PROVINCE OF BRITISH COLUMBIA

PUBLIC UTILITIES COMMISSION

Ninth Annual Report

Pursuant to Section 36 of the
" Motor Carrier Act "

Licence-year 1948-49

VICTORIA, B.C.:
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1949.

VICTORIA, B.C., June 30th, 1949.

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 Ninth Annual Report of the Public Utilities Commission under that Act for the year ended February 28th, 1949.

PUBLIC UTILITIES COMMISSION.

W. A. CARROTHERS, *Chairman.*

D. K. PENFOLD, *Commissioner.*

Annual Report of the Public Utilities Commission, pursuant to Section 36 of the "Motor Carrier Act," for the Licence-year ended February 28th, 1949.

GENERAL.

A perusal of the statistics for the licence-year 1948–49, as set out in or accompanying this Report, will show that the steady increase during the previous years in the number of public and limited licences issued has come to a halt, the figures for buses, taxis, public freight-vehicles, and limited freight-vehicles for 1948–49 being approximately the same as for 1947–48.

There is, however, an increase of 15 per cent. in the number of Class I private freight-vehicle licences issued, which would appear to be evidence that, as new equipment has become more readily obtainable, the number of business firms who wish to undertake their own transportation is on the increase.

The number of vehicles "replaced" was about the same as during the previous year, and there were not so many applications for transfer of licences.

Total revenue was $367,310.84, as compared with $333,104.04 for the previous year. This increase is not, however, due to an increase in the number of licences issued, but is the result of a revision of the Schedule of Fees, effective March 1st, 1948, which revision is outlined in more detail elsewhere herein. It will be noted that, although the number of Class I private freight-vehicle licences issued for 1948–49 was 11,127, as compared with 9,705 for the previous year, the revenue for the year 1948–49 from this source was $57,000, whereas for the previous year it was $69,000. This is the result of the decision to set a flat fee of $5 for a Class I private freight-vehicle licence instead of $1.50 per ton, with a minimum of $5 as formerly.

COMPARATIVE STATISTICS *RE* LICENCES ISSUED AND REVENUES, 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 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).					
	1943–44.	1944–45.	1945–46.	1946–47.	1947–48.	1948–49.
Passenger (buses)*	334	355	430	516	637	632
Passenger (taxis)	463	513	679	1,053	1,253	1,267
Public freight	1,538	1,613	1,782	2,260	2,475	2,480
Limited freight	793	770	805	998	1,324	1,303
Private freight (ordinary)	6,210	6,563	7,164	8,318	9,705	11,127
Private freight (farmers)	4,549	4,857	5,006	5,154	5,510	5,709
Totals	13,887	14,671	15,866	18,299	20,904	22,518

* Includes sedan cars licensed as public passenger-vehicles.

REVENUE.

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

Kind of Licence.	1943–44.	1944–45.	1945–46.	1946–47.	1947–48.	1948–49.
Passenger (buses)	$17,986.14	$18,977.90	$23,045.10	$32,548.70	$41,512.35	$40,288.35
Passenger (taxis)	4,926.49	5,527.77	7,108.47	12,121.04	15,313.00	22,315.00
Public and limited freight	103,888.20	109,171.53	121,050.25	157,613.75	191,344.48	230,504.94
Private freight	41,438.20	44,545.29	49,370.45	57,480.45	69,487.24	57,257.95
Permits	5,249.95	5,413.49	6,881.24	12,420.92	15,412.97	16,425.05
Miscellaneous*	41.55	55.28	55.40	28.80	34.00	519.55
Totals	$173,530.53	$183,691.26	$207,510.91	$272,213.66	$333,104.04	$367,310.84

* Includes fees under Part 11 of the regulations, and fees for copies of conditions of licence, tariffs, etc.

NUMBER OF LICENCES IN EFFECT.

The figures in Appendix A show the 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.	Licence-year 1948–49.
March	9,022	10,475	11,563
April	12,622	14,254	15,665
May	13,598	15,535	17,109
June	14,050	16,505	17,980
July	14,655	17,066	18,689
August	15,078	17,521	19,286
September	15,488	17,813	19,860
October	15,822	18,243	20,119
November	16,137	18,412	20,271
December	16,352	18,666	20,433
January	16,534	18,762	20,231
February	16,513	18,704	20,189
End of licence-year	16,496	18,553	19,923

* 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	1945–46	4,075
1941–42	3,910	1946–47	5,921
1942–43	3,484	1947–48	6,812
1943–44	3,148	1948–49	6,897
1944–45	3,277		

NUMBER OF LICENCES ISSUED ANNUALLY.

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

	Licence-year.	Licences issued.*
Part V, "Highway Act"	1935–36	1,672
	1936–37	7,832
	1937–38	11,148
	1938–39	11,970
	1939–40	12,427
"Motor Carrier Act"	1940–41	13,025
	1941–42	14,635
	1942–43	14,425
	1943–44	14,485
	1944–45	15,582
	1945–46	16,989
	1946–47	20,196
	1947–48	23,495
	1948–49	24,954

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

TEMPORARY PERMITS.

The regulations pursuant to the "Motor Carrier Act" provide for the issue of temporary permits, in lieu of licences or alteration of licences, for certain defined purpoes, chiefly for operations which will not last more than thirty days or for special trips not otherwise permitted by the conditions of licence.

Inspectors of Motor Carriers have authority to issue such permits on their own responsibility, in general up to a period of seven days; for greater periods, specific authority of the Superintendent must be obtained.

Every endeavour is made to ensure that the number of permits issued shall be kept to a minimum consistent with actual operating requirements, bearing in mind that flexibility in the administration of an Act of this nature is essential.

Repair and construction of dykes in the Lower Fraser Valley, as well as road-construction work throughout the Province, resulted in an unusual demand for Class II permits.

The following is a summary of temporary permits issued during the year 1948–49:—

Class I permits (for temporary operation as private freight-vehicle only)	640
Class II permits (for temporary operation as public or limited vehicle for periods not exceeding sixty days)	3,384
Class III permits (for operation of licensed public or limited vehicle temporarily in a manner other than is authorized by the licence, or pending consideration of an application for renewal, alteration, or transfer of licence, etc.)	3,161
Class IV permits (for substitute vehicle when licensed vehicle is disabled)	367
Class VI permits (for operation of school buses in connection with authorized school functions — issued by Provincial Police)	183

FLOOD AND FROST.

The licence-year of 1948–49 will long be remembered by residents in many parts of this Province on account of the extremely severe weather conditions during the spring and early summer, and again during the winter.

During the months of May and June, 1948, there were extensive and dangerous floods in many parts of British Columbia, notably in the Lower Fraser Valley where a state of emergency was proclaimed. Thousands of acres of fertile land were inundated, and all rail and road communication between the Interior and the Coast was severed for many days. In addition, extensive damage occurred at Kimberley, Trail, Princeton, Hedley, in the Okanagan Valley, and at Terrace and other places. By combined efforts of the military and civil authorities, backed by the trucking industry and volunteer workers, people were rescued, much suffering was relieved or obviated, and repairs effected. The transportation industry was outstanding in the assistance which it rendered in this alarming emergency, trucks being willingly operated night and day for transportation of all kinds, including bulldozers and tractors, household goods, cattle, construction materials (including bridge steel), food, feed, and other supplies.

The weather in the fall of the year was normal, but an unusually severe winter was experienced, with snow and frost which lasted in Coast regions for about nine weeks commencing about December 18th. This was followed by a rapid thaw, resulting in an early spring break-up which again affected road transport, many roads being entirely closed for periods of varying length.

INDUSTRIAL DEVELOPMENT AND TRANSPORTATION TRENDS.

A perusal of the individual reports of the various Inspectors of Motor Carriers (*see* Appendix B) gives some indication of the trend of industrial development in various portions of the Province. While the lumber industry still gives employment for a large number of trucks, curtailment of the British market, together with a stipulation, under new contracts, that only first-grade lumber shall be shipped, is bound to have an adverse effect on the industry, the market being already oversupplied with low-grade lumber, resulting in falling prices, and this is expected to result in the closing-down of a number of logging operations which are already operating on a narrow margin of profit. There has also been a curtailment of tie-cutting and hauling, but Christmas-tree hauling is proving extensive and profitable, and is an important industry in the East Kootenays. In the West Kootenays there has been a minor boom in the mining industry, which has absorbed some trucks previously engaged in log or lumber hauling.

The general situation, however, as judged from the activities of the trucking industry, appears to be healthy and reflects the steady growth in population of the Province.

Extensive road-construction continues to result in employment of a large number of dump-trucks; the new and improved roads are also making possible a better transportation service.

The Okanagan fruit and vegetable crop was good, and the tonnage showed a slight increase over the previous year; existing transportation facilities were able to handle it without difficulty.

The new and first-class road between Princeton and Kaleden is finished; this will form a part of the new road from Vancouver to Penticton via the Hope-Princeton Highway, the opening of which is expected to change considerably the transportation picture in the Okanagan. No licences have yet been issued to operate between Hope and Princeton, although several tentative applications have been made in the past, which are on file for later consideration.

Many of our Inspectors report that costs of operation of motor-vehicles continue to increase, including costs of labour, parts, drivers' wages, and new vehicles. This has been reflected by numerous applications for increased rates, dealt with elsewhere in this Report.

Inspectors also point out that the trend is toward the purchase of heavier and more expensive vehicles capable of carrying heavier loads, but that there is still a shortage of this class of equipment. In recent years, shortages have made it necessary for carriers to buy whatever equipment they could get; with improvement of the supply situation, they now carefully select their replacement equipment to suit their particular needs. Factory designed and built semi-trailers are replacing home-made units, and the standard of equipment, generally, is steadily improving.

Whereas, during the recent war, competition in the transportation industry was comparatively conspicuous by its absence, conditions are now approaching normality, as a result of which, in many districts, competition is again becoming keen, not only between already licensed operators, but because new operators are endeavouring to enter the transportation field, particularly for contract hauling.

With respect to the latter class of operator, when an application is received, the proposed operation is carefully studied, and if it is found that because of specialized equipment, experience, availability of tonnage—that is, volume—the proposed operation can be carried out at a lower or more economical rate than by licensed public carriers, limited freight-vehicle licences have been granted. In many cases licensed carriers, realizing the situation, have either purchased equipment more suited to the type of hauling required or have adjusted their tariffs.

As post-war conditions gradually become more normal, it has been observed that carriers find it necessary to seek business rather than merely cater to same, as was the case during the later war years and the period immediately thereafter, during part of which time carriers were operating under severe restrictions or were handicapped by lack of equipment.

ALASKA HIGHWAY.

The commercial importance of this war-constructed road between Dawson Creek, B.C., and Fairbanks, Alaska, a distance of 1,523 miles, has not perhaps been fully realized. The military importance is obvious, but, in addition, there is a considerable amount of interest being shown by United States operators with respect to the commercial aspect of this highway, as evidenced by the fact that hardly a week goes by without an inquiry being received from some point in the United States requesting full details as to the licensing requirements, permissible loads, etc.

Already licences have been granted to Alaska Freight Lines, Inc., of Seattle, for permission to transport freight the entire distance by truck from points in the United States to points in Alaska (such licences, of course, being only with respect to the British Columbia portion of the highway); also to transport freight shipped by them by rail to Dawson Creek for furtherance to Alaska territory, and a similar application from another company of Great Falls, Mont., was made during the licence-year under review, but this application was not dealt with during the said licence-year.

It has been found that the Interstate Commerce Commission of the United States does not control freight moved from points in the United States to the Territory of Alaska, which is not a State of the Union. In order to operate over this highway, it is necessary to travel through the Province of Alberta and through Yukon Territory, as well as through British Columbia, and any successful applicant for licence to transport freight or passengers from the United States to Alaska must therefore comply with the licensing requirements of the two Provinces and of Yukon Territory, as well as with the requirements of the various States through which the vehicles must pass. Notwithstanding the great distances involved, it would appear likely that, as time goes

on, freight traffic over this highway may reach large proportions. In so far as freight hauled from the United States to Alaska, in bond through Canada, is concerned, provided that there is no pick-up or delivery of freight in British Columbia, it would appear that this is international transportation, whereby vehicles are merely using that portion of the Alaska Highway in British Columbia as a corridor through which to move. It may be mentioned that the maintenance of that part of the highway which is in Canada is under the jurisdiction of the Canadian Army; the highway is not maintained by the Provincial Public Works Department.

SKEENA HIGHWAY.

On pages 16 and 17 of the Eighth Annual Report various applications received for scheduled public freight operation over the Skeena Highway between Prince Rupert and points east, such as Terrace, Telkwa, Hazelton, and Burns Lake, were outlined, and it was stated that a decision on the applications had been deferred until the status of the highway had been finally determined. These applications are still in abeyance, no action having been taken regarding same during the licence-year under review.

Generally, it would appear that this highway is somewhat hazardous during certain times of the year due to slides, etc., and subject to closure for long periods.

The public does not appear in any way to be suffering from lack of service.

NEW SCHEDULED PUBLIC PASSENGER AND FREIGHT SERVICES.

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

Kamloops–Valleyview (4½ miles east of Kamloops).
Kamloops–Powers Addition (2 miles west of Kamloops).
Nanaimo–Nanaimo Sulphate Pulp Mill.
Nanaimo–Extension.
Nanaimo–South Wellington.
Local bus service, City of Prince George.

The following new public freight-vehicle services were authorized and commenced during the year:—

Vancouver–Calgary.
Vancouver–Bralorne and Pioneer Mine.
Vancouver–Osoyoos and Oliver (being extension of existing Vancouver–Kelowna service).

PUBLIC PASSENGER SERVICE DISCONTINUED.

Public passenger service between Vanderhoof and Hazelton (being part of service between Prince George and Hazelton) was discontinued.

AIR-LINE LIMOUSINE SERVICE.

The steady expansion of air transport has resulted in a new type of service, generally known as "air-line limousine service," restricted exclusively to transportation of passengers, air express and mail from nearest city to the adjacent airport, and vice versa, with provision for service to and from other airports when weather conditions preclude aeroplanes from landing at the usual terminus. Transportation charges for these services (use of which by the passengers is optional) are collected by the licensee and are not a part of the air ticket; however, some air lines guarantee the licensees a minimum per trip.

The following airport services are now in effect, licensed under the "Motor Carrier Act":—

Victoria–Patricia Bay Airport, V.I.
Campbell River–Comox Airport, V.I.
Courtenay–Comox Airport, V.I.
Nanaimo–Cassidy Airport, V.I.
Duncan and Ladysmith–Cassidy Airport, V.I.
Tofino and Ucluelet–Tofino Airport, V.I.
Port Hardy and Coal Harbour–Fort Rupert Airport, V.I.
Vancouver–Sea Island Airport.
Penticton–Penticton Airport.
Trail and Castlegar–Brilliant Airport.
Nelson–Brilliant Airport.
Cranbrook–Cranbrook Airport.
Kimberley–Cranbrook Airport.
Quesnel–Quesnel Airport.
Prince George–Prince George Airport.
Dawson Creek–Fort St. John Airport.
Fort St. John–Fort St. John Airport.
Fort Nelson–Fort Nelson Airport.
Old Fort Nelson–Fort Nelson Airport.
Lower Post–Watson Lake Airport, Y.T.

TRANSPORTATION OF HOUSEHOLD GOODS.

On page 18 of the Eighth Annual Report mention was made of an application from several household-goods carriers for alteration of their licences to permit of transportation of household goods and settlers' effects to and from any point in British Columbia, which applications were refused; it was also stated: "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 the proposals having this object in view."

Very careful consideration was given to this matter, including briefs submitted by the Automotive Transport Association, and it was finally decided that those carriers who specialize in the movement of household goods and settlers' effects, and whose licences permit of such transportation exculsively, should be permitted, on application, an extension of their licences to allow of transportation of household goods and settlers' effects from any point in British Columbia to any other point in British Columbia provided that the distance between such points is not less than 75 road-miles (distances from any point on the Mainland to any point on Vancouver Island and adjacent islands to include sea mileage).

The granting of this privilege was in all cases subject to a suitable tariff being filed naming rates on a per 100-lb. per mile basis.

The names of those carriers who made application for such privilege and whose applications were approved are given elsewhere in this report.

LICENSING OF TAXIS.

It has been noted that during recent months certain municipalities are restricting issue of municipal licences for operation of taxis. In some cases municipalities have refused to issue such licences unless the applicant holds a licence under the "Motor Carrier Act"; this applies particularly to some of the smaller municipalities where it is not feasible to operate a taxi wholly within the municipal limits.

A case came to the attention of the Commission during the year where an individual who held several licences to operate taxi service was found to have leased his vehicles to individual drivers who were merely paying the licensee a fixed monthly sum for the privilege of operating from his stand, with use of telephone. While the vehicles were registered in the name of the licensee, they were actually owned, under some kind of agreement, by the individual drivers.

While this type of operation did not appear to be contrary to the provisions of the "Motor Carrier Act," it was felt that same should not be encouraged; therefore, the operator concerned was advised that, as licensee and as registered owner of the vehicles, he was personally responsible to carry out the entire operation in accordance with the regulations; further, that the licensee must himself submit an annual report covering the operation as a whole, regardless of any arrangement which he might have made with his drivers.

BRITISH COLUMBIA ELECTRIC RAILWAY COMPANY, LIMITED, BUSES.

By a suitable amendment to paragraph 1.1 (*k*) of the regulations pursuant to the "Motor Carrier Act," vehicles operated for the transportation of persons or property for the public for compensation when such transportation is subject to regulation under the "Public Utilities Act" are now exempt from the provisions of the "Motor Carrier Act." As a result, buses operated by the British Columbia Electric Railway Company, Limited, into Richmond and Burnaby Municipalities, previously licensed under the "Motor Carrier Act," do not now require such licence, such vehicles being regulated by the Commission under the "Public Utilities Act."

ORDERS AND APPROVALS OF THE PUBLIC UTILITIES COMMISSION.

April 28th, 1948: The transfer of shares of Dench of Canada, Limited, to Canadian Pacific Transport Company, Limited, was consented to. Dench of Canada, Limited, holds public freight-vehicle licences for scheduled service from Cranbrook to Kimberley, Cranbrook to Fernie, and Cranbrook to Creston—all in British Columbia; they also hold licences to operate from Crowsnest to Creston, from Cranbrook to Kingsgate, and from Creston to Rykerts, which licences are for interprovincial or international transportation only.

August 10th, 1948: The Commission consented to the transfer of the shares of North Coast Transportation Company from Puget Sound Power and Light Company to the Greyhound Corporation, such consent to become effective upon approval by the Interstate Commerce Commission of the United States of America of the transfer of the said stock to the Greyhound Corporation.

August 18th, 1948: The Commission consented to the transfer of shares of Interior Stages, Limited, of Trail, and City Bus Service, Limited, of Trail, to Amalgamated Bus Lines, Limited. This transfer of shares was in connection with amalgamation of the services provided by City Bus Service, Limited, and Interior Stages, Limited, operating from terminal point of Trail, which services are now operated by Interior Stages, Limited.

January 22nd, 1949: Pursuant to section 61 of the "Motor Carrier Act," the granting by the corporation of the City of Prince George to H. W. Smith, d/b/a Canadian Trailway Stages, of a franchise under By-law 592 of the said city to operate a bus service within the incorporated limits of the City of Prince George was approved, with a proviso that the said approval of the franchise did not constitute approval of any particular routes, time schedules, or fares, which matters are dealt with separately in accordance with the usual procedure under the "Motor Carrier Act."

HEARINGS OF THE PUBLIC UTILITIES COMMISSION.

On March 8th, 1948, a hearing was held at Vancouver by the Public Utilities Commission, respecting the application of B.C. Motor Transportation, Limited (operating Pacific Stage Lines) for consent to a general increase in basic fare structure and elimination of week-end fares, respecting all their routes in the Lower Mainland area, except with respect to the Vancouver–West Vancouver route. This application was approved.

On March 11th, 1948, a hearing was held at Victoria by the Public Utilities Commission respecting the application of Vancouver Island Transportation Company, Limited, for consent to a general increase in the basic fare structure respecting the company's intercity routes. This application was approved.

On April 21st, 1948, a hearing was held at Vancouver by the Public Utilities Commission on revised application of White Transport Company, Limited, for limited freight-vehicle licences to be operated under contract with Canadian Northern and Canadian National Railway Companies for transportation of railway freight from Kamloops to points in the Okanagan Valley, and vice versa, which application was withdrawn. A further hearing on said application was held on July 9th, 1948, at Vancouver, and the application was approved. Further details of this application are set out elsewhere in this Report.

On April 22nd, 1948, a hearing was held by the Public Utilities Commission at Vancouver respecting the applications of the Corporation of the District of West Vancouver and B.C. Motor Transportation, Limited, for consent to increases in bus fares respecting vehicles operated by West Vancouver Municipal Transportation and B.C. Motor Transportation, Limited, between Vancouver and West Vancouver and a revision of the fare zones in West Vancouver, also an application of the B.C. Motor Transportation, Limited, for consent to new and revised local fares in West Vancouver. These applications were approved.

On July 28th, 1948, a hearing was held by the Public Utilities Commission at Port Alberni respecting an application by the Cities of Alberni and Port Alberni that the area comprising the two cities should be considered as an "exempted area" in so far as the "Motor Carrier Act" is concerned. The application was not proceeded with; as, however, the meeting was largely attended by motor carriers in the district, the Commission took the opportunity of holding an open conference on motor-carrier problems generally at Alberni and Port Alberni.

HEARINGS BY SUPERINTENDENT.

While the actual number of applications advertised for a hearing was less than during the previous year, there was a very marked increase in the number of persons who attended and made submissions or who were properly represented at such hearings. It is believed that this is due, in part, to increased facilities for air travel, it being noted that many of the persons appearing came by air from points in the Interior of the Province. There was, also, a notable increase in the number of persons who engaged legal counsel to represent them.

As a result of the foregoing, it was considered desirable that proper verbatim reports of proceedings at these hearings be obtained, and accordingly a qualified stenographer is now engaged for this purpose.

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

	Number of Sittings.	Number of Applications.
1948—		
March	7	47
April	5	33
May	6	40
June	5	36
July	4	30
August	6	35
September	6	24
October	4	19
November	5	29
December	3	15
1949—		
January	4	15
February	4	16
Totals	59	339

DETAILS OF DECISIONS RESPECTING CERTAIN APPLICATIONS.

Sightseeing Service, Victoria and Vicinity.—The application of Cec's U-Drive and Sightseeing Company, Limited, of Victoria, for transfer of a limited passenger-vehicle licence respecting a 13-passenger bus from C. & C. Taxi Service, Limited, to include not only charter trips but also sightseeing tours, Victoria and vicinity, was refused. Although all Victoria taxi operators holding licences under the "Motor Carrier Act" are permitted to engage in sightseeing tours, for many years the privilege of operating such tours with buses has been restricted to three long-established companies, namely: Vancouver Island Transportation Company, Limited; the C. & C. Taxi Service, Limited; and Blue Line Transit, Limited. Approval of the application would have resulted in licensing a new bus operator in a field which is already well served by the existing licensees.

Public Passenger Service, Biological Station at Departure Bay–Nanaimo.—Douglas Mackenzie, the holder of limited passenger-vehicle licences for transportation of industrial workers, made application for permission to render public passenger service from the Biological Station at Departure Bay to Nanaimo, morning trips leaving at 9.25 a.m.

Investigation disclosed that the applicant was rendering a charter service for the Dominion Government transporting employees of the Biological Station from Nanaimo to the station in the mornings, and return in the evenings, for which purpose he did not require a licence, the operation being exempt from the provisions of the "Motor Carrier Act," being on behalf of the Dominion Government.

The application was opposed by Blue Line Transit, Limited, who were already rendering service to Departure Bay but not to the Biological Station. The application was refused.

At a later date the application of Blue Line Transit, Limited, to give service to the Biological Station was refused, as it was not considered that public convenience and necessity required the said service over and above the industrial workers' service already being rendered by Mr. Mackenzie.

Public Passenger Service, Nanaimo to Points South.—Application was made by the Vancouver Island Coach Lines, Limited, to commence service on three new routes, namely: From Nanaimo southerly to Extension, from Nanaimo to South Wellington, and from Nanaimo to the (new) Nanaimo Sulphate Pulp Mill near Craycroft, which application was approved effective October 16th, 1948.

Scheduled Public Freight Service between Nanaimo and Sayward via Courtenay.—The West Coast Freight, Limited, of Port Alberni, already licensed to provide scheduled public freight service between Nanaimo and Port Alberni, made tentative application to inaugurate a new service between Nanaimo and Sayward via Courtenay. Service was already available by connecting carriers, and it was not considered that the applicant had proved that the granting of the licences applied for was a public necessity, and the application was accordingly refused.

Taxi Operations, Alberni and Port Alberni.—Numerous applications were received during the year for transfers of licences and for additional licences, etc., respecting taxi service in this area.

As at the beginning of March, 1948, there were twelve licensed operators in the area, with some thirty-one cars licensed under the "Motor Carrier Act." At this time the Alberni District United Cabs Association was formed, and the various operators and their drivers each took one share in the association, with the exception of one operator with two cars who did not participate, and in due course twenty-nine licences were transferred to twenty-nine individual members of the association, each member owning his own car and operating under his own name, but doing business in the name of the association. Furthermore, all licences were revised to allow of accepting business in either of the two cities.

From reports received, it would appear that this plan has turned out to be satisfactory, as it has tended to cut down overhead costs for dispatchers, telephones, etc., and has rendered it possible to arrange for the proper number of vehicles to be available at peak periods as requisite, with fewer vehicles on the stand at slack times.

During the remainder of the licence-year numerous applications were received from other operators in the area for additional licences, which applications were, in general, refused. During the summer the Public Utilities Commission held a meeting at Port Alberni, *inter alia*, for the purpose of inquiring into the taxi situation in that area. As a result, some additional licences were issued for operation strictly within the area comprising the City of Alberni and City of Port Alberni only, the already licensed operators being the only ones who have authority to operate to points beyond the area comprised in the two cities.

Public Freight Service, Vancouver–Oliver and Osoyoos.—Country Freight Lines, who are licensed to undertake scheduled public freight service between Vancouver and Kelowna via Penticton, made application to include Oliver and Osoyoos as points of delivery from Vancouver or pick-up for Vancouver. Investigations disclosed a need for this service, particularly with respect to transportation of canned goods from the Osoyoos and Oliver districts to Vancouver, which service was not available other than by connecting carriers, and the application was approved.

White Transport Company, Limited.—This company operates scheduled public freight service between Vancouver and Kelowna via Kamloops. As outlined on page 8 of the Eighth Annual Report, an application was received from this company for twelve limited freight-vehicle licences for transportation of freight for the Canadian National Railway Company and Canadian Northern Railway Company comprising only such freight which was to receive or which had received a part rail-haul to or from a point outside the area, which area comprised the area between and including Kamloops and Penticton and intermediate points where Canadian National Railway depots are located, with the object of giving co-ordinated rail and truck service chiefly from Vancouver to Okanagan Valley points and vice versa, the general scheme being that freight be transported by train from Vancouver to Kamloops and then delivered by truck from Kamloops to Okanagan Valley points where a Canadian National Railway depot is located and vice versa.

A hearing was held by the Public Utilities Commission at Vancouver on April 21st, 1948, at which time, as the railway companies were not prepared to proceed, the application was withdrawn.

A further hearing was held at Vancouver on July 19th, 1948, at which time the application was objected to by O.K. Valley Freight Lines, Limited, and Country Freight Lines, and by the Automotive Transport Association on behalf of forty-nine of its member "carriers." After full consideration of the evidence and argument, the application was approved by the Commission on August 3rd, 1948.

However, for reasons best known to the applicant and to the railway companies, the applications were not completed by filing details of vehicles and payment of fees, and therefore licences had not been issued by the end of the licence-year.

Scheduled Public Freight Service between Vancouver and Bridge River District.—Neal Evans Transportation Company, Limited, who were already licensed to give local freight service within the Bridge River district and public passenger and express service between Vancouver and Pioneer, made application for alteration of licences to include scheduled public freight service between Vancouver and Pioneer Mines—two round trips per week.

The application was approved and the service was duly inaugurated.

At the same time an application of a new company (Bridge River–Vancouver Transport, Limited) to render similar service—namely, transportation of mining and construction machinery and equipment, perishable goods and household goods between Bridge River district and Vancouver—was refused.

At a later date the last-mentioned company made application to transport household goods between Vancouver and Bridge River area, which application was approved, but the alteration of licence did not take effect during the licence-year under review.

Public Freight Service between Creston and Vancouver.—Millar & Brown Transfer Company operate scheduled public freight service from Kimberley and Cranbrook to Vancouver via the United States, and vice versa. Their application to include Creston as a point of call on this route was approved, thus giving Creston direct connection with Vancouver for transportation of freight by highway. Prior to this, Creston was only served by connecting carriers.

Scheduled Public Freight Service between Vancouver and Seattle.—Licences held by the British Columbia–Seattle Transport, Incorporated, permitting of scheduled freight service between Vancouver and the International Boundary, being portion of service between Vancouver and Seattle, were transferred to the Los Angeles–Seattle Motor Express, Incorporated, as a result of which the new licensee is now able to give through freight service from Los Angeles to Vancouver, and vice versa.

Scheduled Public Freight Service between Vancouver, B.C., and Calgary, Alta.—The application of Continental Carriers, Limited, for four Class II public freight-vehicle licences respecting tractors and semi-trailers with carrying capacity of 12 tons per unit for scheduled service as above, operating most of the distance via roads in the United States, was approved in so far as that part of the route which is in British Columbia was concerned.

Until granting of these licences, the only truck service between Vancouver and Calgary was by connecting carriers, there being no through service.

Scheduled Public Freight Service, Vancouver–Prince George.—Approval was given to application of Lee's Transport, Limited, for alteration of two public freight-vehicle licences (authorizing scheduled service from Vancouver to Vanderhoof) for permission to include service to Prince George, which they were not permitted to do under their licences, and at a later date three additional licences were granted to this company for similar service.

Although these applications were opposed by existing licensees operating between Vancouver and Prince George, it was considered that the existing service was not entirely adequate or reliable.

Proposed Truck Freight Service between Vancouver and Points between Gibsons and Madeira Park via Sechelt.—This was a somewhat unusual application, in that it involved shipping the truck between Vancouver and Gibsons by barge. Three-times-weekly service was proposed.

Freight at present reaches points in this area by ship, barge, and ferry, and investigation showed that ample service is available. Freight is unloaded from ship or barge at wharves and then distributed by local carriers, strategically situated at various wharves, including Gibsons, Roberts Creek, Wilson Creek, Sechelt, and Half-moon Bay, and the application was strongly opposed both by the water carriers and the local truckmen.

A very careful investigation indicated that there was no public necessity for the service and that it would only be patronized if the applicants could offer lower rates, which, in general, did not appear feasible. The application was refused.

Taxi Service, New Westminster.—A tentative application of Depot Cabs, Limited (a newly formed company), for six limited passenger-vehicle (taxi) licences to operate from terminal point of "present and/or proposed new B.C. Motor Transportation, Limited, bus terminal, New Westminster," was refused. This application was strongly opposed by the various licensed taxi operators in New Westminster, and it was not considered that public necessity had been shown for the granting of the application.

Public Passenger Service between Hope and Chilliwack.—Service between these two points has for many years been operated by Licensee H. H. Gallagher. During the month of February, 1949, Mr. Gallagher transferred his interest in this service to the B.C. Motor Transportation, Limited (operating Pacific Stage Lines), and surrendered his licences, effective February 1st, 1949. Consequently, the application of B.C. Motor Transportation, Limited, for alteration of their Schedule of Public Passenger-vehicle Routes to include therein the Hope–Chilliwack route was approved. Therefore the B.C. Motor Transportation, Limited, now operate from Vancouver to Hope, inclusive.

Mission Transportation, Limited, Licences transferred.—The Mission Transportation, Limited, held public passenger-vehicle licences for scheduled service between Mission and Haney via Dewdney Trunk Road, between Mission and Huntingdon, and for local service at Mission.

Application of B.C. Motor Transportation, Limited (operating Pacific Stage Lines), for transfer of these licences to themselves and for permission to operate any of their licensed vehicles over said routes was approved, subject to a condition that local service should not be given by the company over that portion of the Mission–Haney route between Eighteenth Avenue and Twenty-ninth Avenue on the Dewdney Trunk Road in Maple Ridge Municipality, already served by Maple Ridge Bus Service, Limited. Application was made later by the B.C. Motor Transportation, Limited, for deletion of the said restriction, which application was the subject of a public hearing, and, after careful consideration of the submissions of the Maple Ridge Bus Service, Limited, and of the Municipality of Maple Ridge, it was decided to refuse the application, it being considered that the restriction was necessary in order to protect the local bus service.

Public Freight Service, Ashcroft and Vicinity, and between Vancouver and Ashcroft.—After several months' negotiation, the public freight-vehicle licences of various Ashcroft carriers (which licences had been in effect since 1935 under Part V of the "Highway Act") were suitably revised, and the application of Thomas H. Stewart to alter his public freight-vehicle licences to include scheduled service between Ashcroft and Vancouver, serving also Spences Bridge, was approved.

Limited Passenger-vehicle Service, Vernon.—Carswell Coach Lines, who operate public passenger service within the City of Vernon, made application for the privilege

of transporting spectators from Vernon to hockey and lacrosse games in Kelowna and Kamloops, also to Armstrong Fair and Kelowna Regatta, charging individual fares.

Although this application was objected to by Western Canadian Greyhound Lines, Limited, who operate scheduled public passenger service over the routes in question, the application was approved, subject to the restriction that one-way fares shall not be sold, but return tickets only, which shall be good for the one day and the one round trip, it being considered that the approval of this application was in the public interest.

Public Freight Service, Vernon, Revelstoke, and Arrowhead.—The licence previously held by Reinhard W. Hopp having been cancelled by the Public Utilities Commission on account of failure to maintain service, applications were received from Muir's Cartage, Limited, Capital Transfer Company, John E. Sengotta, Dan D. Basaraba, and a partnership of Peter Bechenauer and Oscar Matson—all of Vernon—for licences to operate scheduled public freight service between Vernon, Revelstoke, and Arrowhead.

The records showed that Muir's Cartage, Limited, had filed a similar application several months previously, which application had been voluntarily but temporarily withdrawn. As this application was therefore senior to any of the other applications and as Muir's Cartage appeared fit, willing, and able to perform the service, their application was approved, and the other applications were refused.

Public Passenger Service, Kamloops–Powers Addition and Kamloops–Valleyview.—Approval was given to the application of Louis C. Vigna, d/b/a Riverview Coach Line, for licences to give public passenger service between these points, the distance to Valleyview being 4½ miles east from Kamloops and to Powers Addition being 2 miles west from Kamloops.

This service is restricted to no local service within the City of Kamloops, as the city is already served by Civic Transportation Company, Limited.

Scheduled Public Freight Service between Kamloops and Salmon Arm.—Henry Milton Drake, d/b/a Kamloops–Salmon Arm Freight Line, made application for transfer from Kamloops–Okanagan Freight Lines, Limited, of that portion of the licence held by the last-mentioned company (who also operate between Kamloops and Vernon) covering service between Kamloops and Salmon Arm. The application was approved, and two licences were granted for this service.

Bus Service, Trail and Vicinity.—The City Bus Service, Limited (operating local public passenger service in the City of Trail and vicinity), and the Interior Stages, Limited (operating between Trail and Nelson via Fruitvale and Salmo, between Trail and Rossland, between Nelson and Nelway via Salmo, and between Trail and Fruitvale), amalgamated, and application was received to transfer the City Bus Service, Limited, licences to Interior Stages, Limited, to include therein the privileges held by City Bus Service, Limited.

The application was approved, it being considered that the amalgamation and resulting co-ordination of service was in the public interest, as has subsequently proved to be the case.

Passenger Service, Cranbrook–Fairmont and Radium—Excursion Trips.—The application of Star Stages of Cranbrook for service as above via Kimberley on Sundays and gazetted holidays, only, was approved.

Previously Kimberley City Service had applied to give service over portion of this route from Kimberley, which application had been approved; however, they later applied to discontinue the service, and the Star Stages' application was therefore approved.

Public Passenger Service, City of Prince George.—By order dated January 22nd, 1949, the Public Utilities Commission approved the granting to Harold W. Smith, d/b/a Canadian Trailway Stages, by the corporation of the City of Prince George of a bus franchise in accordance with By-law 592 of the said city, but this approval did not constitute an approval of any particular routes, time schedules, or fares, which matters are dealt with separately in accordance with the usual procedure under the "Motor Carrier Act."

In due course Mr. Smith applied for and received the necessary alteration of licences to enable him to render the service.

Scheduled Public Freight Service between Prince George and Quesnel.—As a result of transfer from Robert A. Baxter to J. A. and R. W. Wade of scheduled public freight-vehicle licences for operation between Quesnel and Prince George, Messrs. Wade, who were already licensed to operate between Quesnel and Kamloops and between Quesnel and Barkerville, are now able to give through service from Barkerville to Prince George or from Kamloops to Prince George.

Cancellation of Public Passenger Service between Prince George and Hazelton.—H. W. Smith, d/b/a Canadian Trailway Stages, Prince George, held public passenger-vehicle licences for scheduled service between Prince George and Hazelton. He applied for permission to discontinue that part of the service which lies to the west of Vanderhoof, and after consideration of the records submitted by the applicant as proof that this service was not economically sound, the permission to do so was granted.

Passenger Service, Prince Rupert–Terrace.—Although several applications have been received in the past for permission to give public passenger service over the Skeena Highway from Prince Rupert to points east, licences have not to date been issued; such applications are being held in abeyance.

However, an application of Kaien Island Stages, Limited, to render limited service between Prince Rupert and Terrace and (or) Lakelse, comprising excursion trips during week-ends and holidays, effective only during the months of June to September, inclusive, and charging individual fares, was approved, with a proviso that said approval did not give the applicant any rights with respect to operation of scheduled public passenger service on this route or any portion thereof.

Taxis—Operations at Prince Rupert.—Prince Rupert is a city where it is practically impossible to operate a taxi wholly within the city limits, and after due consideration the Commission decided to adopt the same policy with regard to licensing of taxis in the City of Prince Rupert as is in effect with regard to taxis in Vancouver; namely, to grant licences only with respect to such vehicles which are duly licensed by the City of Prince Rupert. This policy was put into effect, several licences having been granted.

Transportation of Industrial Workers, etc., between Prince Rupert and Watson Island.—Watson Island, approximately 12 miles from Prince Rupert, is the site for a large cellulose-manufacturing plant under construction by the Columbia Cellulose Company, Limited; it is about a mile from Port Edward.

Kaien Island Stages, Limited, are licensed to operate public passenger service between Prince Rupert and Port Edward, and they applied for permission to serve Watson Island as an off-route point, a distance of about one-half a mile.

Watson Island Stages, Limited, hold limited passenger-vehicle licences for transportation, under contract, of industrial workers between Prince Rupert and Watson Island. This company applied for permission to transport passengers other than industrial workers between these points, charging individual fares.

The application of Watson Island Stages, Limited, was refused. The application of Kaien Island Stages, Limited, was approved, subject to the applicant obtaining the necessary permission of the owner of the property (Columbia Cellulose Company, Limited) to pick up or let down passengers on the island.

Public Freight Service over the Alaska Highway.—Application of Alaska Freight Lines, Incorporated, of Seattle, Wash., for four public freight-vehicle licences was approved after a hearing. Under the conditions of approval, this company is allowed to transport freight originating in the United States and forwarded by the licensee in rail cars from the United States to Dawson Creek, B.C., for further haul via motor-truck to points in Alaska, and vice versa, also, by all-truck movement, to carry freight

originating in the United States and in Canada (excluding freight originating in British Columbia) from points in the United States delivered to points in Alaska, and vice versa.

That portion of their application to be allowed to pick up any freight offering at Dawson Creek, B.C., for delivery to points in Alaska was refused.

Public Passenger Service between Pouce Coupe and Dawson Creek.—Applications were received from British Yukon Navigation Company, Limited, of Whitehorse; from John S. Keen, of Pouce Coupe; and from Canadian Coachways, Limited, of Edmonton, respectively, for permission to operate public passenger service between Dawson Creek and Pouce Coupe and between Dawson Creek and South Dawson, which route was vacant on account of the existing licences of Mike Hustak (the previous licensee) having been suspended, and later cancelled, on account of failure to maintain proof of financial responsibility.

The application of British Yukon Navigation Company, Limited, was approved, as this company was already established in Dawson Creek with suitable bus terminal and equipment, and the other two applications were refused.

The previous application of Arthur R. Young for transfer of the licence from Mike Hustak for this service was refused.

Extension of Privileges respecting Transportation of Household Goods. — As explained elsewhere in this Report, it was decided that carriers who were licensed exclusively for transportation of household goods should be granted wider privileges for pick-up at points not within the territory adjacent to their home terminus. The licences of the undermentioned carriers were therefore amended by adding permission to transport household goods and settlers' effects from any point in British Columbia to any other point in British Columbia, provided that the distance between such points is not less than 75 road-miles, restricted to vehicles which are licensed exclusively to haul household goods and settlers' effects:—

Dowell's Cartage and Storage, Limited, Victoria.
Wilbert A. Jeeves, Victoria.
Schofield & Malpass, Limited, Nanaimo.
Bekins Moving & Storage Company, Limited, Vancouver.
Bowman Storage, Limited, Vancouver.
Campbell's Storage, Limited, Vancouver.
Crone Storage Company, Limited, Vancouver.
Reginald Gooding, Vancouver.
Johnston National Storage, Limited, Vancouver.
George Williams, Vancouver.
Belyea & Company, Limited, New Westminster.
Princeton Transfer (Mrs. N. Garrison), Princeton.
J. and C. Goodkey, Penticton.
D. Chapman & Company, Limited, Kelowna.
Stephens' Cartage (C. E. Stephens), Kamloops.
West Transfer Company, Nelson.
Williams Van Lines, Limited, Nelson.
Harold H. Hatch, d/b/a Rush Transfer and Storage, Prince George.

LICENCES CANCELLED.

Limited passenger-vehicle (taxi) licences C 3015 and C 3016, in the name of Smith Cabs, 400 Lonsdale Avenue, North Vancouver, B.C., were cancelled by the Public Utilities Commission, under date of April 14th, 1948, pursuant to section 11 (2) (*b*) of the "Motor Carrier Act."

Under date of March 3rd, 1949, it was ordered by the Public Utilities Commission that Class II public freight-vehicle licence G 8296, in the name of Reinhard W. Hopp,

covering scheduled public freight service between Vernon and Arrowhead via Grindrod and Revelstoke, which licence was suspended on January 26th, 1949, and which expired on February 28th, 1949, be considered as cancelled, and that same be not renewed on account of failure to render service.

By order of the Public Utilities Commission dated August 14th, 1948, after a hearing, public passenger-vehicle licences A 175 and A 44, in the name of Mike Hustak, of Dawson Creek, covering public passenger service between Pouce Coupe and Dawson Creek and between Dawson Creek and South Dawson were cancelled on account of failure of the licensee to maintain proof of financial responsibility as required by regulations pursuant to the "Motor Carrier Act."

APPEAL.

An appeal was made by David M. Hoops, Telkwa, against the Commission's decision granting a taxi licence to Roy A. Bussinger for operation at that point, Mr. Hoops being the holder of a similar licence and there being no other licensee there. The Commission's decision was upheld by the Lieutenant-Governor in Council.

AMENDMENTS TO THE REGULATIONS PURSUANT TO THE "MOTOR CARRIER ACT."

Several amendments, some of importance and others of a minor nature, were effected during the year, including the following:—

By Order in Council No. 107, approved January 13th, 1948, but effective March 1st, 1948, a number of amendments were made to Part III of the regulations dealing with fees, and to the Schedule of Fees referred to therein.

As to the Schedule of Fees, the fee for a Class I private freight-vehicle was altered from $1.50 per ton of authorized carrying capacity (with a minimum of $5) to a flat $5 for any vehicle; the annual fees for any passenger-vehicle were fixed at $3 per passenger seat (with a minimum of $15) instead of $2 per seat for a limited passenger-vehicle, $3 per seat for a public passenger-vehicle, and $3.60 per seat for a public and limited passenger-vehicle, with different minimums; the annual fee for a public freight-vehicle of any class was fixed at $12 per ton of authorized carrying capacity (with a minimum of $12) instead of $10 per ton for a Class III, $12 per ton for a Class II, and $15 per ton for a Class I. The fee for a limited freight-vehicle was increased from $8 to $9 per ton of authorized carrying capacity, with a minimum of $9. The main object of these revisions was simplification.

The requirement that a special renewal fee be paid for extension of a short-term licence was deleted.

By Order in Council No. 371, approved February 20th, 1948, provision was made, by amending paragraph 1.1 (*c*), to exempt from the "Motor Carrier Act" any private freight-vehicle owned and operated by a Board of School Trustees.

Paragraph 3.80 was amended to permit of reclassifying a public or limited freight-vehicle licence as a private freight-vehicle licence without payment of additional fee.

By Order in Council No. 2525, approved November 3rd, 1948, the following amendments, *inter alia*, were made:—

Paragraph 6.05 amended to require licensees to give prompt and satisfactory public notice of unavoidable interruption of scheduled public passenger or freight service.

Part 7, under the heading of "Time Schedules," was revised to require that at least thirty days' public notice be given of any proposed change in time schedule, including notification to such municipalities as may be affected if passenger service is concerned; special forms are prescribed for use in making application to the Commission for consent to the proposed changes,

and the Commission has power to order the licensee to give notice by newspaper advertising.

Part 8 (Rates and Tariffs) was similarly amended with regard to changes in passenger or freight tariffs, with thirty days' notice to be given, municipalities affected to be advised in case of a change in passenger tariff, and power to order licensee to give notice by newspaper advertising.

The Commission, however, has power in special cases to consent to any change of time schedule or tariff notwithstanding non-compliance by the applicant with any of the regulations as to form, effective date, notice, or procedure. This provision is to permit of flexibility in case of emergency.

The amendments outlined above were found necessary because the existing regulations did not allow of sufficient time to deal with objections prior to the proposed effective date of the proposed change; also it was found that in many cases municipal officials who were vitally interested in passenger operations did not always receive sufficient or timely notice.

By Order in Council No. 2547, approved November 6th, 1948, Part 8 of the regulations was further amended to provide that no licensed carrier shall accept a C.O.D. (cash on delivery) shipment unless his filed tariff specifies the charges to be made by him for such C.O.D. service and the rules governing such service, which rules must contain a statement of the specific period of time within which the carrier shall remit to the shipper, or his order, all money received by the carrier on behalf of the shipper. A further paragraph lays down the procedure in cases where a C.O.D. shipment is carried jointly by two or more carriers.

In conclusion, paragraph 8.132 states that no motor carrier shall delay the remittance of the C.O.D. moneys collected by him beyond the time specified in his tariff.

These regulations were made because it was ascertained that certain carriers were not making prompt remittance of C.O.D. moneys collected by them.

AMENDMENT OF REGULATIONS PURSUANT TO THE "HIGHWAY ACT."

The regulations pursuant to the "Highway Act" respecting, in particular, the maximum allowable gross weights and dimensions of vehicles were amended by the Department of Public Works, effective January 1st, 1949. In general, the regulations permit of somewhat more generous allowances, particularly with respect to multiple-axle trailer or semi-trailer combinations, which previously were limited to an absolute maximum gross weight of 52,000 lb. Under the amended regulations, suitably designed vehicles may have a gross weight exceeding the last amount up to as high as 73,000 lb. gross for a vehicle having a wheel-base of 57 feet—with lesser amounts for shorter wheel-bases—subject, however, to certain limitations as to maximum loads on any axle or group of axles. One result of these amendments will undoubtedly be to encourage the use of multiple-axle vehicles, permitting of greater loads to be carried per unit with less burden on the highways.

While the administration of the above regulations is not vested in the Public Utilities Commission, section 64 of the "Motor Carrier Act" states that the provisions of the said Act are in addition to the provisions made by or under the "Highway Act" or "Motor-vehicle Act" and that nothing in the "Motor Carrier Act" shall be deemed to exempt any person or motor-vehicle from any of the provisions of the "Highway Act" or "Motor-vehicle Act" or the regulations made under either of the said Acts; consequently, in issuing carrier's licence naming a certain maximum carrying capacity, on which the fees are based, it is essential that officials of the Motor Carrier Branch shall have full knowledge of the provisions of the regulations pursuant to the "Highway Act" in order to avoid issuing a licence with a carrying capacity which, taking into

consideration the net weight of the vehicle, would allow of a gross weight in excess of the amount permitted under the "Highway Act."

Commencing with the licence-year 1949–50, all carrier licences bear a notation comprising an excerpt from section 64 of the "Motor Carrier Act" for information of the licensees.

RATES, TARIFFS, AND TIME SCHEDULES.

During the year under review a considerable amount of progress has been made in the matter of securing proper filings of requisite tariffs, contracts, time schedules, and financial reports from licensed carriers.

Where applications for licence, transfer or alteration of licence are concerned, tariff and time-schedule filings are obtained as a matter of routine; also, where applications for consent to filing of changes in rates and time schedules are made, such filings are dealt with in the ordinary course. But in addition to this, when information is received which indicates that any existing filings are not up to date, requisite initiative is taken and new filings are obtained. In general, it may be said that the situation in respect to such filings has improved substantially during the past two years, and it is now the exception rather than the rule to find a carrier who has not yet complied with the requirements of the regulations in this respect.

It was predicted in last year's Report that it seemed reasonable to expect that some carriers who had not applied for permission to file increased rates during that year might find, on examination of their financial position in the succeeding year, that they would not be able to continue to carry on without an increase in their rates, and that it was possible that such carriers would file applications for approval of increased rates during the 1948–49 licence-year.

This prediction has proven to be substantially correct, but there are several outstanding exceptions, particularly with respect to those motor carriers who operate regular freight services between Vancouver and points in the Okanagan Valley, and those who operate similar services over the Alaska Highway, which carriers have not requested permission to increase any of their basic rates.

In contrast with the foregoing exceptions is the large number of non-scheduled freight carriers who operate over relatively short routes and the freight carriers who operate on a charter basis. Almost all of such carriers have found it necessary to apply for permission to revise their rates upward owing to increases in cost of operation.

The question as to whether a reduction in frequency of scheduled services might obviate the necessity of rate increases was considered by some carriers, and it was found possible, in isolated cases, to effect economy of operation and to increase the load factor by this means. In most instances, however, carriers found it to be impractical to reduce service for a protracted period, owing to the fact that alternative methods of transportation tended to develop and reductions in service were followed by a drop in the volume of traffic offering. This was found particularly true in the case of public passenger operations, which are highly sensitive to alternative means of transportation, such as use of private cars, special industrial workers' services, or use of taxis and U-drive vehicles. Furthermore, the major bus companies have had to concern themselves with the over-all requirements of service with respect to their entire system rather than the question of profitable operation of individual trips.

A trend that has become evident during the past year, in connection with such tariff and time-schedule applications as have been dealt with, is that both the shipping public and the travelling public have become decidedly conscious of their privileges under the "Motor Carrier Act," and it is noteworthy that the number of representations received from the public at large respecting application for changes in freight rates, passenger fares, and time schedules has considerably increased. This is a situation that has been welcomed and which, in the final analysis, tends to reduce irritations

which might arise as a consequence of approval or refusal of applications for changes in transportation rates and services, in that all interested persons are given the opportunity to make representations regarding such applications.

To facilitate such procedures, the regulations governing rate and time schedule filings were amended during the year, and a greater lapse of time—namely, thirty days instead of twenty-one days—is now prescribed between the date of giving public notice of application and the proposed effective date of such filings. These amendments appear to have been recognized by carriers as something that was necessary in the interest of the public, while, on the other hand, the public appears to have appreciated this provision which gives the Commission more time in which to consider any objections filed.

Another change which has been made in the regulations during the past year is that rules have been prescribed governing the collection and remittance by the carrier to the shipper of C.O.D. (cash on delivery) moneys. This change was strongly supported by representatives of the motor-carrier industry who were concerned with the fact that some irresponsible carriers were financing their operations out of C.O.D. collections, and were thereby undermining the public confidence in the motor-carrier industry as a whole. The new regulations provide that no motor carrier shall accept a shipment of freight or express for delivery on a C.O.D. basis unless the tariff governing his operations specifies the charges to be made for such service and contains a statement of the specific period of time within which collections shall be remitted by him to the shipper. It is provided further that no motor carrier shall delay the remittance of such collections beyond the time specified in his tariff; therefore, withholding of collections beyond the time so specified now constitutes an offence under the regulations.

Though the above change has been in effect for only a few months, a number of shippers have already taken advantage of the protection of the new regulations, and carriers generally have been prompt in amending their tariffs in line with the revised regulations.

SIGNIFICANT TARIFF DECISIONS.

(*a*) Following public hearings held by the Public Utilities Commission, the applications shown hereunder were approved:—

B.C. Motor Transportation, Limited: Application for consent to general increase in the basic fare structure and elimination of reduced week-end fares on all routes in the Lower Mainland area, excepting the Vancouver–West Vancouver route. Approved March 8th, 1948.

Vancouver Island Coach Lines, Limited: Application for consent to general increase in basic fare structure on intercity routes on Vancouver Island. Approved March 11th, 1948.

Island Freight Service: Application for consent to general increase in freight rates for scheduled public freight-vehicle service on Vancouver Island. Approved March 22nd, 1948.

B.C. Motor Transportation, Limited, and West Vancouver Municipal Transportation: Application for consent to general increase in fares; also for permission to alter certain fare zones, within the Municipality of West Vancouver, on the Vancouver–West Vancouver route. Approved April 22nd, 1948.

(*b*) Other notable applications which were dealt with without a public hearing by the Public Utilities Commission included the following:—

Neal Evans Transportation Company, Limited: Application for consent to increase of basic fare structure on Vancouver–Pioneer and Shalalth–Pioneer routes. Approved March 17th, 1948.

Blue Line Transit, Limited: Application for consent to increase in the basic fare structure applicable to various routes operated within the City of Nanaimo and immediate vicinity. Approved September 16th, 1948.

Interior Stages, Limited, Trail, B.C.: Application for consent to standardize the fares of Interior Stages, Limited, and City Bus Service, Limited (of Trail), and to increase commutation fares. Approved September 22nd, 1948.

B.C. Motor Transportation, Limited: Application for consent to adjustment of fares on Crescent Beach–Ocean Park–White Rock route. Approved November 2nd, 1948.

Maple Ridge Bus Service, Limited: Application for consent to increase in the basic fare structure applicable within the Municipality of Maple Ridge. Approved November 22nd, 1948.

Columbia Stage Lines, Limited: Application for consent to general increase in the basic fare structure on routes operated between New Westminster and points in the Municipality of Coquitlam. Approved January 14th, 1949.

Williams Van Lines, Limited, of Nelson: Application for consent to increase in household-goods transportation rates. Increase of 8 per cent. approved January 28th, 1949.

Lower Mainland Household Goods Carriers: Application for consent to filing of increased household-goods rates applicable to distances up to 120 miles. Approved February 18th, 1949.

PRESCRIBED TARIFFS.

The "Motor Carrier Act" gives the Commission the power to prescribe the rates charged by motor carriers, but only three such tariffs are in effect, namely:—

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

(2) Competitive, Local, and Joint Freight Tariff No. 3 (Cariboo Freight Tariff). (Applies only to scheduled freight services between Vancouver and points situated between Clinton and Prince George.)

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

The Okanagan Freight Tariff was amended by Supplement No. 7, which provided for an increase in the coal-hauling rates between Princeton and Keremeos.

The Cariboo Freight Tariff was amended by Supplement No. 3, issued July 15th, 1948, providing for increase in freight rates applicable between Vancouver and Prince George only.

No change was made in the prescribed Charter and Sightseeing Passenger Tariff, Victoria and Vicinity, during the licence-year under review.

CONTRACT-RATE FILINGS.

All motor-carrier transportation services cannot be suitably governed by tariff filings, particularly those services which are operated under unusual operating conditions, and in such cases copies of contracts or rate agreements are filed.

Those services which are most often covered by contract filings are: Log hauling, lumber hauling, milk hauling, transportation of canned fish and fish-cannery supplies, transportation of bulk petroleum products, dump-truck work, transportation of coal and ore from mines, transportation of freight and express for the railways and air lines, transportation of industrial workers.

During the past year virtually all contract rates were increased by varying amounts, up to 25 per cent. over rates in effect in 1947, after negotiation and agreement between the motor carriers and their contractors.

As to negotiation of contracts, it may be noted that in some cases both parties have requested and have received assistance of Inspectors and of the staff in Van-

couver in arriving at rates which are reasonable and satisfactory to both parties. For example, log-hauling rates in the Merritt district could not be agreed upon in the initial stages by the carriers and the logging company, and it was only after certain points were clarified by officials of the Branch that a satisfactory settlement was reached.

TIME SCHEDULES.

The regulations under the "Motor Carrier Act" have been amended during the past year in order to ensure in so far as possible that the public and appropriate municipal authorities shall be given, by the carrier, adequate notice of all proposed changes in public passenger services. Ordinary applications for permission to alter time schedules are now subject to thirty days' notice (unless, in any special case, the Commission permits of shorter period), and where service is to be changed between two points within a municipality, notice must be given by the carrier to the municipal authorities. In the case of unavoidable interruptions of scheduled service, carriers are required to give public notice of the interruption and its probable duration with such promptness and in such a manner as to reduce to a reasonable minimum the public inconvenience resulting from the interruption of service.

STATEMENT OF TARIFFS AND TIME SCHEDULES FILED DURING THE YEAR 1948–49.

	1947–48.		1948–49.	
Passenger time schedules	471		336	
Freight time schedules	55		58	
Passenger and express time schedules	2		2	
	—	528	—	396
Passenger and express tariffs	5		3	
Local express tariffs	22		21	
Public passenger tariffs	55		28	
Charter passenger tariffs	308		257	
Limited passenger tariffs	-----		18	
Class I public freight tariffs	10		17	
Class II public freight tariffs	34		56	
Class III public freight tariffs	467		321	
Special commodity tariffs	9		30	
Limited freight tariffs	11		8	
Baggage tariffs	-----		2	
Sightseeing tariffs	-----		3	
	—	921	—	764
Contracts		739		644
Supplement to passenger tariffs	80		44	
Supplement to freight tariffs	67		60	
Supplement to express tariffs	3		-----	
Revisions to tariffs	405		149	
	—	555	—	253
Total filings		2,743		2,057

ANNUAL REPORTS OF MOTOR CARRIERS.

On page 16 of the Seventh Annual Report, the Commission outlined the joint arrangement which had been made with the Dominion Bureau of Statistics for the collection of annual reports of motor carriers (other than private freight carriers) in this Province, operating for compensation, the arrangement being that the forms

used are prepared and mailed out to carriers by the Dominion Bureau of Statistics, returnable in duplicate to the Public Utilities Commission, Motor Carrier Branch, in which office reports are checked for gross errors and returned to carriers for correction if not satisfactory. When the reports are complete, one copy is forwarded to the Dominion Bureau of Statistics and the other copy is retained in the files of the Motor Carrier Branch for future reference.

The following table indicates the progress which has been made in the matter of filing by carriers of annual reports:—

	For the Year 1946–47. Per Cent.	For the Year 1947–48. Per Cent.
Total filings due	100	100.0
Filings received	65	87.5
Filings accepted	50	80.8
Filings returned for revision (outstanding)	15	6.7
No filings made	35	12.5

NOTE.—Total filings due: 1946–47, 2,156; 1947–48, 2,146.

While it is clear that there is a need in many cases for more accurate accounting methods in the motor-carrier industry in British Columbia as a whole, consideration of the returns received does indicate some improvement in this direction during the past few years. In this connection the services of field Inspectors and of officials in the Rates Division of the Motor Carrier Branch have been available to give carriers guidance and a limited amount of assistance in the matter of rearranging their accounting systems in line with the requirements of the report form.

PUBLICATION OF DECISIONS ON APPLICATIONS.

The practice of publishing weekly lists of all decisions of the Public Utilities Commission respecting applications for public or limited licences was maintained.

In addition, during the year these decisions were extended to include therein decisions of applications for changes in tariffs.

APPLICATION FORMS FOR LICENCES REVISED.

All application forms for licence, alteration of licence, transfer of licence, etc., comprising forms M.C. 1 to 10, inclusive, were revised during the latter part of the licence-year, duly printed, and distributed to all concerned.

It was found that the old forms did not give sufficient data regarding wheel-bases of multiple-axle trucks and combinations, nor did the forms generally give full information regarding maker's rated capacity, model, etc.; also lacking was information as to whether trailers were duly equipped with brakes as requisite, pursuant to the "Motor-vehicle Act."

The new forms have proved satisfactory in every way.

RE INTERCHANGEABLE TRAILERS.

The licensing procedure under the "Motor Carrier Act" is such that each vehicle and semi-trailer must be individually licensed. The trend in transportation is toward the use of tractors and semi-trailers, and it was found that some firms have numerous semi-trailers which they wish to attach to any particular tractor, and vice versa, with various carrying capacities. At first this presented a somewhat difficult problem, but this was solved by a decision whereby the fee for a carrier's licence shall be based on the carrying capacity of the largest semi-trailer, notwithstanding that a semi-trailer of less carrying capacity may be attached, the conditions of licence being suitably worded to take care of this situation.

PROOF OF FINANCIAL RESPONSIBILITY.

The Superintendent of Motor Carriers receives a copy of each certificate of proof of financial responsibility filed with the Motor-vehicle Branch respecting passenger-vehicles (buses and taxis) licensed under the "Motor Carrier Act."

No bus or taxi licence is issued or renewed unless such a certificate is in force, and failure to maintain this proof of financial responsibility results in immediate suspension of the licence. During the year there was a very large turnover of these certificates, resulting from insurance-policy changes, vehicle replacements, etc.; it appears that insurance companies, generally, are exercising a considerable amount of precaution in the issue of policies, and some operators have had difficulty in getting the necessary coverage.

MECHANICAL INSPECTIONS.

In practically every portion of the Province the Motor Carrier Branch is now, through the field Inspectors, carrying out regular mechanical inspections on licensed passenger-carrying equipment. Generally speaking, it is found that such equipment is in good condition; however, many defects were detected and corrected. Efforts and results in this direction are proving the worth of such inspections.

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

The 1948 conference was held at Edmonton and was attended by the Chairman, Public Utilities Commission (Dr. W. A. Carrothers), member of the Commission (the late Major J. C. MacDonald), and by the Assistant Superintendent of Motor Carriers (W. A. Jaffray), in place of the Superintendent, who was unable to make the trip. The conference lasted for two days—October 7th and 8th, 1948.

The question as to reciprocity in licensing, particularly as between the Prairie Provinces, was again considered, particularly with regard to vehicles owned by residents near the Alberta-Saskatchewan Border, and certain suggestions were made which it appears may ultimately prove to be a solution. The Government of Saskatchewan requires licensees to pay the premiums on the Government insurance at the same time as payment is made for motor-vehicle licence fees, and it appears that Manitoba operators who also require a licence in Saskatchewan object to paying two insurance premiums. A suggestion was made that the Saskatchewan Government should honour financial responsibility certificates in effect in the Province of Manitoba (which certificates are similar to those used in British Columbia). It would appear that only those operators in British Columbia who might engage in regular hauling from British Columbia to points in Saskatchewan would be affected by this problem.

The question of filing of tariffs by interprovincial carriers coming under the jurisdiction of two or more Provinces was fully discussed. No immediate solution was offered.

A question regarding the issuance of licences by the Province of Alberta to residents of Alberta whose only outside road connections are to points in British Columbia was raised by the Alberta delegation. The areas referred to particularly were Cherry Point and other towns on the border where the only avenue to rail-head would be through the Peace River District of British Columbia to Dawson Creek. While a proposal that British Columbia licences only should be required was made, certain difficulties were foreseen by the Alberta delegation with regard to such a proposal.

The question of regulation of school-bus operations was brought up by the Alberta delegation, as this type of transportation is now being regulated in Alberta, and the British Columbia regulations and requirements were outlined.

Amongst other matters discussed were safety regulations respecting construction, equipment, and operation of motor-vehicles, including such matters as signalling devices, bumpers on oil-tank trucks and trailers, brakes on trailers, rear-view mirrors, etc.

Consideration was given to the fact that in the Province of Manitoba permanent licence-plates are now issued with respect to any vehicle, instead of issuing new plates every year as generally done elsewhere.

Minutes of the proceedings were recorded in some detail, and copies have been received by all concerned. Since adjournment of the meeting there has been an interchange of correspondence regarding various matters which came up for discussion.

CONFERENCE OF INSPECTORS OF MOTOR CARRIERS.

The annual conference of Inspectors of Motor Carriers was held as usual at Vancouver during the second week in January, 1949, and lasted for a period of four days.

The agenda was a lengthy one, and many useful suggestions were made, problems discussed, and procedure laid down.

STAFF.

On the retirement of Major R. M. Taylor as Superintendent of the Motor Carrier Branch on May 1st, 1948, William Brown, Deputy Superintendent, was appointed Superintendent; I. C. Barltrop, Assistant Superintendent, was appointed Deputy Superintendent; and W. A. Jaffray, Inspector of Motor Carriers at Victoria, was appointed Assistant Superintendent.

The following Inspectors of Motor Carriers were transferred: J. A. Carmichael, from Kamloops to Victoria; G. L. Greenwood, from Prince George to Kamloops; D. J. Doswell, from Dawson Creek to Prince George; W. V. Joyce, from Vancouver to Dawson Creek.

Owing to increased industrial activity on Vancouver Island, particularly the northerly portion thereof, the Island was divided into two areas for administration, namely: That portion south of Ladysmith, administered from the Victoria office, and that portion north of and including Ladysmith administered from Nanaimo. A new office was opened in Nanaimo during July, 1948, and Inspector of Motor Carriers E. deBlaquiere was transferred from Cranbrook to Nanaimo to fill this position. His place at Cranbrook was taken by M. D. McFadyen, who had been undergoing training in the Vancouver office.

Two Inspectors who have been undergoing training at Vancouver—D. Neale and M. B. Pepper—were appointed as assistants to the Inspectors of Motor Carriers at Kelowna and Kamloops respectively.

The following is an outline of the present locations of Inspectors as at the end of the licence-year: Cranbrook, 1; Nelson, 1; Kelowna, 2; Kamloops, 2; Prince George, 1; Dawson Creek, 1; Vancouver, 3 (including one Inspector exclusively for mechanical inspections); Victoria, 1; Nanaimo, 1; total, 13.

In addition, two Inspectors are under training in the Vancouver office.

MAP OF LICENCE DISTRICTS.

For the purpose of administration of the "Motor Carrier Act," the Province has been subdivided into districts, known to the trucking industry as "licence districts." These licence districts are used as a basis for determining the areas within which public freight operators may serve under terms of their licences. For the convenience of licensees, a map of the Province outlining these various licence districts was prepared and distributed to all concerned. A copy of this map is included in this Report.

LIST OF SCHEDULED PUBLIC PASSENGER AND PUBLIC FREIGHT ROUTES.

A list showing the names of operators of scheduled public passenger-vehicle services and public freight-vehicle services respectively, as at February 28th, 1949, with a brief statement of the routes over which the vehicles are operated, is attached to this Report as Appendix C.

REPORTS OF INSPECTORS OF MOTOR CARRIERS.

These are contained in Appendix B hereto.

APPENDICES.

APPENDIX A.

"MOTOR CARRIER ACT."

STATEMENT OF LICENCES ISSUED, TRANSFERRED, AND CLASSIFICATION CHANGED DURING THE LICENCE-YEAR ENDED FEBRUARY 28TH, 1949, AND THE REVENUE THEREFROM AND OTHER REVENUE.

Kind of Licence.		Revenue from Licence Fees.	Number of Licences issued, 1948–49.					Number of Licences transferred.	Number of Licences Classification changed.
Group Letter.	Classification.		Renewals.	New Licences.	Replacements.	Substitute Plates.	Total.		
A	Public passenger-vehicles	$19,385.50	202	23	13	.....	238	9	4
B	Limited passenger-vehicles, over seven passengers	2,957.75	31	6	4	.....	41	2	1
C	Limited passenger-vehicles, seven passengers or less	22,270.00	1,109	149	560	14	1,832	264	3
D	Public and limited passenger-vehicles	17,127.10	198	56	23	1	278	5	23
E	Limited freight-vehicles	60,648.27	885	402	141	13	1,441	62	10
F	Miscellaneous combinations of licences	1,921.50	130	31	15	.....	176	12	1
G	Public freight-vehicles, Class II	22,079.50	258	31	39	3	331	20	4
H	Public freight-vehicles, Class III	134,186.67	1,787	215	277	13	2,292	172	19
J	Public freight-vehicles, Class I	12,532.00	147	22	24	.....	193	24	8
K	Private freight-vehicles, Class III (farmers)	.....	3,940	1,769	100	21	5,830	.....	....
L	Private freight-vehicles, Class I (other than farmers)	57,257.95	6,982	4,145	416	61	11,604	128	....
	Totals	$350,366.24	15,669	6,849	1,612	126	24,256	698	73

The figures for revenue are gross revenue. From this amount should be deducted various refunds amounting to $1,292.

Summary of Total Revenue.

Licence fees	$350,366.24
Temporary permit fees	16,425.05
Copies of conditions	17.00
Tariffs	3.25
Copy of public passenger schedule	1.00
Part II of the regulations	493.30
Surplus account	5.00
Total	$367,310.84

APPENDIX B.

REPORTS OF INSPECTORS.

Inspector J. A. Carmichael, Victoria.

(That portion of Vancouver Island south of Ladysmith, and Saltspring Island.)

The writer was transferred from Kamloops to Victoria, effective April 1st, 1948, and the Victoria district, which formerly covered the whole of Vancouver Island, was divided, with office opened at Nanaimo in charge of Inspector E. deBlaquiere, August 1st, 1948, Victoria district thereafter comprising that portion of Vancouver Island lying south of but not including Ladysmith, and Saltspring Island.

It follows, therefore, that some time necessarily elapsed before the Inspector became reasonably familiar with conditions generally and operators in particular in his new district.

Industry has remained reasonably stable throughout the year, having due regard to expected periods of adjustment, particularly in lumbering and logging operations, which were affected by fluctuating local and export markets, due largely to a levelling-off of supply and demand.

Considerable replacement of trucks and passenger equipment has taken place, as more and more units are becoming available, and whereas during the past few years any type of equipment was purchased, due to short supply, operators are now, once again, purchasing units of a type in accordance with their individual transportation requirements, all of which tends to better the service, both from the operator's cost of operation standpoint and for the convenience of the shipper and travelling public.

Highway-construction projects continued to benefit the dump-truck operators during construction season, and the fact that fewer temporary permits were required would indicate that dump-truck operators are becoming more stabilized in their local areas and their need to go farther afield to obtain contracts has lessened.

The attitude and co-operation of all types of operators throughout the district is entirely satisfactory.

Costs of operation, generally speaking, have increased over the past year—cost of labour has increased, resulting in increase in repair and overhaul costs, while prices of new equipment and parts have also increased throughout the industry, as well as wages of employees.

Certain mechanical inspections have been carried out, and, with a few exceptions, all licensed passenger-carrying vehicles in the district have been inspected. Generally speaking, the condition of passenger-vehicles has been found fair, but in a number of instances vehicles were deemed due for replacement, and operators were so advised. Six units were condemned as unfit to carry passengers during the year.

Number of investigations and interviews	603
Number of mechanical inspections made	295
Miles travelled by Inspector during course of duties	16,197

J. A. Carmichael,
Inspector of Motor Carriers.

Inspector E. deBlaquiere, Nanaimo.

(That portion of Vancouver Island north of and including Ladysmith, Gabriola Island and Denman Island.)

From March 1st till July 31st, 1948, the undersigned was employed as Inspector in the East Kootenays, with headquarters at Cranbrook; on August 1st he was transferred to Nanaimo, in charge of that portion of Vancouver Island north of and including Ladysmith.

An office was established in Nanaimo, with temporary headquarters in the Brumpton Block, and later a permanent location in the Filmer Block, 51 Commercial Street.

The year 1948 found more varied types of equipment available, giving the responsible carrier an opportunity of catering to the particular requirements of individual shippers. This was particularly noticeable where progressive carriers utilized and obtained the services of different forms of mechanical loaders. In addition, applications were received to provide light-delivery services which had been largely neglected during the war years.

A pulp-mill is being constructed at Dodd Narrows, 8 miles south and east of Nanaimo, by the Nanaimo Sulphate, Limited, a MacMillan enterprise. A large number of trucks are employed on the different phases of construction. Early in the year 1949 Quinsam Lake Iron Properties commenced operation, which, when in full operation, will require a large number of dump-trucks. The iron is transported from the scene of the strip-mining to Duncan Bay, a distance of 29 miles, where it is loaded on barges en route to the smelter at Wenatchee.

There has been a noticeable slackening-off of the demand for public freight licences. This is largely due to the fact that new and second-hand equipment is available for private operators.

Practically all passenger-transportation firms have a replacement programme to modernize their fleet to meet present-day operating conditions. In some instances smaller transportation firms have obtained replacement vehicles from larger companies who are standardizing or obtaining special equipment to suit their particular needs. These units are fully serviceable and capable of producing many passenger-miles, both adequately and safely, for some time to come. The Alberni Valley Transit has obtained four units of standard equipment, permitting this company an opportunity of better serving Alberni and Port Alberni.

An innovation was tried out in the latter part of the licence-year 1948–49 when mechanical inspections were made jointly by Mr. Carmichael of the Victoria office and the undersigned. From the point of view of efficiency and final results, this practice was found most satisfactory.

Number of investigations and interviews	1,350
Number of mechanical inspections made	252
Miles travelled by Inspector during course of duties	17,235

E. DEBLAQUIERE,
Inspector of Motor Carriers.

INSPECTORS F. BLACK AND G. H. GRAY, VANCOUVER.

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

The year 1948 has been one of unusual conditions in the transportation industry in this territory, but, on the whole, the trend has been toward increased activity.

Normal operations by all types of carriers prevailed until near the end of May, when floods of almost unprecedented volume struck the Fraser Valley and disrupted all service for some weeks. The floods had particularly adverse effect on the harvesting and marketing of small berries, which normally creates a seasonal peak in truck operations.

Approximately 75 per cent of the small-berry crop is handled and processed on the north side of the Fraser River at Mission. Previous to the flood, barrels and containers were assembled at Mission to take care of the season's crop. During the flood the Mission Bridge was closed, which necessitated rehandling these barrels and containers and moving them from Mission to Abbotsford via New Westminster, which added considerably to the cost of transportation. The bulk of the small-berry crop on the north side of the Fraser River was wiped out by the flood.

The effects of this disruption were offset, however, by pressing into service all the available transportation equipment for evacuation-work and to transport freight usually carried by trains, which could not get through to Vancouver from Hope for a matter of eighteen days.

During the remainder of the year many dump-trucks were engaged in the building of new dykes and repairing the damaged ones. Permits were issued in the field to cover these operations.

The floods also hampered sawmill operations; furthermore, some small mills shut down because of a drop in the export market. There was a decline in the need for truck services in this field.

During the year a large number of taxi businesses changed hands. This was, it is believed, due, to some extent, to a considerable falling-off of business.

The cost of vehicle operation increased during the year, as well as the cost of new equipment and maintenance on old equipment. Consequently, a large number of operators applied for increase in rates.

Various complaints regarding the operations of Class I and Class III private freight operators were received and investigated.

Over 700 vehicles were stopped on the highways and checked by the undersigned. From information handed to the Provincial Police and municipal police, thirteen convictions were obtained respecting vehicles operated contrary to the "Motor Carrier Act."

Number of investigations and interviews	1,952
Miles travelled—	
F. Black	18,900
G. H. Gray	14,893

F. BLACK,
G. H. GRAY,
Inspectors of Motor Carriers.

INSPECTOR G. L. GREENWOOD, KAMLOOPS.

(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.)

From March 1st, 1948, to March 23rd, 1948, the undersigned was employed as Inspector of Motor Carriers in charge of the Prince George office, but was transferred to the Kamloops office, effective March 30th, 1948.

The licence-year 1948–49 has seen a small increase in the number of commercial vehicles licensed, with public and limited freight and passenger services remaining approximately constant for all movements and commodities.

Industries, crops, and construction projects were adversely affected by flood conditions and subsequent excessive rainfall in the late spring and early summer, thereby decreasing the demand for public transportation services.

Important highway-construction projects were building of new highways from Clinton to 100-Mile House, from Monte Creek to Monte Lake, from Monte Creek to Chase, from Little Fort to Bridge Lake (uncompleted), and about 6 miles between Solsqua and Taft. In addition, there were several new bridges constructed of a more permanent type than the ones they are replacing. The British Columbia Electric power-construction project at Bridge River and La Joie Falls gave work to approximately thirty dump-trucks during the summer and fall.

The general attitude of the motor-carrier operators toward the administration of the "Motor Carrier Act" and regulations shows increasing confidence as each matter is dealt with and as decisions are found fair and impartial. Replacement equipment, especially in trucking, shows a trend toward heavier and more expensive vehicles capable of carrying greater loads. There is still a shortage of this equipment, and some licensees are therefore obliged to purchase lighter vehicles, which they do not consider satisfactory, due to this circumstance.

There was considerable progress in the filing of tariffs; the most important of these were uniform charter passenger taxi tariffs at Clinton, Ashcroft, Merritt, Kamloops, and Salmon Arm, and uniform local freight tariffs at Lillooet, Kamloops, Pritchard, Chase, Salmon Arm, and Sicamous. In addition, each applicant for public or limited licence was given necessary assistance to ensure a proper tariff or contract agreement being filed at time of application.

Costs of operation, including new equipment, repair parts, maintenance, hired drivers, etc., continued to increase. Many licensees were able to prove that increases in rates were a necessity if they were to remain in business, and such increases were approved by the Commission.

Enforcement matters were responsible for most complaints. Other complaints were at a minimum and, without exception, were brought to a successful conclusion.

Inspector M. B. Pepper was transferred from the Vancouver office to the Kamloops office as Assistant Inspector, commencing duties at the latter point on January 17th, 1949.

Number of investigations and interviews	1,014
Number of mechanical inspections made	221
Number of vehicles checked on highways	790
Miles travelled by Inspector during course of duties	17,029

G. L. GREENWOOD,
Inspector of Motor Carriers.

INSPECTOR H. K. HUME, KELOWNA.

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

During the year under review the new highway from Princeton east to Kaleden was completed and opened for travel, this now being a first-class highway, which has brought about a demand for heavier equipment through the area. This highway will eventually connect with the Hope–Princeton Road and the highway system in the Lower Fraser Valley to Vancouver. The opening of this road will materially change the highway transport structure through the Okanagan Valley. Much heavier equipment will be used, and it is expected that the southern route will be used in preference to the northern route via Kamloops. It is expected that highway transportation will increase considerably when this road is completed, and transportation between the Coast and Interior points will be materially improved.

No new major industries have developed in this area; the fruit and vegetable crop through the Okanagan Valley was exceptionally good however, and tonnage of both commodities slightly increased over previous years, chiefly on account of new acreage being opened up in the Oliver area.

A programme of education was carried out from this office in a minor way during the year, primarily to familiarize licensees with the "Motor Carrier Act" and regulations. This has been quite successful and seems to bring about greater co-operation between the licensees and the Motor Carrier Branch. It is intended to continue this programme.

No new public passenger operations have been applied for during the year. Two new light-delivery service licences have been granted, and two new Class III public freight licences were granted, also two new taxi licences. The aforementioned are for public service. A number of new limited freight licences have also been issued, as follows: Licences for hauling forest products, 27; licences for hauling dairy products, 6; licences for hauling fruit and vegetables, 5 short term and 3 full term; miscellaneous, such as petroleum products, road-building materials, ore, etc., 16.

The filing of rates and contracts is well in hand, there being no major changes in the rate structure since 1947.

Mechanical inspection of vehicles has been carried out, a total of fifty-six inspections in all being completed, with one vehicle only being condemned permanently. The operation of a few vehicles was suspended temporarily owing to mechanical defects; these, however, were rapidly put back into service with all defects remedied. The general mechanical condition of public passenger and limited passenger vehicles in this area is considered good.

No major complaints were received during the year. All minor complaints that were received were investigated and brought to a satisfactory conclusion.

The flood situation through the Okanagan Valley during the spring of 1948 presented many difficulties, such as suspension of truck and bus schedules and rerouting in many instances; however, this was all taken care of without very much inconvenience to the general public and without any major disasters.

Inspector D. Neale was appointed as an Assistant Inspector at Kelowna on July 23rd, 1948.

Number of investigations and interviews	900
Number of vehicles checked on highways	400
Miles travelled by Inspector during course of duties	19,544

H. K. HUME,
Inspector of Motor Carriers.

INSPECTOR H. J. MADDAFORD, NELSON.

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

The increasing consciousness of the public of the speed and flexibility of motor transportation has resulted in a greater demand for equipment of all kinds.

The cities in the West Kootenay are following the example set by the larger centres at the Coast in establishing bus transportation systems. A group of Trail business men organized a transportation company which has purchased the interests of the (Trail) City Bus Company and have also taken over the Interior Stages which operated between Trail, Rossland, and Nelson. The new company is known as the Interior Stages, Limited, and by co-ordinating the local and intercity service has improved transportation facilities available to Trail and its adjoining municipalities.

The City of Nelson operated one new twin coach for a month in conjunction with their street-railway system to give the public an opportunity of comparing the two types of transportation. A by-law is about to be presented to the citizens asking whether they will approve the switch-over from the street-railway to bus operation.

The West Kootenay has experienced a minor boom in the mining industry during the year, and the development of several new and old properties has increased the demand for limited freight licences.

The work of relocating and surfacing was carried out last summer on that portion of the Southern Trans-Provincial Highway between Rock Creek and Greenwood. Extensive work of the same nature was also done on the Trail–Salmo and Nelson–Nelway Roads, with the intention of giving Trail and Nelson an additional outlet to the American Border and an alternative highway between the two cities.

Due to the break in the lumber market there will be less activity in the forest this coming year. Some evidence of this trend was noticed in the fall of 1948. However, any falling-off in demand for trucks in connection with the forest industry has been quickly taken up by the increased activity in mining.

There have been the usual complaints regarding unlicensed operation of vehicles and incorrect application of rates, but the general attitude of the public and the licensees has been favourable, and the co-operation of both parties was much appreciated.

A number of dump-truck operators from other parts of the Interior were attracted to the Trail area during the flood last year. The City of Trail was in grave danger of being flooded, and every available piece of equipment was employed on a 24-hour basis for from two to three weeks, and for some time afterwards, carrying away gravel and earth walls which had been built within the city itself. These dump-trucks found employment on road-construction work during the summer months. Repair-work on the dykes at Trail, new construction at the Kootenay Power Company dams, and increase in mining have absorbed most of these trucks throughout the winter months. Very few licences were issued to dump-truck operators; the work was handled by temporary permits.

Alteration of existing tariffs and filing of tariffs for new licensees have, as usual, been an important part of the work. Steadily increasing costs have resulted in continued applications from older companies to revise existing tariffs. Work was started on a uniform tariff for Class III public freight operators for the Trail district, and it is expected that it will be in form for submission before the summer.

Increased interest in the filing of rates has brought about a more complete classification of the various services offered. The public is benefiting by a more accurate application of operating costs to the various types of freight moved.

Regular mechanical inspection of licensed passenger-vehicles, together with the increasing availability of new equipment, has improved the vehicles giving public service. Ninety-six mechanical inspections were made during the year, and the following defects noted: Defective brakes, 28; defective steering, 18; other defects noted, 251; vehicles condemned until repaired, 3.

Co-operation of Provincial Police detachments in enforcing the "Motor Carrier Act" has been greatly appreciated. Information regarding violations of the "Motor Carrier Act" and regulations was laid in three cases by the undersigned, and his co-operation and assistance was requested in connection with four other cases.

Amendment of the regulations requiring licensees to publish changes in tariffs has increased public confidence in the "Motor Carrier Act," and many favourable comments on this regulation have been made by both shippers and operators in the area.

Number of investigations and interviews	987
Number of vehicles checked on highways	434
Number of permits issued	1,150
Miles travelled by Inspector during course of duties	13,419

H. J. MADDAFORD,
Inspector of Motor Carriers.

INSPECTOR M. D. MCFADYEN, CRANBROOK.

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

On July 21st I assumed the duties of Inspector of Motor Carriers, taking over Licence District No. 1 from Inspector E. deBlaquiere, who has reported on the flood situation as follows:—

"The trucking industry was sadly handicapped by adverse weather conditions in the East Kootenays. Normally the spring tie-up holds up carriers for a period of approximately six weeks. However, in the past year, with the abnormally late run-off resulting in floods, washing out bridges and causing major damages to all roads, whether public or private, this period was considerably longer. On May 23rd Mark Creek flooded its banks, wiping out homes and damaging property in the City of Kimberley. In rapid succession the highway bridge at Hosmer was swept away, the highway was flooded at Yahk, thereby tying up all traffic over Highway No. 1. A series of small bridges on the Grey Creek–Creston Highway was swept away. However, the Public Works soon re-established communications along these roads, permitting passenger and public freight vehicles to resume operation during the critical time when the railway bridge was out near Elko. The dykes broke at Creston, despite the heroic efforts of the farmers and volunteer workers; some 16,000 acres were flooded."

Mining, lumbering, and logging are the major industries in this area. The lumbering industry has to go farther afield now, and hauls of from 35 to 45 miles from the cutting camps to mills are not unusual. The total output of forest products increased slightly over last year, but the tie-cutting industry, to a great extent, has been curtailed, due no doubt to a retrenchment programme by the railroads.

Four major companies operate a very profitable Christmas-tree trade from October to December 15th. The cut this year, while higher than last year, was not up to expectations, due to a blight which affected a great many areas, particularly from Cranbrook through to Golden.

The floods of last year caused a great deal of damage in the Creston area, and, together with a form of fruit blight, the crop was much below average. The dyking programmes at Creston and at Kimberley are nearly complete, and with the late spring and the gradual rising of temperatures it is hoped that no material damage will be suffered this year.

A very large road-construction programme started last summer and continued until snowfall. Large sections of the Cranbrook–Fernie Road will soon be discarded in favour of the new pieces constructed. Twenty-six miles of road were black-topped from Kootenay Bay to Destiny Bay, and a new road is to be constructed from Creston west. Similarly, east of Creston a new road has been built and will be ready for black-topping when the frost is out of the ground. The Cranbrook–Golden Road has had sections straightened and a section of 5 miles near McMurdo black-topped.

Bus transportation has been used extensively by American tourists coming through Kingsgate and also by travellers from the Prairies through the Crowsnest and through Golden and Radium. The train service through the Windermere district is not designed for tourist traffic.

Carriers as a whole have been replacing their equipment with factory-designed vehicles rather than home-made vans and semi-trailer units. There seems to be an effort to raise the standard of equipment generally. While this will tend to raise the carrying capacity of vehicles, the efforts put forth on new bridges and better roads will presumably take care of this additional weight on the roads. There is also a tendency to dress up equipment by better paint jobs, and on the whole the change is very much for the better, as carriers are beginning to realize that a clean, well-painted vehicle is a good advertisement.

It would appear that the transportation industry, as applied to individuals and small companies, has a better understanding of the "Motor Carrier Act." The trend is to inquire from a District Inspector of the requirements for certain classes of hauling. The smaller carriers, too, seemed to have a better understanding of the requirements when replacing vehicles and applying for additional licences.

The cost of vehicle operation has increased, and the smaller operators will probably require a higher standard from drivers than in the past to keep vehicles in better condition. Replacements will not be as evident in the next six months as in the past.

The higher cost of vehicle operation has also been the reason for applications to increase tariffs and rates. In would appear that in nearly every case an application for a rate increase is to be expected. In some cases the carrier has been charging a higher rate without first applying for authority to do so, but on the whole the carriers have been applying the rates authorized.

Number of investigations and interviews	310
Number of vehicles checked on highways	365
Miles travelled by Inspector during course of duties	9,663

M. D. McFADYEN,
Inspector of Motor Carriers.

INSPECTOR D. J. DOSWELL, PRINCE GEORGE.

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

The following is the annual report with regard to the above-mentioned area, covering the licence-year from March 1st, 1948, to February 28th, 1949.

Since taking over this area in April of 1948, I have observed that the demand for the transportation of forest products has shown a sharp decline, and, as this has been the main commodity moved throughout this area (with the exception of Prince Rupert), a period of readjustment can be expected in the licence-year to follow.

In Licence Districts Nos. 16 and 12 the projected building of the Pacific Great Eastern Railway from Quesnel to Prince George, together with a power project at Quesnel and the completion of the Pine Highway, will offset, to a certain extent, the lack of lumber hauling.

This leaves the truckers in Licence Districts Nos. 18 and 19 still dependent on forest products to supply the principal need for trucking. In Licence District No. 17 the truckers will, to a great extent, still have to rely principally on lumber hauling, with a possible increase in the demand for trucks if mining should go ahead in the northern part of this district.

In Licence District No. 20 building has commenced on the cellulose plant at Prince Rupert, which will increase, to a certain extent, the demand for truckers in that area, together with an increased demand for buses, particularly with respect to the transportation of industrial workers.

The service rendered by the licensed carriers in all districts under my jurisdiction shows a steady improvement and a ready compliance by the licensed carriers with the "Motor Carrier Act" and regulations thereunder.

The availability of new trucks, buses, and cars resulted in numerous replacements with respect to all types of licences, and, as a consequence, the licensed equipment in this district is of a higher standard.

I am pleased to report that, due to the excellent co-operation of the Provincial Police in this district, enforcement is most satisfactory. Very few charges were laid under the Act, and I am satisfied that infringements were not numerous, due to the constant checking by the Provincial Police and myself.

Due to unprecedented weather and flood conditions, the roads in most of this district were closed almost entirely to commercial trucking from March 15th to June 15th. Weather conditions made it impossible for the Public Works Department to keep the roads open.

With respect to the filing of rates and contracts, steady progress has been made, and rate matters as a whole are most satisfactory. Whilst considering the matter of rates, it should be pointed out that the cost of new equipment and operation thereof has increased considerably during the period in question, and unless there is a decrease in the cost of equipment and the operation thereof, certain carriers will be forced to ask for an increase in their rates.

Number of investigations and interviews	1,200
Number of vehicles checked on highways	300
Miles travelled by Inspector during course of duties	13,921

D. J. DOSWELL,
Inspector of Motor Carriers.

INSPECTOR W. V. JOYCE, DAWSON CREEK.
(Peace River District.)

The volume of freight and the passengers transported by licensed vehicles in the Peace River District the past licence-year shows a marked increase over the previous year. A large percentage of this freight is consigned to points in the Yukon and Alaska territories. The movement of this freight is shared by licensed Canadian and American truckers, all based in Dawson Creek. The service rendered by the carriers to the public has been most satisfactory; in addition, there has been full co-operation between the Motor Carrier Branch and the licensed carriers.

The service rendered by scheduled passenger and freight licensees over the Alaska Highway has been excellent. Several of these operators have augmented their equipment by the purchase of newer buses and trucks, suitable for the long haul between Dawson Creek and the northern points via this highway.

During 1948 one large American trucking company purchased twenty-seven large truck-trailer units to transport United States Army supplies to Alaska. This company has established an office in Dawson Creek as a terminal for their operations.

A new public scheduled freight licence was granted to operate between Dawson Creek and Edmonton, Alta. Three limited passenger licences were issued to operate as taxis at Fort Nelson and two at Lower Post; in addition, six Class III public freight-vehicle licences were issued at Lower Post during the past year.

A large transportation company has arranged to build a modern truck and bus terminal at Dawson Creek. This depot will be completed by the summer of 1949.

Several oil companies have been drilling for natural gas in the Peace River District, and if the fields are proven, it is expected the gas may be piped to Vancouver.

A great deal of road-work was done by the Public Works Department on most roads in this district during the past year. The Northwest Highway System (Canadian Army), responsible for the maintenance of the Canadian portion of the Alaska Highway, kept it in excellent condition throughout the year.

Approximately 50 per cent. of the licensed carriers replaced their equipment in 1948.

A number of complaints were received from the public and carriers, which were satisfactorily dealt with.

A large number of freight tariffs were filed for revision, and in most cases the revisions applied for were approved by the Public Utilities Commission. Most of these filings were in respect of rates for grain hauling in the farming areas adjacent to Dawson Creek and Fort St. John.

There was only one conviction under the " Motor Carrier Act " during the past licence-year in this district.

During the summer months of 1948 hundreds of tourists travelled over the Alaska Highway. The majority of these tourists were from the United States. It is expected the 1949 summer season will again see tourists by the hundreds touring north via the Alaska Highway. Increased facilities to service the travelling public are available all along the highway.

Number of investigations and interviews	1,552
Number of vehicles checked on highways	135
Mileage travelled by Inspector during course of duties	12,350

W. V. JOYCE,
Inspector of Motor Carriers.

INSPECTOR (MECHANICAL) C. A. WOOD, VANCOUVER.

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

The mechanical and general condition of licensed public and limited passenger-vehicles in this area shows a great improvement when compared to the condition of such equipment during the previous year. A number of vehicles in public passenger service have been replaced with new or later model vehicles, while a great many taxi operators have also purchased new equipment, some have replaced their entire fleet during the year. This condition is, of course, desirable in all respects, as the public receives better and safer service, the possibility of accidents is lessened, and the cost of operation and maintenance is reduced.

During the year a considerable number of taxi businesses have changed hands, requiring a considerable amount of rechecking of vehicles; these inspections are welcomed by the new operators.

The winter of 1948–49 was extremely severe on equipment; maintenance crews were hard pressed to keep vehicles in good serviceable condition.

Although several accidents occurred in the area under the writer's jurisdiction during the period under review in which vehicles licensed under the "Motor Carrier Act" were involved, investigation of these accidents did not show that same could in any way be attributed to mechanical failure.

There has been a considerable falling-off in the number of used buses being purchased in other Provinces for service in British Columbia; this undoubtedly is due to the fact that new vehicles of all kinds are now available. The used vehicles that have been brought into British Columbia have been found to be in better condition, physically and mechanically, than those brought into the Province in previous years.

During the month of October, 1948, the undersigned visited the Northern Interior of the Province for the purpose of making complete mechanical inspections of all licensed passenger-vehicles in that area, the territory covered being from Clinton northerly to Prince George and westerly as far as Prince Rupert, including Fort St. James. It was found that, with a few exceptions, the general mechanical condition of licensed vehicles (buses and taxis) was good.

General statistics covering mechanical inspections performed by the undersigned during the licence-year 1948–49 are as follows:—

General inspections	765
Defective vehicles—	
Faulty steering	124
Faulty brakes	169
Faulty exhaust-lines	45
Failure to comply completely with regulations	202
Vehicles condemned—	
Public passenger	4
Limited passenger	5
Miles travelled by Inspector during course of duties	16,248

C. A. WOOD,
Mechanical Inspector.

APPENDIX C.

LIST OF PUBLIC PASSENGER-VEHICLE OPERATORS AND ROUTES (SCHEDULED SERVICE) AS AT MARCH 1ST, 1949.

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.
	Hope to Silver-Skagit Camp No. 2 and Decco Camp No. 1 on Silver Creek, via Trans-Canada Highway and old highway.
George D. Abbey, Nelson	Nelson–Kaslo.
Alberni Valley Transit Co., Ltd., Port Alberni	Alberni–Port Alberni.
Gus B. Alexander, Creston	Creston–Wynndel.
	Creston–Huscroft.
	Creston–Arrow Creek.
	Creston–Indian Mission.
Arrow Bus Lines, Ltd., Prince Rupert	Prince Rupert City bus service.
Atkins Stage Lines, Ltd., Chilliwack	Harrison Hot Springs to Cultus Lake via Agassiz and Chilliwack.
	Chilliwack.
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. Motor Transportation, Ltd., Vancouver (Pacific Stage Lines)	Vancouver–New Westminster.
	Vancouver–Sapperton.
	Vancouver–Seattle, Wash.
	Vancouver–White Rock.
	Vancouver–Ladner–Boundary Bay.
	Vancouver–Hope via 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 and Agassiz.
	Vancouver–Mission via Stave Falls.
	Mission–Huntingdon.
	Local bus service at Mission.
	Mission–Hatzic Island.
	Vancouver–Fort Langley.
	New Westminster–Ladner.
	New Westminster–Enderby.
	New Westminster–Scott and Townline Roads.
	Cloverdale–Newton–Enderby.
	Vancouver–White Rock via Crescent Beach and Coldicutt Villas.
	New Westminster–Port Kells via Cloverdale.

Name and Address of Operator.	Route.
B.C. Motor Transportation, Ltd., Vancouver (Pacific Stage Lines)	New Westminster–Cloverdale via Johnston and Mud Bay Roads.
	New Westminster–Ladner via Sunbury.
	New Westminster–Port Mann.
	Vancouver–Deep Cove (North Vancouver).
British Yukon Navigation Co., Ltd., Whitehorse, Y.T.	Dawson Creek to northern boundary of B.C. via Alaska Highway (operates to Whitehorse, Y.T.).
	Dawson Creek–Fort St. John.
	Dawson Creek–Fort Nelson.
	Dawson Creek–Pouce Coupe.
	Dawson Creek–South Dawson.
George P. Bates, Hollyburn	Vancouver–Seymour Mountain.
	Vancouver–Intake, Mosquito Creek, Grouse Mountain.
	Vancouver–Grouse Mountain Chalet.
Blue Line Transit, Ltd., Victoria	Nanaimo, local bus service.
	Nanaimo–Wellington via Departure Bay.
	Also bus service on Gabriola Island.
Arnold I. Boomhower, Prince George	Prince George–Chief Lake and Reid Lake.
	Prince George–Summit Lake.
Canadian Coach Ways, Ltd., Dawson Creek	Dawson Creek to B.C.-Alberta Boundary (operates to Edmonton, Alta.).
Carswell Coach Lines, Vernon	Vernon City bus service.
	Vernon–Okanagan Landing.
T. H. Chamings, Lumby	Lumby–Vernon via Long Lake.
Chilliwack Bus Lines, Chilliwack	Local bus service, Chilliwack.
Civic Transportation Co., Ltd., Kamloops	Kamloops City bus service.
	Kamloops–North Kamloops.
Columbia Coachways, Ltd., Penticton	Bus service, Penticton Municipality.
Columbia Stage Lines, Ltd., New Westminster	New Westminster–Port Moody.
	New Westminster–Lake Como Road.
	New Westminster to intersection of Kaptey Road and Montgomery Road (Coquitlam).
Copper Hill Bus Lines, Ltd., Princeton	Princeton–Copper Mountain via Allenby.
Wm. E. and Emil A. Dorin, Dawson Creek	Within Village of Dawson Creek.
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.
David L. Hewer, Kelowna	Kelowna–McCulloch.
T. J. Hodgson Estate, 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.
Interior Stages, Ltd., Trail	Trail–Rossland.
	Trail–Nelson via Fruitvale and Salmo.
	Nelson–Nelway.
	Trail–Fruitvale.
	Also local bus service at Trail and to Warfield, Shaver's Bench, and Sunningdale.

Name and Address of Operator.	Route.
Alfred K. Kadatz, Tofino	Tofino–Ucluelet.
Kaien Island Stages, Ltd., Prince Rupert	Prince Rupert–Port Edward.
A. H. Kershaw, Fort Steele	Cranbrook–Fort Steele.
Kimberley City Service Co., Ltd., Kimberley	Local bus service, Kimberley and Chapman Camp.
C. C. Lawrence, Sechelt	Hopkins Landing–Gibsons Landing.
	Gibsons Landing–Garden Bay.
	Gibsons Landing–Roberts Creek Community Hall.
	Gibsons Landing–Gower Point.
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.
Chas. Morrow, Langley Prairie	Langley Municipality (local bus service).
Robert K. Munro, Naramata	Naramata–Penticton.
E. H. Neville, Vancouver	Vancouver–Seymour Mountain.
North Coast Greyhound Lines, Inc., Seattle, Wash.	Vancouver–Seattle.
North River Coach Lines, Ltd., Kamloops	Kamloops–Birch Island.
P. A. Noullet (d/b/a Jasper Park Tours), Jasper, Alta.	Jasper–Mount Robson (summer service).
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.
Powell River Stages, Ltd., Powell River	Local bus service in Powell River and district.
Andrew C. Rutherford, Revelstoke	Revelstoke–Arrowhead.
Clifford Scott, Mission	Mission–Durieu.
H. W. Smith, d/b/a Canadian Trailway Stages, Prince George	Prince George–Vanderhoof.
	Prince George–Sinclair Mills.
	Local bus service in City of Prince George.
Squamish Stages, Ltd., Squamish	Squamish–Cheekye.
Star Stages (Fred Gnucci and Walter Miller), Cranbrook	Cranbrook–Kimberley.
	Cranbrook–Radium (Sundays and holidays only).
R. W. Taylor and J. H. Ferguson, White Rock	Local bus service at White Rock.
Wm. A. and R. H. Taylor, Salmo	Salmo–Queen Mine at Sheep Creek.
	Salmo–Emerald Mine.
C. E. Tedrow, Republic, Wash.	Carson–Cascade via Grand Forks (being 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.
J. M. Torgeson, d/b/a Arrow Lake Bus Lines, Edgewood	Vernon–Nakusp.
H. B. Tuffley, d/b/a Barkerville Stage Line, Quesnel	Quesnel–Barkerville.
	Quesnel–Irwin Beach.
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.

Name and Address of Operator.	Route.
Veteran Stages, Ltd., Victoria	Victoria–Metchosin.
	Victoria–Albert Head.
Louis C. Vigna, d/b/a Riverview Coach Lines, Kamloops	Kamloops–Valleyview.
	Kamloops–Powers Addition.
Corporation of the District of West Vancouver, West Vancouver	West Vancouver–Vancouver.
Western Canadian Greyhound Lines, Ltd., Calgary, Alta.	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.
Arthur G. Winter, Victoria	Leechtown–Victoria.

LIST OF PUBLIC FREIGHT-VEHICLE OPERATORS AND ROUTES (SCHEDULED SERVICE) AS AT MARCH 1ST, 1949.

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	Maple Ridge Municipality–Vancouver.
B.C. Motor Transportation, Ltd., Vancouver	Vancouver–New Westminster.
	Vancouver–Mission and Dewdney.
	Vancouver–Chilliwack and Rosedale.
Robert N. Bailey, Penticton	Penticton–Naramata.
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.).
Leslie 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.
Boothby Truck Line, Ltd., Mission	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., Whitehorse, Y.T.	Dawson Creek to northern boundary of B.C. via Alaska Highway (operates to Whitehorse, Y.T.).
Broadway Messenger Service, Vancouver	Vancouver–New Westminster and Fraser Mills district.
James A. Brown, Gabriola Island	Gabriola Island–Nanaimo.
Wilfred S. D. Brown, Salmon Arm	Salmon Arm–Hayward's Corner.
Brown & Smith, Celista	Celista–Anglemont.
	Celista–Salmon Arm.
Bruce Motor Cartage, Ltd., Vancouver	Vancouver–New Westminster.
Henry F. Bueckert, Cheslatta	Cheslatta–Burns Lake.
Cariboo Transportation Co., Ltd., Quesnel	Quesnel–Castle Rock via West Fraser Highway.
Carson's Truck Line, Ltd., Vancouver	Vancouver–Prince George.

Name and Address of Operator.	Route.
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.
Geo. G. Clyde, Robson	Robson–Castlegar.
Lyle F. Cody, Alberni	Sproat Lake–Great Central Lake–Port Alberni.
Continental Carriers, Ltd., Vancouver	Vancouver–Calgary via United States.
Cordova Bay Freight (R. H. Holt), Victoria	Victoria–Cordova Bay.
E. M. Cottrell, Hope	Hope–Vancouver.
Country Freight Lines (J. C. Fleming & Sons), Vancouver	Chilliwack–Vancouver. Vancouver–Kelowna via Princeton.
Cowichan Freight Service, Victoria	Victoria–Shawnigan Lake and Duncan.
Crosstown Carriers, Vancouver	North Vancouver–Vancouver (motorcycle).
T. E. Davies, Rossland	Rossland–Trail.
Delta Freight Lines, Ladner	Ladner–Vancouver.
Dench of Canada, Ltd., Calgary, Alta.	Crowsnest–Creston via Cranbrook. Cranbrook–Kimberley. Cranbrook–Kingsgate. Creston–Rykerts.
F. S. Duggan, Kelowna	Winfield–Kelowna.
Neal Evans Transportation Co., Ltd., Shalalth	Pioneer–Vancouver. Shalalth–Pioneer.
Ferguson's Motor Transport Co., Vancouver	Vancouver–Horseshoe Bay, West Vancouver. Vancouver–Deep Cove, North Vancouver.
Leonard S. Forry, Lavington	Lumby–Cherryville.
Fraser Transfer, Ltd., Vancouver	Vancouver–New Westminster.
Richard H. George, Vinsulla	Blucher Hall–Kamloops.
Steve E. Gilbert, Rolla	Rolla–Pouce Coupe.
Cecil C. Golding, Ewing's Landing	Vernon–Fintry.
Grayridge Motor Freight, Ltd., Vancouver	Vancouver–Cascade. Vancouver–Nelson.
Arthur W. Green, Agassiz	Harrison Hot Springs–Vancouver via Agassiz.
Haney-Hammond Motor Freight, Ltd., Port Haney	Haney–Vancouver.
T. J. Hodgson Estate, Williams Lake	Williams Lake–Kleena Kleene (and non-scheduled service to Anahim Lake and other off-route points).
Houlden Transfer, Ltd., North Vancouver	Vancouver–Horseshoe Bay, West Vancouver.
Hume Truck Line, 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	Public freight routes on Vancouver Island as described in schedule filed with Public Utilities Commission.
Peter and Annie Iwanik, Procter	Procter–Nelson.
Robert C. James, Westview	Westview–Stillwater.
Johnson Transfer, Vanderhoof	Smithers–Vanderhoof–Prince George. Prince George–Hansard.

Name and Address of Operator.	Route.
Kamloops–Okanagan Freight Lines, Ltd., Kamloops	Kamloops–Vernon.
Kamloops–Salmon Arm Transport, Kamloops	Kamloops–Salmon Arm.
Kamloops Transport Co., Ltd., Kamloops	Kamloops–Williams Lake.
Kaslo Motor Transport, Ltd., Kaslo	Kaslo–Nelson.
Kelly Transport, Ltd., Barkerville	Barkerville–Quesnel.
King's Motor Cartage, Vancouver	Vancouver–New Westminster–Fraser Mills.
	Vancouver–Port Moody and Ioco.
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, Alta.).
Lee's Transport, Ltd., Vancouver	Vancouver–Fort St. James.
	Vancouver–Prince George.
Lillooet Cartage Co., Ltd., Lillooet	Lillooet–Yalakom.
Joseph Logus, Poplar Creek	Lardo–Gerrard.
Los Angeles-Seattle Motor Express, Inc., Vancouver	Vancouver–Seattle.
J. H. and J. McEwen, Sorrento	Notch Hill–Anglemont.
Wallace R. McFarlane, Pouce Coupe	Dawson Creek to B.C.-Alberta Boundary (operates to Grande Prairie, Alta.).
Mabel Lake Resorts, Ltd., Enderby	Mabel Lake–Enderby.
Merritt Fast Freight, Kamloops	Kamloops–Merritt.
Millar & Brown Transfer Co., Cranbrook	Kimberley and Cranbrook–Vancouver.
Joseph R. Miller, Nelson	Nelson–Nakusp.
Mission City Freight Lines, Ltd., Mission City	Vancouver–Deroche.
Geo. T. Morrison, Lumby	Vernon–Mabel Lake Village via Lumby.
Mountain's Transfer, Langley Prairie	Langley Municipality–Vancouver.
J. C. Muir, Nelson	Nelson–Rossland.
Muir's Cartage, Ltd., Vernon	Vernon–Revelstoke–Arrowhead.
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 Line, Kamloops	Kamloops–Birch Island.
Northern Freighters (C. H. Blackburn), Fort St. James	Vanderhoof–Fort St. James–Germansen Landing.
Northern Freightways, Ltd., Dawson Creek	Dawson Creek to B.C.-Alberta Boundary (operates to Edmonton, Alta.).
O.K. Valley Freight Lines, Ltd., Penticton	Osoyoos–Salmon Arm.
	Penticton–Princeton.
Olsen Transport, Ltd., Fort St. John	Fort St. John to B.C.-Alberta Boundary (operates to Edmonton, Alta.).
Overland Freight Lines, Ltd., Chilliwack	Chilliwack–Vancouver.
John Parkstrom, Malakwa	Salmon Arm–Craigellachie via Canoe.
Harold H. Perkins, Buffalo Creek	Exeter–Canim Lake.
A. G. Perry, Notch Hill	Notch Hill–Sorrento.
Peter 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 Reid, Fort St. John	Fort St. John–Dawson Creek.
Gordon Q. Rice, Sayward	Kelsey Bay–Courtenay.
Richmond Transfer, Vancouver	Vancouver–Steveston.
Leonard Roberts, Courtenay	Courtenay–Menzies Bay.
Michael Ryan, Dawson Creek	Dawson Creek–Groundbirch.

Name and Address of Operator.	Route.
Saanich Freight Service, Sidney	Deep Cove (Saanich)–Victoria.
Sandon–New Denver Freight (R. E. Crelin 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 Whitehorse, Y.T.).
Scott & Peden, Ltd., Victoria	Victoria–Hillbank.
Seattle-Vancouver, B.C., Motor Freight (1946), Ltd., Vancouver	Vancouver–Seattle.
Lloyd W. Shannon, West Summerland	West Summerland–Penticton.
Sidney Freight Service, Ltd., Sidney	Sidney–Victoria.
Speedee Transport (Norman Slade), White Rock	Surrey Municipality–Vancouver.
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, Ltd., Cloverdale	Cloverdale–Vancouver (serving Surrey Municipality and a portion of Langley Municipality).
R. H. E. Taylor, Pemberton	Pemberton–Wilson's Gate.
Terminal Cartage, Ltd., Vancouver	Vancouver–New Westminster.
A. S. Towle, Milner	Langley Municipality–Vancouver.
Trail Livery, Ltd., Trail	Nelson–Rossland.
Triangle Transport (Earl Chase and Leo La-Rocque), Vancouver	Vancouver–Lillooet.
Vancouver–Kamloops Freight Lines (R. J. Henry and Wm. Lord), Vancouver	Vancouver–Kamloops.
Vanderspek Transportation, Hope	Vancouver–Hope.
Vets Transport (W. A. Lowden and F. Lindley), Quesnel	Quesnel–Williams Lake.
J. A. and R. W. Wade, Quesnel	Quesnel–Prince George.
	Quesnel–Barkerville.
	Quesnel–Kamloops.
Robert I. Walters, Williams Lake	Williams Lake–Keithley Creek.
Ward's Motor Freight (L. F. Ward), Nakusp	Nakusp–Vernon.
J. Weins and B. Fitzgerald, Hope	Vancouver–Hope.
West Coast Freight, Ltd., Port Alberni	Port Alberni–Nanaimo.
White Rock Transfer (John Hamilton Coulter), White Rock	Surrey Municipality–Vancouver.
White Transport Co., Ltd., Vancouver	Vancouver–Kelowna via Kamloops.
Geo. Wm. Williamson, Kelowna	Vernon–Oyama.
Mrs. Janet P. Williamson, Fort St. John	Fort St. John–North Pine.
Winton's Transfer, Ltd., Vancouver	Vancouver–Abbotsford.
Geo. D. Witte, Big Creek	Witte Ranch (5 miles westerly from Big Creek)–Hanceville P.O.
Wood & Fraser Transport Co., Ltd., Vancouver	Vancouver–Prince George.
John Wyatt, Kelowna	Kelowna–Winfield.
Yarrow Freight and Fuels, Ltd., Yarrow	Yarrow–Vancouver.

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PROVINCE OF BRITISH COLUMBIA

LICENCE DISTRICTS

"MOTOR CARRIER ACT"

PUBLIC UTILITIES COMMISSION

Highways shown thus — Dawson Cr.

Licence Districts " "

Note.—Areas in which highways are common to two Licence Districts shown thus or

Manson Cr. Dawson Cr. Hazelton Cedarvale Skeena Crossing Smithers Terrace Prince Rupert Barrett L. Houston Burns Lake Francois Lake Nadina R. Ootsa Lake Endako Ft. Fraser Vanderhoof Ft. St. James Hulatt Chilako Prince George Woodpecker McBride Barkerville Quesnel Keithley Cr. Likely Horsefly Albreda Williams Lake Knife Cr. Blue R. Clearwater Dog Cr. Golden Clinton Revelstoke Notch Hill Salmon Arm Sicamous Arrowhead Pioneer Mine Bridge R. Lillooet Cache Cr. Savona Kamloops Pritchard Enderby Windermere Spences Bridge Monte Cr. Stump L. Vernon Nakusp Sayward Pemberton Lytton Dot Merritt Oyama Postill Canal Flats Campbell Riv. Powell Riv. Keefers Kelowna Edgewood Kaslo Courtenay Squamish Peachland Slocan Kimberley Sechelt N. Vancouver Summerland Princeton Hope Hedley Penticton Nelson Gray Cr. Cranbrook Vancouver New Westminster Agassiz Castlegar S. Slocan Fernie Pt. Alberni Nanaimo Chilliwack Osoyoos Grand Forks Trail Salmo Creston Duncan Victoria

PACIFIC OCEAN

VANCOUVER I.

U. S. A.

ALBERTA

Geo. Br. Dept. Lands & Forests