name and Address of Operator.	Route.
Leslie G. Bazeley, Fort St. John	Fort St. John–Hudson Hope.
Black's Motor Freight (F. LePore and C. W. Belknap), Vancouver	Vancouver–Ioco. Ioco–New Westminster.
Blue Line Freight (Helen I. Vant), Nelson	Nelson–Rossland.
E. C. Boothby, Mission City	Mission–Vancouver and New Westminster.
R. M. Bourdon, Fort St. John	Fort St. John–Dawson Creek.
Breck's Cartage, Trail	Salmo–Trail.
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.).
Broadway Messenger Service, Vancouver	Vancouver–New Westminster and Fraser Mills district.
James A. Brown, Gabriola	Gabriola Island–Nanaimo.
W. S. D. Brown, Salmon Arm	Salmon Arm–Hayward's Corner.
Bruce Motor Cartage, Ltd., Vancouver	Vancouver–New Westminster.
Carson's Truck Line, Ltd., Vancouver	Vancouver–Prince George.
Cascade Motor Freight (J. and C. Goodkey), Penticton	Penticton–Nelson.
D. Chapman & Co., Ltd., Kelowna	Kelowna–Penticton.
F. J. Charlesworth, Newgate	Newgate–Fernie.
Chilliwack Cartage Co., Ltd., Chilliwack	Chilliwack–Vancouver.
Clarke & Miller Transport, Nelson	Nelson–Nakusp.
George G. Clyde, Robson	Robson–Castlegar.
Cordova Bay Freight (R. H. Holt), Victoria	Victoria–Cordova Bay.
E. M. Cottrell, Hope	Hope–Vancouver.
Country Freight Lines (J. C. Fleming & Sons), Chilliwack	Chilliwack–Vancouver. Vancouver–Kelowna via Princeton.
Cowichan Freight Service, Victoria	Victoria–Shawnigan Lake and Duncan.
Crosstown Carriers, North Vancouver	North Vancouver–Vancouver (motorcycle).
Delta Freight Lines, Ladner	Ladner–Vancouver.
Dench of Canada, Ltd., Calgary, Alberta	Crowsnest–Creston via Cranbrook. Cranbrook–Kimberley. Cranbrook–Kingsgate. Creston–Rykerts.
F. S. Duggan, Kelowna	Winfield–Kelowna.
Neal Evans Transportation Co., Ltd., Shalalth	Shalalth–Pioneer.
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). Hope–Silver Skagit Camp No. 2.
R. H. George, Vinsulla	Blucher Hall–Kamloops.
Steve E. Gilbert, Rolla	Rolla–Pouce Coupe.
Cecil C. Golding, Ewings Landing	Vernon–Fintry.
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.

Name and Address of Operator.	Route.
T. J. Hodgson Estate, Williams Lake	Williams Lake–Kleena Kleene (and non-scheduled service to Anahim Lake and other off-route points).
Reinhard W. Hopp, Vernon	Vernon–Arrowhead via Revelstoke.
Houlden Transfer, Ltd., North Vancouver	Vancouver–Horseshoe Bay, West Vancouver.
Hume Truck Lines, Ltd., Langley Prairie	Langley Municipality–Vancouver.
Claude Huston, Williams Lake	Vancouver–Williams Lake.
D. J. Innis, Keremeos	Keremeos–Penticton.
Interior Freightways (W. T. Hannah), Williams Lake	Quesnel–Kelowna via Kamloops and Falkland.
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	Smithers–Vanderhoof–Prince George. Prince George–Hansard.
Kamloops-Okanagan Freight Lines, Ltd., Kamloops	Kamloops–Salmon Arm. Kamloops–Vernon.
Kamloops Transport Co., Ltd., Kamloops	Kamloops–Williams Lake.
Kaslo Motor Transport, Ltd., Kaslo	Kaslo–Nelson.
King's Motor Cartage, Vancouver	Vancouver–New Westminster–Fraser Mills. Vancouver–Port Moody and Ioco.
P. V. Kinnee, New Westminster	Vancouver–Hope.
Ladner Transfer, Ltd., Ladner	Ladner–Vancouver via Ladner Ferry. Ladner–New Westminster–Vancouver.
Lake Freight Lines, Ltd., Vancouver	Vancouver–Harrison Hot Springs via Agassiz.
Emile and Yves Laloge, Pouce Coupe	Dawson Creek to B.C.-Alberta Boundary (operates to Grande Prairie, Alberta).
Russell W. Large, Enderby	Mabel Lake–Enderby.
Lee's Transport, Ltd., Vanderhoof	Pinchi Lake–Vancouver.
Joseph Logus, Poplar Creek	Lardo–Gerrard.
R. H. Loney (Roy's Truck Line)	Surrey Municipality–Vancouver.
Lee C. McFarland, Penticton	Penticton–Naramata.
Wallace R. McFarlane, Pouce Coupe	Dawson Creek to B.C.-Alberta Boundary (operates to Grande Prairie, Alberta).
Mrs. L. M. McKinnon, Barkerville	Barkerville–Quesnel.
Merritt Fast Freight, Kamloops	Kamloops–Merritt.
Millar & Brown Transfer, Cranbrook	Kimberley and Cranbrook–Vancouver.
Mission City Freight Lines, Ltd., Mission	Vancouver–Deroche.
Geo. T. Morrison, Lumby	Vernon–Mabel Lake via Lumby.
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.
Nelson Creston Transport, Nelson	Nelson–Creston (and to Erickson when required).
Geo. L. Niquidet, Williams Lake	Williams Lake–Horsefly.
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–Salmon Arm. Penticton–Princeton.

Name and Address of Operator.	Route.
Overland Freight Lines, Ltd., Chilliwack	Chilliwack–Vancouver.
Parent Transport, Ltd., Dawson Creek	Dawson Creek to B.C.–Alberta Boundary (operates to Edmonton, Alberta).
Harold H. Perkins, Buffalo Creek	Exeter–Canim Lake.
A. G. Perry, Notch Hill	Notch Hill–Sorrento.
P. W. Popoff, Blewett	Nelson–Bonnington.
H. R. L. and A. M. Potter, Oliver	Oliver (rural mail route).
Princeton Transfer (Mrs. N. Garrison), Princeton	Princeton–Allenby and Copper Mountain.
Orlo J. Reid, Fort St. John	Fort St. John–Dawson Creek.
Richmond Transfer, Vancouver	Vancouver–Steveston.
Leonard Roberts, Courtenay	Courtenay–Menzies Bay.
Michael Ryan, Dawson Creek	Dawson Creek–Groundbirch.
Saanich Freight Service, Sidney	Deep Cove (Saanich)–Victoria.
Sandon-New Denver Freight (R. E. Crellin and W. G. Teir), New Denver	Sandon–New Denver.
Geo. Schmidt, Dawson Creek	Dawson Creek–Fort Nelson. Dawson Creek to northern boundary of B.C. (operates to White Horse, Y.T.).
Scott & Peden, Ltd., Victoria	Victoria–Hillbank.
Seattle-Vancouver, B.C. Motor Freight (1946), Ltd., Vancouver	Vancouver–Seattle.
Lloyd W. Shannon, Summerland	West Summerland–Penticton.
Sidney Freight Service, Ltd., Sidney	Sidney–Victoria.
A. L. P. Stevens, Crescent	Surrey Municipality–Vancouver.
L. R. Stevenson, Milner	Willoughby–Vancouver.
F. R. Stocking, Upper Hat Creek	Ashcroft–Upper Hat Creek.
Stoltze Motor Freight, Vancouver	Vancouver–Stave Falls.
Surrey Freight Lines, Cloverdale	Cloverdale–Vancouver (serving Surrey Municipality and a portion of Langley Municipality).
Terminal Cartage, Ltd., Vancouver	Vancouver–New Westminster.
Westly Thompson, Agassiz	Harrison Lake – Agassiz – Chilliwack – Sardis.
A. S. Towle, Milner	Langley Municipality–Vancouver.
Trail Livery Co. (M. H. McIvor), Trail	Nelson–Rossland.
Triangle Transport (Earl Chase and Leo LaRocque), Vancouver	Vancouver–Lillooet.
Vancouver-Kamloops Freight Lines (R. J. Henry and Wm. Lord), Vancouver	Vancouver–Kamloops.
Vanderspek's Transportation, Hope	Vancouver–Hope.
Vets Transport (W. A. Lowden and F. Lindley), Quesnel	Quesnel–Williams Lake.
J. A. and R. W. Wade, Quesnel	Quesnel–Barkerville. Quesnel–Kamloops.
Robert I. Walters, Williams Lake	Williams Lake–Keithley Creek.
Ward's Motor Freight, Nakusp	Nakusp–Edgewood–Vernon.
West Coast Freight Service, Ltd., Port Alberni	Port Alberni–Nanaimo.
White Rock Transfer (J. A. Roddick and F. A. Best), White Rock	Surrey Municipality–Vancouver.
White Transport Co., Ltd., Vancouver	Vancouver–Kelowna.
Geo. W. Williamson, Winfield	Vernon–Oyama.
Janet P. Williamson, Fort St. John	Fort St. John–North Pine.
Ralph M. Williamson, Dawson Creek	Dawson Creek–Fort St. John.
Winton's Transfer, Ltd., Vancouver	Vancouver–Abbotsford.
George D. Witte, Big Creek	Witte Ranch (5 miles westerly from Big Creek)–Hanceville P.O.

Name and Address of Operator.	Route.
Wood & Fraser Transport Co., Ltd., Vancouver	Vancouver–Prince George.
John Wyatt, Kelowna	Kelowna–Winfield.
Yarrow Freight & Fuels, Ltd., Yarrow	Yarrow–Vancouver.

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APPENDIX D

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

MARCH, 1948

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

(NOTE.—Licence-year expires last day of February.)

CLASSIFICATION AND USE

Subject to Terms and Conditions of Licence.

FEES

As to fees for periods less than full year, *see* Regulations 3.06 to 3.09, inclusive.
Fee for Replacement, $2. Fee for Alteration of Licence, $2. *See also* "Miscellaneous Fees."

INSURANCE

(FINANCIAL RESPONSIBILITY.)
(Passenger-vehicles, or combination passenger and freight vehicles, only.)

Kind of Motor Carrier's Licence	Classification and Use (Subject to Terms and Conditions of Licence)	Licence or Renewal: Per Seat (authorized seating capacity exclusive of driver). Full Year Fee.	Licence or Renewal: Minimum Fee.	Transfer
PASSENGER—PUBLIC (Operated for compensation.)	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.)*	$3.00	$15.00	$5.00
PASSENGER—PUBLIC (Operated for compensation.)	NOTE.—A vehicle may also be licensed as a combined Public and Limited passenger-vehicle. *(Application Form M.C. 1—blue.)*	$3.00	$15.00	$5.00
PASSENGER—LIMITED (Operated for compensation.)	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.)*	$3.00	$15.00	$5.00
FREIGHT—PUBLIC (Operated for compensation.)	Class I. Combination of Class II. and Class III. *(Application Form M.C. 2—green.)*	Per Ton Freight (authorized carrying capacity). $12.00	$12.00	$5.00
FREIGHT—PUBLIC (Operated for compensation.)	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.)*	$12.00	$12.00	$5.00
FREIGHT—PUBLIC (Operated for compensation.)	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.)*	$12.00	$12.00	$5.00
FREIGHT—LIMITED (Operated for compensation.)	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.)*	$9.00	$9.00	$5.00
FREIGHT—PRIVATE (*See* definition below.★)	Class III. (Farm-vehicle.) 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.)*	No fee payable.		Nil
FREIGHT—PRIVATE (*See* definition below.★)	Class I. Comprising all private freight-vehicles other than Class III. private freight-vehicles. *(Application Form M.C. 6—white with black printing.)*	Full year, or less, $5.00		$1.00 (*See* Regulation 5.25 below.)

(For combination of passenger and freight licences, *see* regulations.)

Bodily Injury or Death

(To include Loss or Damage resulting from Bodily Injury to or Death of any Person being carried in or upon or entering or getting on or alighting from the Motor-vehicle.)

Maximum Authorized Carrying Capacity, including Standing Passengers.	Amount against Loss or Damage resulting, in One Accident, from Bodily Injury to or Death of: Any One Person.	More than One Person.	Property Damage.
7 or less	$5,000	$10,000	$1,000
8 to 12, inclusive	5,000	15,000	1,000
13 to 21, inclusive	5,000	20,000	1,000
22 to 30, inclusive	5,000	30,000	1,000
31 to 40, inclusive	5,000	40,000	1,000
41 to 50, inclusive	5,000	50,000	1,000
51 to 75, inclusive	5,000	75,000	1,000
Over 75	5,000	100,000	1,000

INSURANCE NOT REQUIRED FOR FREIGHT-VEHICLES.

GENERAL INFORMATION.

The "Motor Carrier Act" is administered by the Public Utilities Commission of British Columbia.

The Motor Carrier Branch of the Public Utilities Commission has its main office in the Motor-vehicle Building, 1740 West Georgia Street, Vancouver, with a branch office, Room 510, Central Building, Victoria, B.C.

Communications should be addressed to:—
Superintendent of Motor Carriers,
Public Utilities Commission,
1740 West Georgia Street,
Vancouver, B.C.

Inspectors have their headquarters at Victoria, Vancouver, Kamloops, Kelowna, Nelson, Cranbrook, Prince George, and Dawson Creek respectively.

Application forms obtainable from any of the above places, also from offices as listed on inside front cover of "Motor Carrier Act and Regulations."

Cheques, etc., should be made payable to "Public Utilities Commission."

All cheques covering fees must be certified.

For copy of "Motor Carrier Act and Regulations" apply to Superintendent of Motor Carriers, Vancouver, B.C.

TEMPORARY PERMITS.

(*SEE* PART 10 OF REGULATIONS.)

Temporary Permits may be issued as follows:—

CLASS I. PERMIT FOR TEMPORARY OPERATION OF A VEHICLE AS A PRIVATE FREIGHT-VEHICLE, for a period of not more than thirty (30) days. PERMIT FEE, $1. (*See* Reg. 10.1.)

CLASS II. PERMIT FOR TEMPORARY OPERATION OF A VEHICLE AS A PUBLIC OR LIMITED VEHICLE, for a period of not more than thirty (30) days. (*See* Reg. 10.2.)

FEE for Class II. permit as follows:—

Period.	*Fee.*	*Minimum Fee.*
7 days or less	$2.00	$2.00
8 days to 30 days	1/12 of annual fee for equivalent licence	2.00
31 days to 60 days	1/6 of annual fee for equivalent licence	2.00

CLASS III. PERMIT FOR TEMPORARY OPERATION OF A VEHICLE IN SPECIAL CASES, AS DEFINED IN REG. 10.3, for period of not more than thirty (30) days. NO FEE.

Includes the following cases:—

(*a.*) Pending consideration of application for:—
Private freight-vehicle licence.
Transfer of licence.
Licence on replacement vehicle.
Increase in carrying capacity.
Renewal of licence.
Alteration or reclassification of public or limited licence.

(*b.*) Operation of vehicle licensed as a public or limited vehicle in a manner or for a purpose otherwise than is authorized by the licence or conditions of licence.

For other cases, *see* Reg. 10.3.

CLASS IV. PERMIT FOR SUBSTITUTE VEHICLE WHEN LICENSED VEHICLE IS DISABLED. (*See* Reg. 10.4.) NO FEE. In case of passenger vehicle, proof of financial responsibility must be filed with respect to substitute vehicle if such proof is required under the regulations respecting the licensed vehicle.

WHERE PERMITS MAY BE OBTAINED.

Permits, Classes I. to IV., inclusive, are obtainable from Superintendent of Motor Carriers at Vancouver, and from Inspectors of Motor Carriers at Victoria, Kamloops, Kelowna, Nelson, Cranbrook, Prince George, and Dawson Creek, and at such other places as may be ordered.

CLASS VI. PERMIT TO OPERATE A SCHOOL BUS TO TRANSPORT PUPILS AND A LIMITED NUMBER OF ADULT PERSONS TO OR FROM A FUNCTION WHERE THE TRANSPORTATION HAS BEEN SANCTIONED IN WRITING BY THE BOARD OF SCHOOL TRUSTEES OR OTHER PARTY IN CHARGE OF SCHOOL. (*See* Reg. 10.6.) NO FEE. Apply to B.C. Police.

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 road.

EXEMPTED BY THE ACT.

(i.) A school bus while used exclusively in transporting pupils or teachers to or from a school. Such vehicle must, however, comply with section 22 of the Act *re* stopping at railway crossings.

(ii.) A taxicab operating exclusively in one municipality.

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 and school districts, refer to Reg. 1.1 (*b*) and (*e*):

(*d.*) Unlicensed private freight-vehicles transporting not more than 300 lb. of freight (exclusive of game, which may be carried in addition):

(*e.*) Vehicle when operated as an ambulance:

(*f.*) Hearse, funeral-coach, or other vehicle when operated for purpose of funeral:

(*g.*) Vehicle used solely for towing, repairing, or salvaging disabled motor-vehicles:

(*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.

(*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 regulations and include:—
(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 Chilliwhack; City and District Municipalities of Salmon Arm; Fraser Mills and Coquitlam Municipalities; Village and District Municipalities of Mission; Village of Abbotsford and Municipality of Matsqui; Village of Abbotsford and Municipality of Sumas together with Huntingdon; City of Duncan and North Cowichan Municipality; City and District Municipalities of North Vancouver; Municipalities of Victoria, Oak Bay, Esquimalt, and that portion of Saanich Municipality which lies within radius of 5 miles from Victoria City Hall; City of Vancouver, the University Endowment Lands, and certain portion of Burnaby Municipality as described in item (ii.); City of New Westminster and certain portion of Burnaby which is described in item (iii.).

(*m.*) As to taxis and limited passenger-vehicle exemptions *see*:—
(A.) Section 2 of "Motor Carrier Act," "Interpretation," namely: Limited passenger-vehicle which "shall not include a taxicab operating exclusively in one municipality."
(B.) Clauses (*m*) and (*n*) of Reg. 1.1.
For other total exemptions in certain areas see clauses (*o*) to (*q*) of Reg. 1.1.

EXEMPTIONS FROM FEES AND INSURANCE.

(Applies only when 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.

Letter	*Classification.*
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-plates are not transferrable from one vehicle to another vehicle; if licensed vehicle is sold, carrier's licence-plates must be surrendered (*see also* "Replacements").

This chart includes amendments to date March 1st, 1948.

★ "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.:—

(*a.*) The transportation of freight *bona fide* the property of the owner of the motor-vehicle;

(*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;

(*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.")

★★ 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.")

MISCELLANEOUS FEES

For copy of Conditions of Licence, 50 cents.

For duplicate licence and (or) substitute licence-plate, $1.

Fee for "express" on passenger-vehicle equivalent to licence fee for one (1) passenger seat for each 400 lb. or fraction thereof.

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). REPLACEMENT FEE, $2.

TRANSFER OF LICENCE.

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

TRANSFER OF PRIVATE FREIGHT-VEHICLE LICENCES. Regulation 5.25 reads as follows:—

"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 for which it has been used by the transferor."

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