PROVINCE OF BRITISH COLUMBIA

PUBLIC UTILITIES COMMISSION

Tenth Annual Report

Pursuant to Section 36 of the
" Motor Carrier Act "

Licence-year 1949-50

VICTORIA, B.C.:
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1950.

VICTORIA, B.C., June 30th, 1950.

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 Tenth Annual Report of the Public Utilities Commission under that Act, for the year ended February 28th, 1950.

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, 1950.

GENERAL.

Statistical tabulations accompanying this Report show an upward trend in the number of vehicles licensed during the licence-year 1949–50, and in the revenue therefrom, which latter increased nearly 3.8 per cent. over the previous licence-year to a total of $381,443. This is more than double the revenue for the year 1944–45.

The total number of licences issued (new and renewed) during the licence-year under review was 24,244, as compared to 22,518 for the previous licence-year, 1948–49. This represents an increase of 8 per cent. The increase during 1948–49 over 1947–48 was also 8 per cent., which indicates a steady, though not spectacular, growth in the transportation industry. The percentage increases (and, in one case, decrease) were as follows:—

Class of Vehicle or Licence.	Number of Licences issued for 1949–50 expressed as a Percent- of the Figures for 1948–49. Per Cent.
Buses	105.0
Taxis	97.9
Public freight-vehicles	107.3
Limited freight-vehicles	100.6
Private freight-vehicles	109.0

An increase of 5 per cent. in the number of buses (which does not includes buses operated by the British Columbia Electric Railway Company which are regulated under the "Public Utilities Act") is noteworthy, as also is the increase of 9 per cent. in the number of privately operated trucks, which include over 6,000 farmers' trucks. That there was a slight reduction in the number of taxis licensed is not surprising, and may, in part, be due to increased and improved bus services. In general, it is felt that the figures show a satisfactory trend in highway transportation, which, to some extent, may be taken as a measure of the general prosperity which this Province is enjoying.

There was an increase of $9,797.28 in the revenue from public freight-vehicle licences and a decrease of $2,219 from limited freight-vehicle licences.

The number of "replacement" licences issued was again about the same as the previous year. Licences transferred were 767, as compared with 698 for the previous licence-year, or about 3 per cent. of the total licences issued. The majority (600) of these transfers were with respect to public and limited vehicles, such transfers comprising 10 per cent. of all such licences, which is a surprisingly large figure.

It may be of interest to point out that, out of 24,244 licences issued (new and renewed), 18,381 were with respect to privately operated trucks. The balance of 5,863 licences were with respect to transportation of freight or passengers for compensation.

A complete statement of licences issued, transferred, etc., and revenue therefrom for the licence-year is contained in Appendix A.

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

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).					
	1944–45.	1945–46.	1946–47.	1947–48.	1948–49.	1949–50.
Passenger (buses)*	355	430	516	637	632	664
Passenger (taxis)	513	679	1,053	1,253	1,267	1,228
Public freight	1,613	1,782	2,260	2,475	2,480	2,660
Limited freight	770	805	998	1,324	1,303	1,311
Private freight (ordinary)	6,563	7,164	8,318	9,705	11,127	12,061
Private freight (farmers)	4,857	5,006	5,154	5,510	5,709	6,320
Totals	14,671	15,866	18,299	20,904	22,518	24,244

* 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.	1944–45.	1945–46.	1946–47.	1947–48.	1948–49.	1949–50.
Passenger (buses)	$18,977.90	$23,045.10	$32,548.70	$41,512.35	$40,288.35	$41,973.75
Passenger (taxis)	5,527.77	7,108.47	12,121.04	15,313.00	22,315.00	21,834.00
Public and limited freight	109,171.53	121,050.25	157,613.75	191,344.48	230,504.94	238,037.84
Private freight	44,545.29	49,370.45	57,480.45	69,487.24	57,257.95	61,159.00
Permits	5,413.49	6,881.24	12,420.92	15,412.97	16,425.05	18,267.30
Miscellaneous*	55.28	55.40	28.80	34.00	519.55	171.25
Totals	$183,691.26	$207,510.91	$272,213.66	$333,104.04	$367,310.84	$381,443.14

* 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 1948–49.	Licence-year 1949–50.
March	11,563	11,881
April	15,665	16,539
May	17,109	18,111
June	17,980	19,283
July	18,689	20,180
August	19,286	20,753
September	19,860	21,262
October	20,119	21,671
November	20,271	21,970
December	20,433	22,265
January	20,231	22,005
February	20,189	21,913
End of licence-year	19,923	21,741

* 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	1949–50	7,261

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
	1949–50	26,823

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

TEMPORARY PERMITS.

The following is a summary of temporary permits issued during the year 1949–50:—

Class I permits (for temporary operation as private freight-vehicle only)	651
Class II permits (for temporary operation as public or limited vehicle for periods not exceeding sixty days)	3,504
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.)	3,608
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)	160

WEATHER AND ROAD CONDITIONS.

The winter of 1949–50 was one of the most severe experienced in many years. At one time, and for several days, both trans-continental railways were out of service

and the only ground connection between the Interior and the Coast of British Columbia was via the Hope–Princeton Highway or via the United States. While it was possible to keep the Hope–Princeton Highway open almost continuously, the Trans-Canada Highway in the Chilliwack area was blocked for a few days.

The Fraser Canyon Highway, which had been temporarily closed during November for the purpose of repairing Alexandra Bridge, became blocked by numerous slides throughout its entire length; consequently, all traffic from Vancouver to northern points in British Columbia was routed via the Hope–Princeton Highway, Merritt, and Spences Bridge.

GENERAL.

On reviewing the individual reports of Inspectors of Motor Carriers and the various applications for licences and other matters dealt with during the licence-year, certain definite trends in transportation in this Province are noticeable. They are here summarized briefly, and some of these matters are dealt with in more detail elsewhere in this Report:—

The cost of motor-vehicles and the cost of their operation has continued to increase during the year 1949.

There has been an increase in long-distance movement of freight between the Coast and the Interior of British Columbia, using heavy-duty trucks or tractors and trailers, which movement is now practical as a result of the opening of the Hope–Princeton Highway and the general improvement of other main highways throughout the Interior.

As a result of the new regulations pursuant to the "Highway Act" respecting permissible loads on vehicles, the general trend is toward the use of dual rear-axle trucks or multiple-axle combinations of tractors and trailers in order to haul greater loads per vehicle.

There has been an increase in the use of specialized equipment such as trailers with insulated van bodies for transportation of perishables; tank-trucks and tank-trailers for movement of petroleum products in bulk; low-bed semi-trailer equipment for the transportation of heavy machinery, such as tractors, bulldozers, and power-shovels; and, in one case, special equipment for transporting new automobiles.

The extensive programme of highway construction and reconstruction, the improvement and repair of dyking systems, the construction of hydro-electric and other projects, and mining developments in the Kootenays have created a continued and increased seasonal demand for dump-trucks, of which, however, there appears to be no shortage.

There is a noticeable trend toward the specialized "driver salesman" type of service in connection with operation of limited freight-vehicles under contract, wherein the drivers are required not only to make deliveries for the shipper, but also to act as salesmen, taking orders, collecting accounts receivable, and adjusting claims and complaints.

A marked increase is apparent in the transportation of fresh fruit and produce from points in Southern United States to British Columbia and in the movement of fish from British Columbia to Seattle and California.

From a transportation point of view, the lumber industry, contrary to expectations, did not apparently suffer the severe set-back that had been expected, although a number of small mills did not continue in operation. It is presumed that the devaluation of the Canadian dollar assisted in retention of the United States export market. There was a noticeable improvement in licensed passenger equipment, due to replacement of older buses and cars with new and modern equipment.

Regarding the Alaska Highway, there was a reduction in the amount of freight shipped by rail to Dawson Creek for furtherance by truck from Dawson Creek to

Alaska, although there was an increase in the amount of freight shipped the entire distance by truck from points in the United States to Alaska. The bulk of the freight destined to Alaska is routed by water.

The number of applications for licences recorded in the Motor Carrier Branch during the licence-year 1949–50 was 7,261—more than double the figures for 1944–45.

HOPE–PRINCETON HIGHWAY.

The completion and opening (early in November, 1949) of this highway has had a major effect on highway transportation between the Lower Mainland points and the Interior of the Province, particularly points in the Southern Okanagan. In addition to the completion of the road between Hope and Princeton, the extension thereof between Princeton and Penticton has also been brought up to the same standard. The total distance from Vancouver to Penticton via this new route is 255 miles instead of 367 miles via the Fraser Canyon route. The Public Works Department has made arrangements for keeping the highway open during the winter months, for which purpose a special camp has been opened near Allison Pass, with modern snow-removal machinery, and with equipment for removal of slides and other requisite maintenance. Commencing about the year 1942, from time to time tentative applications were filed by various companies and individuals to render scheduled public passenger and public freight service over this route when available and open to traffic.

In anticipation of the said opening, it was decided to hold a hearing on all outstanding applications, which hearing was held by the Superintendent of Motor Carriers at Vancouver on Thursday, September 8th, 1949, when two applications for public passenger service and ten applications for scheduled public freight service were considered. The following applications were approved:—

Public passenger service:—

Western Canadian Greyhound Lines, Limited.—For permission to operate its scheduled public passenger service between Vancouver and Interior points via the Hope–Princeton Highway.

A.P. Stages, Limited.—For permission to render scheduled public passenger service between Hope and Princeton, being an extension of service which they were then authorized to render between Hope and a point 30 road-miles east from Hope on the Hope–Princeton Highway.

Scheduled public freight service:—

Country Freight Lines (J. C. Fleming & Sons).—(Licensed to operate between Vancouver and Kelowna via Merritt.) Permission granted to operate via Hope–Princeton Highway, with restriction that no service be given to Princeton.

Vancouver-Penticton Freight Lines (F. W. Munro and A. L. Jeroski).—(Licensed to operate between Vancouver and Penticton via Merritt.) Permission granted to operate over the Hope–Princeton Highway, with restriction that no service be given to Princeton; subject, however, to maintenance of daylight pick-up and delivery service via their Fraser Canyon, Spences Bridge, and Merritt route.

James C. Vanderspek.—(Licensed to operate between Vancouver and Hope.) Permission granted to extend this service to Princeton.

O.K. Valley Freight Lines, Limited.—(Operating between Penticton and Princeton and between Osoyoos and Salmon Arm, serving all points in the Okanagan Valley.) Approval granted to include service from Vancouver to Salmon Arm and from Vancouver to Osoyoos via Hope–Princeton

Highway and Penticton, with restriction that east-bound no freight shall be set down until reaching Hedley and west-bound no freight picked up after leaving Hedley.

The following applications for public freight service were refused:—

Scheduled public freight service:—

Hope Freight Lines, Limited.—For permission to extend their Vancouver–Hope service to Princeton.

G. H. Cornish and G. I. Schisler, d/b/a Model Transfer.—Application for licence to render scheduled public freight service between Vancouver and Cawston via the Hope–Princeton Highway.

William B. Grant.—Application to render scheduled public freight service from Vancouver to Penticton, Okanagan Falls, Oliver, and Osoyoos.

John I. Pitman.—Application to render scheduled public freight service between Vancouver and Revelstoke via Princeton, Penticton, Vernon, and Salmon Arm.

Western Freight Lines (A. J., T. A., and A. E. Muir, and A. B. Maclachlan).—This application was for a Class II public freight-vehicle licence for scheduled service between Vancouver and Revelstoke. The application was subsequently withdrawn and an application for limited freight-vehicle licence was later submitted by Western Freight Carriers for transportation of general wholesale freight for Trader's Service, Limited, and for Trader's Freight Traffic, Limited, from Greater Vancouver and New Westminster to Okanagan Valley points and Revelstoke, and vice versa, which application was approved, subject to certain restrictions.

Non-scheduled service:—

B.C. Tree Fruits, Limited.—This (tentative) application was for transportation of fresh fruit and vegetables from points in the Okanagan Valley for delivery to Vancouver and New Westminster via the Hope–Princeton Highway with return loads of packing materials and growers' supplies. The application was very carefully considered: on behalf of the applicant it was claimed that the proposed service would amount to practically a private freight-vehicle operation on the grounds that B.C. Tree Fruits, Limited, is a company set up by the fruit-growers themselves and therefore the vehicle would be used to transport freight, the property of the growers. This argument did not appear to be substantiated by the facts, and the application was refused.

At the hearing on September 8th, 1949, an application of A.P. Stages, Limited, for alteration of Class III public freight-vehicle licence (now serving the Hope district) to include service as far as Princeton was refused.

In making decisions on these applications, the Commission took into consideration:—

(*a*) Seniority of applications—namely, date on which tentative application was made.

(*b*) Public necessity and convenience.

(*c*) Fitness and ability of the applicant to render and maintain adequate service.

(*d*) Desirability of restricting the number of operators over this route.

Subsequently, William B. Grant submitted a further application for a Class II public freight-vehicle licence for scheduled service between Osoyoos and Vancouver, with no local service between Vancouver and points west of Keremeos. This application was refused in January, 1950, subject to review at a later date. The opening of

the Hope–Princeton Highway resulted in a number of applications being received for licences to transport petroleum products in bulk, using chiefly tractors and trailers or semi-trailers equipped with tanks, from Vancouver to points in the Interior, generally under contract with one oil company only in each case. This movement had not been practical over the Fraser Canyon route, which is restricted to vehicles having a length not in excess of 30 feet. Points served by the various operators include Kamloops, Vernon, Kelowna, Princeton, Penticton, Osoyoos, Lillooet, and Cariboo points as far north as Prince George.

It may here be mentioned that, in so far as non-scheduled freight services are concerned, a special carrier's licence is not necessary to use the Hope–Princeton Highway and that a person who has the right, under his licence, to transport freight, for example, such as household goods, from a point on the Coast to a point in the Interior of British Columbia, is at liberty to use either the Hope–Princeton Highway or the Fraser Canyon route, whichever is the more suitable.

TRANSPORTATION OF FRUIT AND PRODUCE FROM SOUTHERN UNITED STATES.

The transportation of fruit and vegetables is exempt from the provisions of the United States Motor Carrier Act respecting interstate or international transportation, and therefore a United States Interstate Commerce Commission licence is not required for transportation of such commodities from points in the United States into British Columbia. With the removal of the Canadian Government's restrictions with respect to importation of these commodities, a very large movement of them in refrigerated vans carrying up to 18 tons has developed. While a considerable amount of this fruit and produce is transported by carriers licensed to operate in British Columbia (such as Los Angeles-Seattle Motor Express, Inc.; Seattle-Vancouver, B.C., Motor Freight (1946), Limited; and Capitol Fruit and Produce Company, Limited), the bulk of the tonnage has been transported by various trucks owned by United States operators who enter the Province under single-trip permits issued pursuant to section 18 of the "Motor-vehicle Act," in which case a carrier's licence or permit under the "Motor Carrier Act" is not required. The records show that during the period March 1st, 1949, to February 28th, 1950, a total of eighty-one unlicensed vehicles entered this Province under permit for this purpose, transporting an estimated 1,200 tons of fresh fruit and produce.

ALASKA HIGHWAY.

During the year many inquiries were received from various points in the United States requesting information with respect to possibility of establishing a trucking service from points in the United States through British Columbia to Alaska, making it necessary to prepare a special bulletin giving the requested information, in which it was explained that, at the present time, it is necessary to travel on highways in the Province of Alberta in order to reach Dawson Creek, B.C. It was the exception to receive any request for further information, and there is, so far, no record of any application being received from persons who made these inquiries.

NEW SCHEDULED PUBLIC PASSENGER AND FREIGHT SERVICES.

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

City of Courtenay.
New Westminster–Coquitlam Municipal Hall.
Squamish–Britannia Beach.
Hope–Princeton.

Williams Lake–Horsefly.
Quesnel and vicinity (trial service, later discontinued).
Quesnel–Gardner's Mill.
Smithers–Houston (extension of Smithers–Telkwa service).
City of Nelson (replacing street-railway system).
Revelstoke–Williamson's Lake (summer service).

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

Vancouver–Princeton.
Vancouver–Okanagan Valley via Hope–Princeton Highway.
Vancouver–Nelson via Hope–Princeton Highway.
93-Mile House–Bridge Lake Store.
Williams Lake–Horsefly.
Kamloops–Lillooet via Marble Canyon.

Scheduled public freight service between Quesnel and Castle Rock, over the West Fraser Road, was discontinued.

AIR-LINE GROUND SERVICE.

Consequent upon further expansion of passenger air transportation in the Province, licences were granted or suitably altered to permit of passenger ground service to or from airports, as follows:—

City of Kelowna: Between Kelowna Airfield or seaplane base and the City of Kelowna.
Vernon: Between the Okanagan Landing seaplane base or Vernon Airport and the City of Vernon.
Prince Rupert: Between Prince Rupert and Prince Rupert Airport.
Port Alberni: Between Port Alberni and Cassidy Airport on Vancouver Island (pending possible future use of Somass Airfield at Alberni).

In Appendix D will be found a list of all air-line ground services now in effect for this class of transportation, licensed under the "Motor Carrier Act."

TAXI SERVICE.

There was a slight reduction in the total number of taxis licensed during the year. It is believed that this may be due partly to the fact that many taxi operators having fleets of cars are now equipping their vehicles with two-way radio equipment, which results in greater efficiency of operation, eliminating much loss of time and unnecessary mileage.

LIMITED FREIGHT OPERATIONS.

There has been an apparent tendency on the part of shippers either to purchase their own trucks or, conversely, to employ a contract carrier to undertake the distribution of their goods in place of employing public carriers, as a result of which the latter class of carriers has complained that they are losing a considerable part of their business. This situation is understood and recognized by the Commission, which has given considerable thought to the matter when dealing with applications for limited freight-vehicle licences.

In some of the cases which have arisen, it has been obvious that the proposed application is based on a rate-cutting proposition, and it has been found that the rates suggested in the proposed contract cannot be reasonably expected to give the carrier a fair return on his operation.

In other cases, however, investigation has disclosed that the proposals were not based on a question of rates but, rather, on the desire of the shipper to have at his disposal a truck or trucks exclusively for his own use, either whole or part time.

Investigation in many cases has shown further that, if the application should be refused, the shipper would purchase his own vehicles and operate them as private freight-vehicles.

Each such application has been dealt with on its merits, some being approved and others refused. While fully sympathizing with the difficulties which licensed public carriers may be experiencing, it is difficult to overlook the present trend whereby shippers who have sufficient business desire the exclusive services of a truck or trucks, and the Commission has not lost sight of the basic fact that the primary object of the "Motor Carrier Act" is to ensure that the shipping public obtains convenient and reliable transportation service of the kind it requires, at just and reasonable rates. In many cases of this nature it is found that drivers of the trucks are required also to act as salesmen, taking orders, adjusting complaints, and collecting payments for the goods, acting, in fact, as if employed by the shipper rather than by the carrier.

LICENSING OF DUMP-TRUCK OPERATIONS.

During the year a comparatively large number of applications were received for Class III public freight-vehicle licences to undertake what is termed "dump-truck work," generally comprising transportation of earth, sand, gravel, rock, contractors' equipment, and road-surfacing materials and supplies within certain defined districts such as the Lower Fraser Valley. In the past it had been the general practice of such operators to apply for special permits for particular jobs or else to obtain limited freight-vehicle licences. Much of this work is seasonal or of short duration, and dump-truck operators often change their jobs frequently. It therefore appeared desirable that public freight-vehicle licences should be issued to bona-fide dump-truck operators who engage in this type of work, thus avoiding the necessity of continually issuing permits or altering limited freight-vehicle licences. In all, some 155 licences of this nature were issued during the year.

PROOF OF FINANCIAL RESPONSIBILITY REGARDING TRANSPORTATION OF INDUSTRIAL WORKERS.

The regulations pursuant to the "Motor Carrier Act" provide that the Commission may grant relief from the necessity of furnishing evidence as to proof of financial responsibility with respect to a passenger-vehicle while used exclusively for transportation of industrial workers to and from their work. This exemption has been in effect since approximately 1936 under Part V of the "Highway Act," and has been continued under the "Motor Carrier Act."

The Commission gave consideration to the question of whether it was in the public interest for this exemption to continue in effect. On inquiry it was found that 33 per cent. of the carriers so licensed were already suitably insured. It was felt that workmen were entitled to the same protection as any other passenger using a public service. It was found that in only a very few and specific cases are these workmen covered under the "Workmen's Compensation Act" when travelling to and from their work.

Accordingly, under date of May 26th, 1949, the Commission ordered that, effective August 1st, 1949, the existing exemptions previously granted should expire, and the necessary steps were taken by the Motor Carrier Branch to give effect to this ruling by requiring all licensed carriers affected to file proof of financial responsibility. Very little trouble was experienced in the matter, as the carriers themselves generally appeared to consider that the requirement was a wise one. Two carriers were exempted on receipt of specific evidence that their operation was covered by the Workmen's Compensation Board, and one carrier gave up his service entirely.

APPEALS.

Wood & Fraser Transport Company, Limited, who were licensed to give scheduled public freight service between Vancouver and Prince George, renewed only two of their licences at the commencement of the licence-year, which licences, however, they surrendered on May 25th, 1949, having lost possession of the vehicles. Service was suspended as from that date.

Early in June, 1949, application was received for reissue of the two licences respecting two replacement trucks. In the meantime it had come to the attention of the Commission that the company was in financial difficulties and that they owed a considerable amount of money, including money from C.O.D. collections made by the company on behalf of shippers. Accordingly, the reissuance of the licences was withheld pending satisfactory arrangements being made by the company for settlement of all C.O.D. claims. The arrangements proposed did not appear satisfactory and, accordingly, under date of July 8th, 1949, the Commission decided not to reissue licences to Wood & Fraser Transport Company, Limited. As the company had no assets and was faced with claims by creditors amounting to some $15,000, including C.O.D. claims, the Commission did not consider that it was in the public interest to licence the company under the "Motor Carrier Act." The decision of the Commission was appealed to the Lieutenant-Governor in Council, and the appeal was scheduled to be heard at Victoria on October 18th, 1949. At the hearing, counsel for the company requested an adjournment, and no other submissions were made. The appeal was subsequently withdrawn.

After a hearing an additional limited passenger-vehicle (taxi) licence was granted to William C. Mainwaring, of Chemainus, who then held two similar licences. There were two other licensed taxi operators at that point, each having one licence, and these operators objected to the application at the hearing. After careful consideration and investigation and examination of the figures of revenue of the applicant, the application was approved, and the licence was issued.

One of the objectors, C. S. Taylor, thereupon appealed the decision to the Lieutenant-Governor in Council, and the appeal was duly heard by the Lieutenant-Governor in Council on June 28th, 1949. The appeal was not allowed.

ORDERS AND APPROVALS OF THE PUBLIC UTILITIES COMMISSION.

On March 8th, 1949, a transfer of the majority of the shares of capital stock of Blue and White Transportation Company, Limited, to Vancouver Airline Limousines, Limited, was consented to.

On May 14th, 1949, the Commission approved of the granting by The Corporation of the City of Nelson to Interior Stages (Nelson), Limited, of a bus franchise for operation of bus service within the corporate limits of the City of Nelson with a proviso that, notwithstanding the inclusion in the franchise of terms of agreement between the company and the city respecting equipment, maintenance, rates, or service, the approval of the franchise would not restrict any powers of the Commission to regulate such matters.

On May 26th, 1949, the Commission ordered that all exemptions from the financial responsibility provisions of the regulations under the "Motor Carrier Act" which had been granted under paragraph 1.2 of the regulations (regarding the filing of proof of financial responsibility in connection with transportation of industrial workers) be terminated on August 1st, 1949, and that no further exemptions be granted.

On June 29th, 1949, the Commission consented to an issue of shares which had been made by Cec's U-Drive and Sightseeing Company, Limited, and a transfer of shares of that company to C. & C. Transportation Company, Limited. A consent was granted by the Commission on the same date to a transfer of the shares of C. & C. Taxi Service, Limited, to C. & C. Transportation Company, Limited.

On July 7th, 1949, Supplement No. 5 to Charter and Sightseeing Passenger Tariff No. 3 for Victoria and Vicinity was prescribed.

On October 11th, 1949, the Commission consented to a transfer of the shares of Williams Van Lines, Limited, to Arrow Transfer Company, Limited.

On January 26th, 1950, approval was given to the assignment to Vancouver Island Transportation Company, Limited, by Blue Line Transit, Limited, of the transportation franchise granted by By-law No. 624 of the City of Nanaimo, subject to certain conditions, including the reservation by the Commission of all its regulatory powers.

LICENCE CANCELLED BY THE PUBLIC UTILITIES COMMISSION.

On September 8th, 1949, the Commission authorized suspension of the limited passenger-vehicle (taxi) licence held by Dominic J. Montesano respecting a vehicle operated from a terminal point of Prince Rupert, as a city licence was no longer held by him. The licence was later cancelled, after a hearing.

LICENCE SUSPENDED.

By order of the Public Utilities Commission dated January 19th, 1950, the Class III public freight-vehicle licence in the name of John Ure, of Kaleden, was suspended. The licensee had failed to file an annual report as required by paragraph 12.4 of the regulations pursuant to the "Motor Carrier Act."

HEARING BY PUBLIC UTILITIES COMMISSION.

A tentative application of City Cabs (Kamloops), Limited, for three limited passenger-vehicle (taxi) licences to operate from terminal point of Kamloops was approved early in June, 1949.

Subsequently, representations were made to the Public Utilities Commission on behalf of certain other licensed Kamloops taxi operators, as a result of which the Commission reheard the application at Victoria on July 18th, 1949. After consideration of the submissions made at the hearing, the Commission confirmed its previous decision in the matter and the licences were duly issued.

HEARINGS BY SUPERINTENDENT.

The practice of hearings being held by the Superintendent of Motor Carriers at Vancouver on the more important applications was continued, the hearings usually being held on Tuesdays of each week, with occasional extra hearings on other days when necessary.

While the total number of applications (263) dealt with at these hearings was less than during the previous year, when 339 applications were heard, the previously reported increase in the number of persons who attended and made submissions, or who were properly represented at such hearings, in a number of cases by legal counsel, was maintained and, as a general rule, the information gained at these hearings was of great benefit in arriving at decisions on the various applications that were heard.

The practice, established during the year 1948, of engaging a qualified reporter for the purpose of making verbatim records of the proceedings at hearings was continued. These records have proved to be very beneficial in dealing with certain applications.

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

Month.	Number of Sittings.	Total Number of Applications dealt with at Hearings.
March	6	35
April	5	28
May	5	26
June	4	28
July	4	18
August	5	23
September	6	35
October	5	21
November	5	15
December	3	9
January	3	15
February	3	10
Totals	54	263

PUBLICATION OF DECISIONS ON APPLICATIONS.

The practice of publishing, each week, a list of all decisions of the Public Utilities Commission respecting applications for public or limited licences and applications for changes in tariffs was continued.

TIME SCHEDULES, RATES, AND TARIFFS.

The situation in respect of proper publication, advertising, and filing of rates, tariffs, and time schedules has continued to improve during the past year, and the public has, consequently, shown increasing interest in the applications which have been made by carriers for consent to changes in rates and services.

This improvement is gratifying and is undoubtedly due, in part, to the fact that application forms have been prescribed and issued to carriers for their assistance in preparing and publishing their applications in the manner required by the regulations.

Applications for consent to changes in passenger time schedules represented chiefly normal seasonal fluctuations in traffic; however, there were isolated instances where consent to a reduction in service was requested following an abnormal decline of traffic.

The outstanding example of this latter type of application was that of Powell River Stages, Limited, which company reported a substantial reduction (18.8 per cent.) in passengers carried during the five-month period ended in July, 1949. In this case, as in the others, the falling-off of traffic was attributed by the carrier to (*a*) the diversion of passengers to private means of transportation, a trend which was not entirely unexpected in view of the increasing production and supply of motor-vehicles following conversion of the manufacturers' plants after the war, and (*b*) to a decrease in the frequency of travel by individuals.

Changes in freight time schedules were also chiefly seasonal, though some reductions in over-all frequency of service were also recorded, principally as a result of reduction in the demand for service on Saturdays, on which day many of the wholesale houses, situated at distributing-points throughout the Province, are now closed.

Conversely, bus passenger-fare and motor-carrier freight-rate applications continued to represent requests for consent to the filing of increased charges to cover increased costs of operation, the applicants stating that the chief increase in cost was connected directly or indirectly with labour expenses.

The applicants also stated that other direct operating costs increased sharply during 1949, tire costs having increased approximately 10 per cent.; cost of replacement parts approximately 13 per cent.; and new vehicles increased in price approximately 5 per cent., thus increasing depreciation expense. These items, however, represent only a small proportion of the total cost of operation as compared to the proportion represented by labour cost, which, in most instances, amounts to between 40 and 60 per cent. of the total.

In the Lower Mainland area, where cartage companies are more highly organized than elsewhere in the Province, and where agreements have been made with truck-operators' unions, a further factor in increased over-all cost of operation during 1949 was stated to be the result of the granting by employers to their employees of three statutory holidays with pay per year, resulting in a non-revenue-producing wage-cost increase of roughly 4½ cents per hour.

Another factor in increased wage costs which was not evident in 1948, but which was represented in cost statements presented by carriers during 1949, was the factor resulting from implementation of overtime-pay regulations which were prescribed in September, 1948. Said regulations, issued pursuant to Minimum Wage Order No. 9, require payment of overtime rates of pay, after specific periods of work, and, as carriers' tariffs do not generally provide for increased charges for their services when overtime use of their equipment is incurred, the increased cost of operation was reflected in the general increases in rates applied for.

The outstanding exception to the general tendency to increase rates is the new tariff published by scheduled freight carriers operating services between Vancouver and points in the Okanagan Valley. This new tariff, which was placed in effect after the opening of the Hope–Princeton Highway, contains decreases in rates ranging from 0.7 to 4 per cent., such decreases being possible, notwithstanding increasing costs of labour and other cost factors, due to the shortening of the distance travelled between Hope and Princeton by approximately 100 miles.

SIGNIFICANT TARIFF DECISIONS.

Passenger Tariffs.

Powell River Stages, Limited.—Application for consent to filing of increased passenger fares. Approved, effective May 16th, 1949. Increases ranged from 10 to 20 per cent.

British Yukon Navigation Company, Limited.—Application for consent to filing of 20-per-cent. increase in fares applicable to Dawson Creek, B.C.–Whitehorse, Y.T., route, during summer months only, was approved, effective June 1st, 1949.

Western Canadian Greyhound Lines, Limited.—Application for consent to the filing of changes in fares, designed to increase revenue approximately 5 per cent. Filing was approved, effective August 22nd, 1949.

Charles Morrow, of Langley Prairie.—Application for consent to filing of increased fares applicable to local routes in the Municipality of Langley. Approved, effective September 6th, 1949.

Vancouver Island Coach Lines, Limited.—(*a*) Application for consent to the filing of 10-per-cent. increase in fares applicable to intercity routes. Approved, effective September 15th, 1949.

(*b*) Application for consent to increase suburban-line fares. Approved, effective October 23rd, 1949. Increases ranged from 11 to 29.6 per cent.

Columbia Stages Lines, Limited, New Westminster.—Application for consent to increased fares applicable to suburban bus service between New Westminster and the District of Coquitlam and Port Moody. Approved, effective November 1st, 1949.

FREIGHT TARIFFS.

Lower Mainland Scheduled Freight Carriers.—Application to file standardized tariff applicable between Vancouver and all points in the Lower Fraser Valley, excepting Delta Municipality. (Increased rates ranging from 6 to 20 per cent.) Approved March 25th, 1949.

Cascade Motor Freight (J. and C. Goodkey).—Application for consent to increased motor-carrier freight rates applicable over the carrier's route between Penticton and Nelson. Application for increase of 16 to 21 per cent. was refused, but increase of approximately 10 per cent. was authorized.

Island Freight Service, Limited, and West Coast Freight, Limited.—Application to increase motor-carrier freight rates applicable to transportation of general commodities over fixed routes on Vancouver Island was approved. Increases ranged from 7 to 10 per cent. on most articles, excepting milk and eggs.

Lindsay's Cartage and Storage, Limited.—Application for consent to increase of 19 per cent. in rates applicable between Prince Rupert and points along the Skeena Highway to Terrace. Approved August 1st, 1949.

Dawson Creek and Fort St. John Carriers.—Application for consent to increase bulk grain-hauling rates in Dawson Creek and Fort St. John districts was approved. Increases ranged from 1 to 2 cents per bushel.

Vancouver–Okanagan Scheduled Freight Carriers.—Application for consent to the filing of a new tariff applicable between Vancouver and points in the Okanagan Valley was approved, new tariff being placed in effect on opening of Hope–Princeton Highway. New tariff contained decreases ranging from 0.7 to 4 per cent.

Neal Evans Transportation, Limited.—Application for consent to increase motor-carrier freight rates applicable between Shalalth and Bridge River points and between Vancouver and said points. Approved, effective December 18th, 1949. Increases ranged from 1.7 to 25.3 per cent.

PRESCRIBED TARIFFS.

Competitive, Local and Joint Freight Tariff No. 1A (Okanagan Freight Tariff).—(*a*) Rates applicable to transportation of fruit and vegetables between packing-houses, canneries, and processing plants were increased by 16 per cent. on June 1st, 1949. Light-delivery service rates were also increased at the same time, the basic rate being increased by 5 cents per mile.

(*b*) Special, short-term reductions in above fruit and vegetable rates were authorized to be effective until September 30th, 1949, for reshipment service.

Charter and Sightseeing Passenger Tariff No. 3.—Issuance of Supplement No. 5 to Charter and Sightseeing Passenger Tariff No. 3 was authorized by order dated July 7th, 1949. Supplement No. 5 prescribed additional rules concerning charter trips for vehicles having carrying capacity exceeding seven passengers, and increased rates for such vehicles.

No changes in rates published in the prescribed Cariboo motor freight tariff (Competitive, Local and Joint Freight Tariff No. 3) were authorized.

RECORD OF TIME SCHEDULE AND TARIFF FILINGS, 1948–49 AND 1949–50.

	1948–49.		1949–50.	
Passenger time schedules	336		248	
Freight time schedules	58		62	
Freight and passenger time schedules	2		6	
	—	396	—	316
Passenger and express tariffs	3		2	
Local express tariffs	21		15	
Public passenger tariffs	28		33	
Charter passenger tariffs	257		179	
Limited passenger tariffs	18		25	
Excursion tariffs	3		3	
Class I public freight tariffs	17		17	
Class II public freight tariffs	56		34	
Class III public freight tariffs	321		411	
Special commodity tariffs	30		27	
Limited freight tariffs	8		6	
Baggage tariffs	2		-----	
	—	764	—	752
Contracts		644		583
Supplements to passenger tariffs	44		61	
Supplements to freight tariffs	60		94	
Revisions to tariffs	149		439	
	—	253	—	594
Total filings		2,057		2,245

ANNUAL REPORTS OF MOTOR CARRIERS.

Although it was reported last year that consideration of the returns received indicated improvement in the accounting methods used in the motor-carrier industry in British Columbia as a whole, it appears that during the year under review little further improvement has been made by carriers generally, though the number of returns which have been received reflects increased interest on the part of the carriers in completing their reports in the prescribed manner.

A system which has been set up to assist carriers in making their returns promptly includes the use of a filing system based on the fiscal year of the carriers concerned, the sending-out of "reminder" letters advising carriers that their reports are due, and personal visits to the carriers by our Inspectors after three "reminder" letters have failed to produce results.

In almost every instance where "reminder" letters did not secure results, the personal visit of an Inspector brought about the necessary filing.

It is apparent that there are still a great many carriers who do not have the technical knowledge that is required to make completely satisfactory returns, notwithstanding the assistance which is available to them. Filing of incomplete returns had been accepted wherever it appeared that the best possible report has been obtained, a reasonable tolerance being allowed, respecting completion of some sections of the report, having regard for the type of work performed by the carrier, his yearly volume of motor-carrier business, and the local conditions existing in the area he serves.

Although, as stated above, complete information has not been given in some instances, very useful information has been available in most reports, for example:—

(*a*) In some cases the need for rate increases has been indicated.
(*b*) In others the need for reclassification or alteration of licences has been disclosed.
(*c*) Evidence has been available as to the necessity for the granting of additional licences to some operators.
(*d*) Cases where persons holding freight-vehicle licences were giving practically no service were noted and dealt with.

Reference to the summary of progress, hereunder, shows an improvement in the filing of reports for the period of the three years during which filing of motor-carrier reports has been required, and though it is notable that there are still carriers who have not submitted any return for 1949, there has been some improvement in the situation, and it is hoped that by continued effort this improvement may be sustained.

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.	For the Year 1947–48.	For the Year 1948–49.
	Per Cent.	Per Cent.	Per Cent.
Total filings due	100.0	100.0	100.0
Filings received	65.0	87.5	89.3
Filings accepted	50.0	80.8	88.7
Filings returned for revision (outstanding)	15.0	6.7	0.6
No filings made	35.0	12.5	10.7

NOTE.—Total filings due 1946–47, 2,156; 1947–48, 2,146; 1948–49, 2,360.

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

Certain minor amendments were made consequent upon amendments to the "Motor-vehicle Act," and clauses (*o*) and (*p*) of paragraph 1.1, "Total Exemptions," were amended for the sake of clarification.

Paragraph 6.07 of the regulations, respecting "local service of persons engaged in international or interprovincial transportation," was deleted. This paragraph provided that a person so engaged was not permitted to operate a vehicle for interprovincial transportation unless the conditions of licence held by him permitted him to engage in both classes of transportation. This amendment was deemed advisable, having particular regard to the fact that the "Motor Carrier Act" does not give the Commission jurisdiction over operations in the adjacent territories of Alberta, Yukon Territory, or the United States.

The "Motor Carrier Act" and regulations were reprinted with all amendments to date of November 1st, 1949, in accordance with the Commission's policy of making available to all concerned up-to-date copies of the "Motor Carrier Act" and the regulations thereunder.

REGULATIONS PURSUANT TO THE "HIGHWAY ACT" RESPECTING WEIGHTS AND DIMENSIONS OF VEHICLES.

In the Commission's Ninth Annual Report reference was made to amendments which had been made pursuant to the "Highway Act" respecting the maximum allowable gross weights and dimensions of vehicles. During the licence-year under review it was found that, in general, carriers making application for licences had become acquainted with these new regulations, and very little trouble was experienced in so far as licensing under the "Motor Carrier Act" was concerned with regard to assessing

maximum allowable carrying capacities for various types and sizes of trucks and trailers, based on the regulations referred to.

A certain trend was noticed in that carriers, when purchasing new equipment, are checking very carefully as to the maximum loads that will be permitted under the regulations pursuant to the "Highway Act," and are selecting their equipment accordingly.

It was noted, however, that the regulations pursuant to the "Highway Act" do not take into account the physical ability of vehicles to carry any particular load, having regard to design of chassis and steering and to braking ability of the vehicle. It is usual for manufacturers of trucks to assess what is termed a "nominal tonnage rating" as well as, in most cases, a "maximum gross vehicle weight" for the various models of trucks which they manufacture. Investigation disclosed that the "nominal tonnage rating" (if published) is far from bearing a close relationship to the actual safe carrying capacity of the vehicle; also that the "maximum gross vehicle weight" is set by the manufacturer at an amount somewhat below the safe operating figure. A survey disclosed that the usual practice amongst reliable operators is to operate their vehicles carrying loads up to approximately two and one-half times the manufacturer's "nominal tonnage rating"—that is, on a 2-ton rated capacity truck to carry up to 5 tons—also to exceed the "gross vehicle weight rating" by approximately 33 per cent. After full inquiry, the Commission made the following ruling with regard to assessing maximum carrying capacities for trucks to be licensed under the "Motor Carrier Act," subject to special consideration of any cases where special circumstances exist:—

(1) Gross weight must not exceed what is permitted under the Highway Regulations.
(2) Gross weight must not exceed one and one-third times the manufacturer's "gross vehicle weight."
(3) Pay-load must not exceed two and one-half times the manufacturer's "nominal tonnage rating," where published.

ENFORCEMENT.

Information received from time to time from the Commissioner of British Columbia Police shows that 379 persons were prosecuted and convicted for offences against the "Motor Carrier Act" and (or) the regulations thereunder during the year.

In general, the enforcement situation has greatly improved during the year.

MECHANICAL INSPECTIONS.

Inspections of passenger-vehicle equipment were carried out by qualified Inspectors of Motor Carriers during the year. Defects noted included the following: Brakes, 278 vehicles; steering, 401 vehicles; miscellaneous, 1,134 vehicles.

In no case of accidents reported was it found that the cause could have been attributed to mechanical failure.

The above inspection figures are exclusive of vehicles operated by the British Columbia Electric Railway Company, Limited, which are regulated under the "Public Utilities Act," and do not include vehicles which are operated exclusively as school buses, which are regulated under the "Motor-vehicle Act." It is considered that regular mechanical inspections of passenger-vehicle equipment is a matter of great importance, particularly with respect to vehicles operated in rural areas on gravel roads, where the deterioration of equipment is more rapid, requiring more frequent servicing and inspection. There is perhaps a temptation on the part of an operator to offset any downward trend in revenue by reducing maintenance costs, and regular inspection assists in detecting such a condition.

ROYAL COMMISSION ON TRANSPORTATION.

The Royal Commission on Transportation held hearings at Victoria on June 22nd and 23rd, 1949, at which time the Chairman of the Public Utilities Commission, the Superintendent of Motor Carriers, and the Examiner of Motor Carrier Rates gave evidence outlining the provisions of the "Motor Carrier Act" and of the regulations thereunder, as well as details of the administration thereof.

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

The 1949 conference was held at Winnipeg on September 29th and 30th, 1949, and was attended by the Chairman, Public Utilities Commission (Dr. W. A. Carrothers), member of the Commission (D. K. Penfold), and by the Superintendent of Motor Carriers (William Brown). The matter of applications by carriers for increases and decreases of rates was discussed, the general opinion being that such applications should be dealt with on their individual merits, bearing in mind particularly the economic status of the applicant.

The principle of dealing with applications for licences received some discussion, and it was found that Manitoba, Saskatchewan, and British Columbia are generally similar in their procedure in that investigations are made and public hearings held.

It was found that the filing of annual reports by motor carriers has proven to be very useful in both Manitoba and British Columbia, and while Saskatchewan had no such system of filings in force, they felt that the procedure was an excellent one, while the Province of Alberta had nothing on record regarding the financial status of their carriers.

The matter of carrying capacities on trucks received a good deal of discussion and the present regulations of British Columbia were explained, and the conference felt, in general, that the efforts made by the various Provincial Governments to protect their roads from abuse were necessary and, further, that owing to changes in methods of building roads and also in the type of equipment being used, the matter should be continued to be watched and studied.

Other matters that received discussion were insurance, the bonding of carriers who carry C.O.D. shipments, violations by carriers of the respective Motor Carrier or Highway Acts, and reciprocal arrangements existing, or that might be advisable, between the various Provinces.

It was felt by all present that this yearly interchange of ideas and the discussion of current problems between the authoritative bodies of the four Provinces is most beneficial.

Minutes of the proceedings were recorded in some detail and are in possession of the attendant Provinces.

ANNUAL CONFERENCE OF INSPECTORS OF MOTOR CARRIERS.

The annual conference of Inspectors of Motor Carriers was held at Vancouver during the week of January 9th to 14th, 1950, at which time many matters respecting the administration of the "Motor Carrier Act" were discussed, with satisfactory results. It is felt that these conferences are of great value, as they enable the Inspectors to discuss their problems with Inspectors from other districts and with the senior members of the Vancouver office staff.

LOCATIONS OF INSPECTORS OF MOTOR CARRIERS.

At each point named an office is maintained, with a clerk-stenographer who looks after the office when the Inspector is absent on duty: Victoria, Nanaimo, Vancouver (two Inspectors and one Mechanical Inspector), Kamloops (one Inspector and one assistant), Kelowna (one Inspector and one assistant), Nelson, Cranbrook, Prince George, and Dawson Creek.

STAFF.

F. Black, Inspector of Motor Carriers at Vancouver, tendered his resignation, effective December 15th, 1949, for the purpose of entering into private business, thus terminating some twenty years' continuous service with the Provincial Government, throughout which time he faithfully and satisfactorily carried out his duties.

R. D. Allen was appointed to fill this vacancy and is at present undergoing training at Vancouver.

MISCELLANEOUS.

The Superintendent of Motor Carriers made inspection trips to various districts, including the Cariboo and Prince George, Kamloops, the Okanagan Valley, Nelson, and Cranbrook, and accompanied Inspectors of Motor Carriers on trips through the areas under their jurisdiction. The Deputy Superintendent travelled through the Prince George-Prince Rupert area with the Prince George Inspector, and also visited the Okanagan Valley. The Assistant Superintendent visited the Okanagan and Nelson districts and Vancouver Island. The Examiner of Motor Carrier Rates visited the Peace River District.

It is considered that inspection trips of this nature are necessary and are beneficial, not only to the official who makes the trip and who thereby is enabled to gain first-hand knowledge of conditions in the area, but also to the Inspectors in the field who thus have an opportunity of discussing their problems.

INDIVIDUAL REPORTS OF INSPECTORS OF MOTOR CARRIERS.

These are contained in Appendix B.

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 March 1st, 1950, with a brief statement of the routes over which the vehicles are operated, is attached to this Report as Appendix C.

LIST OF AIR-LINE GROUND SERVICES.

These are contained in Appendix D.

DETAILS OF DECISIONS RESPECTING CERTAIN APPLICATIONS.

Public Freight and Passenger Service via Hope–Princeton Highway.—A number of applications were received for service under this heading, and are outlined in a separate section of this Report.

International Transportation of Fruit, Vegetables, and Frozen Fish.—Application of Capitol Fruit and Produce Company, Limited, for two limited freight-vehicle licences respecting two tractors and semi-trailer vans equipped with mechanical refrigeration units, with a carrying capacity of 16 tons each, was approved for transportation of frozen fish for B.C. Packers, Limited, from Steveston and (or) Vancouver

to the International Boundary at Pacific Highway, and for transportation of fresh fruit and vegetables for Weinstein, Limited, from the International Boundary at Pacific Highway delivered to Vancouver. The fish is delivered to California, and the fruit and produce are loaded in California. The equipment is of the most modern type obtainable. While the application was opposed at the hearing by the Seattle-Vancouver, B.C., Motor Freight (1946), Limited, and Los Angeles-Seattle Motor Express, Inc., it appeared, after consideration of the evidence, that a specialized service was necessary and warranted, it having been shown that the fish, loaded and leaving Vancouver on Saturday morning, could be transported to Los Angeles within forty-eight hours, and thus be available for the market on Monday mornings. At a later date this licensee applied for reclassification of the licences as Class III public freight-vehicle licences to include transportation of fresh fruit and vegetables for any individual or company instead of for Weinstein, Limited, only, and application was also made for an additional (third) licence. These applications were also approved.

A tentative application of George F. Hiscox, of Seattle, Wash., for two Class III public freight-vehicle licences respecting tractors and trailers or semi-trailers, for transportation of fresh fruit and vegetables (ex United States) from International Boundary at Blaine delivered to Vancouver, was approved. However, only one licence was taken up.

Public Passenger Service, Greater Victoria Area.—Vancouver Island Transportation Company, Limited, withdrew from the field of local bus service in the Greater Victoria area, effective January 29th, 1950, and this service is now entirely rendered by the British Columbia Electric Railway Company, Limited, regulated under the "Public Utilities Act."

Nanaimo and Vicinity Bus Service.—Subsequent to the purchase by British Columbia Electric Railway Company, Limited, of Nanaimo bus operation of the Blue Line Transit, Limited, certain changes in established routing were made during the month of December, 1948, on the understanding that these changes were to be on a trial basis for a period of sixty days. At the end of that period an application was made for further revision of routes, particularly with regard to the Fairview route, which it was proposed to combine with the Departure Bay route, the company claiming that the revenue from present Route No. 2B was not sufficient to warrant the continuation of service. Proposed changes having been advertised, a large number of objections were filed, on investigation of which it transpired that the majority of the objectors lived in the area then served by Route No. 2B who did not realize that, under the proposed changes, they would be served by the Departure Bay buses, which were rerouted for this purpose. It was, however, also claimed by the objectors that owing to the extremely adverse weather conditions during January and February, when the trial service was in effect, it had not been given a fair chance. Accordingly, the company continued the service for another month. Records of traffic showed that the patronage on Route No. 2B was still insufficient to pay operating expenses, and, after careful consideration of the matter, the application for change in routing was approved.

Effective January 29th, 1950, the Vancouver Island Transportation Company, Limited, took over the Nanaimo and vicinity bus service from the Blue Line Transit, Limited.

Air-line Limousine Service between Port Alberni and Cassidy Airport, Vancouver Island.—The Alberni Valley Transit, Limited, of Port Alberni, which held licences to undertake public passenger service in the Port Alberni and Alberni area, made application for a limited passenger-vehicle licence to render air-line limousine service for Queen Charlotte Airlines, Limited, between Port Alberni and Cassidy Airport, which is south of Nanaimo, via Qualicum and Parksville, pending the opening at some future date of an airport at Port Alberni. At the time the application was made, persons

wishing to reach Port Alberni from Vancouver by air could only fly as far as Cassidy, at which point they would either have to hire a taxi or travel by the regular bus of the Vancouver Island Transportation Company, Limited. The latter company opposed the application on the grounds that it was supplying a public passenger service between the points and via the route in question. It offered to make certain adjustments in its time schedules for the convenience of air-line passengers wishing to travel to Port Alberni and claimed that public necessity did not require the service. It further claimed that, owing to the distance, the proposed service could not properly be considered as air-line limousine service in the accepted sense but was, rather, a land projection of an air-line service. At a later date, however, the Vancouver Island Transportation Company, Limited, offered to render exclusive air-line service to meet requirements of the Queen Charlotte Airlines, Limited. It being apparent that public convenience required the service, it was then a question as to which company should be allowed to render it. After very careful consideration and examination of the whole matter, the Commission approved the application of Alberni Valley Transit, Limited, for service to commence June 1st, 1949.

Public Passenger-vehicle Service, Courtenay and District. — Vancouver Island Transportation Company, Limited, surrendered its privileges respecting public passenger-vehicle service between Courtenay and Comox, between Courtenay and Kye Bay, and between Courtenay and Forbidden Plateau in favour of Watson & Ash Transportation Company, Limited, of Royston, whose application for public passenger-vehicle licence, for service over these routes, was approved.

Public Freight Service between Courtenay and Kelsey Bay, V.I.—An application from A. H. Crawford and G. C. Ricketts, of Nanaimo, for permission to render public freight service between Courtenay and Kelsey Bay on Vancouver Island was refused, as also was an application made by Howard F. Bull for Class III public freight-vehicle licence to operate between Courtenay and Kelsey Bay. At the same time an application of Vancouver Island Transportation Company, Limited, for Class I public freight-vehicle licence to permit of transportation of general freight from Courtenay to Kelsey Bay was approved, and an application of James Wilcock for transfer from Gordon Q. Rice, d/b/a Courtenay-Kelsey Bay Freight Service, of a Class II public freight-vehicle licence for scheduled service between Courtenay and Kelsey Bay was approved. During December, 1949, the licence held by James Wilcock was transferred to Mount Khusan Trucking and Courtenay-Kelsey Bay Freight Service.

Public Passenger-vehicle Service, Saltspring Island.—Vancouver Island Transportation Company, Limited, surrendered its public passenger-vehicle privileges with respect to the Fulford Harbour–Ganges route on Saltspring Island in favour of a new applicant, E. G. J. Brenton, of Fulford Harbour, who is now licensed to provide this service.

Red Ball, Limited.—The transfer from B.C. Motor Transportation, Limited, of thirteen public freight-vehicle licences (operated under the name of Consolidated Truck Lines) to Red Ball, Limited, was approved. These licences include scheduled service between Vancouver and New Westminster, between Vancouver and Mission and Dewdney, and between Vancouver, Chilliwack, and Rosedale, with non-scheduled privileges.

Vancouver Tours and Transit, Limited.—This company engages in the sightseeing business in Vancouver, having commenced service early in the year 1949. An application was received from this company for two limited passenger-vehicle licences respecting two buses for general charter trips originating in Vancouver. The application was refused. At a later date an amended application was received and approved for charter trips restricted to business offered to the applicant by American Sightseeing Association, Inc., or by members of the said association. Local charter service is not permitted under the licences.

Public Freight Service, Vancouver–North Vancouver.—Crosstown Carriers holds public freight-vehicle licences for operation of a fast delivery service between Vancouver and North Vancouver and between Vancouver and West Vancouver, operating motor-cycles. Its application to replace one of the motor-cycles with a pick-up truck was refused, having regard to objections which were filed by public carriers already providing service between these points and having regard to the conditions which were laid down at the time when the original licences were granted to the effect that approval of the original application was exclusively for motor-cycles only.

Bus Service, White Rock and Vicinity.—This operation is essentially a local service for convenience of residents in the vicinity of White Rock. The licence was transferred to Ruth Ann Taylor, and, effective January 16th, 1950, the routes were revised with a view to improving the service.

Public Passenger Service, New Westminster–Coquitlam.—Columbia Stage Lines, Limited, of New Westminster, was granted permission to give public passenger service over a new route between New Westminster and Coquitlam Municipal Hall. This route was inaugurated with a view to relieving overcrowding of buses which operate on the present routes between New Westminster and Dawes Hill; also to provide a convenient means of transportation for the residents of the area to and from the Municipal Hall and shopping centre at Maillardville.

Public Freight and Passenger Service between Squamish and Britannia Beach.—The completion, in August, 1949, of the road between Squamish and Britannia Beach resulted in the filing of several applications for licences to operate passenger and freight service between Squamish and Britannia Beach. Application of Squamish Stages, Limited, for alteration of licences to include scheduled public passenger service between these two points and also taxi service at Britannia Beach was approved, this company having made tentative application some time previously for such authority. Similarly, the application of W. E. and S. R. Bishop (Squamish Transfer Service) to render scheduled public freight service between Squamish and Britannia Beach pursuant to a previous tentative application was also approved. All other applications were refused.

Atkins Stage Lines, Limited, Chilliwack.—This company's main operation is from Harrison Hot Springs to Cultus Lake via Agassiz and Chilliwack, but included in its licences were two other routes—namely, from Chilliwack to Huntingdon via the old Trans-Provincial Highway, and a local route known as Chilliwack–Atchelitz–Sumas. It having come to the attention of the Commission that this service, previously suspended in December, 1947, had not been reinstated, the licences of Atkins Stage Lines, Limited, were amended by deleting therefrom authority to operate over the routes in question on the grounds that no service was being given over these routes.

Transportation of Bread from Vancouver to Interior Points.—As a result of the opening of the Hope–Princeton Highway, a tentative application was received from Triangle Transport Company (licensed for scheduled service between Vancouver and Lillooet and between Kamloops and Lillooet) for two limited freight-vehicle licences for transportation of bread for Canadian Bakeries, Limited, from Vancouver delivered to warehouses at Mission, at Chilliwack, at Princeton, and at Penticton. The application was opposed by carriers already engaged in the transportation of bread for this company from Vancouver to Chilliwack and to Mission respectively, and it was shown that the granting of the licences applied for by Triangle Transport Company would have an adverse effect on these existing transport services, and that the bread had been moved in the past to Princeton and to Penticton by rail. It was not considered by the Commission that the applicant had proved that the issuance of the licences would be in the public interest, having regard to all the circumstances, and the application was consequently refused.

Scheduled Public Freight Service between Vancouver and Nelson.—Application of Douglas Kirkpatrick, of Burnaby, to undertake transportation of general freight between Vancouver and Nelson was refused. At the time of the application no such licence was in effect either for scheduled or non-scheduled service. A service was in effect prior to and during the early days of the war, but it was discontinued, and an application after the war to reinstate the service had been refused. Owing to difficulties incurred during the winter in crossing the Cascade Summit between Grand Forks and Rossland, this is a service which has proven difficult to maintain, and in this case the applicant did not satisfy the Commission that he was fit and able to give service necessary to meet the needs of the public.

At a later date, subsequent to the opening of the Hope–Princeton Highway, the application of J. and C. Goodkey, d/b/a Cascade Motor Freight, Penticton, for public freight-vehicle licences to render the above service, via the Hope–Princeton Highway, subject to certain restrictions, was approved. These partners have been licensed for several years to render scheduled service between Penticton and Nelson. The new service is restricted to the effect that east-bound no freight may be delivered until after passing Osoyoos and west-bound no freight picked up after passing that point, so that the present operators, now giving service between Vancouver and Penticton, are not directly affected by the new service. In granting licences to J. and C. Goodkey, cognizance was taken of the fact that they were established and were giving satisfactory service between Penticton and Nelson, are experienced operators, and have the necessary equipment.

Applications respecting Scheduled Public Freight Service on the Cariboo Road between Vancouver and Prince George.—Chiefly as a result of cessation of service by Wood & Fraser Transport Company, Limited, various applications were received for licences to render similar service, either in whole or in part, including the following:—

Name of Applicant.	Details of Application.
Neal Evans Transportation Co., Ltd.	(Tentative) Scheduled service between Vancouver and Prince George.
Cariboo Fast Freight	(Tentative) Scheduled service between Vancouver and Prince George.
Claude Huston	Extension of present Vancouver–Williams Lake service northerly to Quesnel.
Lee's Transport, Ltd.	Alteration of their public freight-vehicle licences with respect to service now rendered between Vancouver and Prince George for permission to serve points south of Prince George, including Clinton, Williams Lake, and Quesnel.

No action was taken on these applications until the month of January, 1950, at which time all such outstanding applications were refused by the Public Utilities Commission in order to leave the way open for new applications to be submitted, to be dealt with on the basis of proven necessity as it existed at that date. Only one new application was received—namely, from Lee's Transport Company, Limited, then operating service from Vancouver to Prince George and Fort St. James, restricted to no service being given to points south of Prince George. The application was for permission, north-bound, to deliver freight at Soda Creek and intermediate points north as far as and including Prince George and, south-bound, permission to pick up freight at points between Prince George and Soda Creek for delivery to Vancouver and New Westminster only. As the granting of this application appeared to be in the public interest, it was approved.

Quesnel–Castle Rock Freight Service.—Approval was given to the application of Cariboo Transportation Company, Limited, to withdraw its scheduled public freight-vehicle service between Quesnel and Castle Rock via the West Fraser Highway on account of insufficient patronage.

Scheduled Public Freight-vehicle Service between Quesnel and Williams Lake.—Messrs. Lowden and Lindley, d/b/a Vet's Transport, were and are the holders of a public freight-vehicle licence to render this service. Previous applications from Cariboo Transportation Company, Limited, and from J. A. and R. W. Wade to render similar service had been refused earlier during the year. During the month of November a tentative application from W. H. Robb and a further application from Cariboo Transportation Company, Limited (being its third application), were received. Investigations disclosed that the existing service was not entirely adequate, and, accordingly, the application of Cariboo Transportation Company, Limited, was approved and the tentative application of W. H. Robb was refused. Shortly after being advised that its application had been approved, Cariboo Transportation Company, Limited, withdrew its application. J. A. and R. W. Wade then made application to render this service, and as theirs was the next senior application, it was approved.

Public Passenger Service between Vanderhoof and Prince George.—This service, previously carried out by H. W. Smith, d/b/a Canadian Trailway Stages, was taken over by Messrs. Engelson and Borsuk. The licences were later transferred to Mr. Borsuk, who was given permission at a later date to operate an additional public passenger-vehicle route between Vanderhoof and Stony Creek.

Public Freight-vehicle Service between Prince Rupert and Port Edward.—By reason of the construction on Watson Island near Port Edward, approximately 12 miles from Prince Rupert, of a large cellulose-manufacturing plant, applications were received from Wells Cartage, Limited, Vancouver, and from Lindsay's Cartage and Storage, Prince Rupert, for permission to render a scheduled service between the above-named points. The application of Wells Cartage, Limited, was for four licences, being a reclassification of four Class III public freight-vehicle licences held by it, which licences were restricted for hauling commodities in connection with the fish-packing industry only. Lindsay's Cartage and Storage application was for one licence only, and its application was approved, it being considered that one licence was sufficient at the time. Regard was given to the fact that Lindsay's Cartage and Storage is a Prince Rupert firm established there for several years, whereas Wells Cartage, Limited, is a Vancouver firm which only commenced operation at Prince Rupert in recent years, and the application of the latter company was refused.

Transportation of Industrial Workers between Prince Rupert and the Columbia Cellulose Plant, Watson Island.—A large cellulose plant is being constructed on Watson Island, approximately 12 miles south of Prince Rupert. It is on private property, the entrance to which is on the main road between Prince Rupert and Port Edward. Public passenger service between Prince Rupert and Port Edward is supplied by Kaien Island Stages, Limited. Watson Island Stages, Limited, held licences restricted to transportation of industrial workers only, to and from their work, between Prince Rupert and Watson Island. Some of these workers live in bunk-houses on Watson Island, and therefore the last-mentioned company applied for alteration of one licence to permit of transporting these workmen from the Island to Prince Rupert, and vice versa, when off duty, charging individual fares. The application was opposed by Kaien Island Stages, Limited, and a hearing was held, at which Kaien Island Stages, Limited, claimed that it was capable of transporting such passengers. A thorough investigation was made of the whole matter, and it appeared to be in the public interest, having regard to the number of workmen employed, to grant the application of Watson Island Stages, Limited, and the application was therefore approved. Early in the licence-year 1950 Watson Island Stages, Limited, withdrew its entire service.

Alaska Highway.—An application from North American Trucking and Distributing Company, Limited, for nine Class III public freight-vehicle licences was approved for transportation of general freight (charter trips) from Dawson Creek delivered to any point in Licence District No. 21, and vice versa, which includes that portion of the Alaska Highway within the said licence district. The existing non-scheduled privileges of seven Class I public freight-vehicle licences held by this company were also altered in a similar manner. Concurrently, applications from twelve individuals for Class III public freight-vehicle licences or additional licences to undertake transportation of freight from Dawson Creek to any point in Licence District No. 21 and to points on the Alaska Highway were refused.

Alaska Freight Lines, Inc.—This company was the holder of Class III public freight-vehicle licences authorizing the transportation of freight from Dawson Creek to the northern boundary of British Columbia for furtherance to Alaska, comprising freight which the Alaska Freight Lines, Inc., had consigned to itself by rail to rail-head at Dawson Creek. On application, its licences were amended to include transportation of such freight which had been consigned (by other shippers) to or in care of Alaska Freight Lines, Inc., by rail from a point in the United States to rail-head at Dawson Creek, thus giving this company the privilege of transporting, from Dawson Creek in transit through British Columbia to points north of the British Columbia-Yukon Boundary, freight which the licensee had originated in the United States.

Scheduled Public Freight Service between Lillooet and Kamloops.—An amended application from Triangle Transport (Chase & LaRocque) for a licence as above was approved, subject to restriction that no local service be given on that portion of the route between Ashcroft and Carquile, as this portion of the route is already served by a licensed operator.

Transportation of Bread from Kamloops to the Okanagan.—During the month of February, 1950, approval was given to an application of Merritt Fast Freight, of Kamloops, for a limited freight-vehicle licence respecting a van-truck for transportation of bakery products for Canadian Bakeries, Limited, from Kamloops delivered to Vernon, Kelowna, and Penticton, and intermediate points. This application was the result of a decision of the Canadian Bakeries, Limited, to increase the output of its Kamloops bakery for the purpose of supplying the Okanagan from Kamloops instead of from Vancouver as previously. It is understood that service by rail from Vancouver was subject to interruption during the winter as a result of railways being blocked by slides or washouts.

Freight and Express Service to Canoe (near Salmon Arm).—The community of Canoe is so situated that it is not served by any regular scheduled public carrier. Accordingly, the Commission granted an application of O.K. Valley Freight Lines, Limited, operating scheduled public freight service from Osoyoos to Salmon Arm, for authority to include Canoe as a delivery and pick-up point, as and when public necessity requires. Similarly, the Vernon-Salmon Arm Express (Lamarche & Saunders), which operates between Vernon and Salmon Arm, was authorized to give express service to Canoe on request.

Public Passenger Service between Salmon Arm and Canoe.—During the month of February, 1950, John R. Ellis, of Salmon Arm, applied for permission to discontinue scheduled public passenger service between Salmon Arm and Canoe, and an application was received from Carvel L. Preston, of Salmon Arm, for permission to undertake this service. These applications were approved.

Air-line Limousine Service, Vernon.—An application of National Service Station, Limited, taxi operators at Vernon, for alteration of licence to include air-line limousine service between Vernon City and Vernon Airport, charging individual fares, was approved.

Low-bed Semi-trailer Service in the Interior.—An application of Interior Contracting Company, Limited, of Penticton, for two Class III public freight-vehicle licences, respecting operation of a tractor and low-bed semi-trailer stationed at Penticton and similar unit stationed at Kamloops, and an application of A. L. McGhee, of Vernon, for a similar licence, respecting a unit to be stationed at Vernon, were approved. There has been an increasing demand for this type of transportation in the Interior of the Province for the movement of heavy machinery such as bulldozers and tractors, and as such equipment is not plentiful, the operating areas granted in respect of these licences were fairly wide, in order to allow of flexibility of operation.

Transportation of Beer, Princeton to Hedley and Keremeos.—Model Transfer (Cornish & Schisler), Princeton, held a Class III public freight-vehicle licence which included permission to transport beer for Princeton Brewery to various points but not to Hedley and Keremeos, which route is already served in each direction by O.K. Valley Freight Lines, of Penticton, as part of its scheduled service between Penticton and Princeton. Model Transfer applied for permission to include in its licence transportation of such beer from Princeton to Keremeos and Hedley, which application was strongly opposed by the O.K. Valley Freight Lines. This was the second application, a previous application having been refused. Investigations disclosed that there were occasions when it was necessary to make emergency shipments to the points mentioned, and in view of the expressed desire of the Princeton Brewery for the services of Model Transfer in such cases, the application was approved.

Penticton Dray and Express Company.—A tentative application from this carrier for a Class III public freight-vehicle licence to undertake transportation of general freight (charter trips only) from the Vancouver area to the City of Penticton, and vice versa, was received during the month of February, 1950. The applicants did not appear at the advertised hearing and were not represented, and the application was opposed by other operators already licensed to give service between Vancouver and Penticton. No proof of public necessity having been submitted, the application was refused.

Bus Service, City of Nelson.—The electors of the City of Nelson voted in favour of granting an exclusive franchise to Interior Stages (Nelson), Limited, to operate public passenger service using buses, replacing the electric-railway system which had been operated by the city for many years. The granting of this franchise was consented to by the Public Utilities Commission pursuant to section 61 of the "Motor Carrier Act," and an application of the Interior Stages (Nelson), Limited, for three licences was also approved. Service commenced on June 20th, 1949.

Bus Service, City of Kimberley.—Extension of Kimberley City Bus Route No. 2 to include service to the adjacent Lois Creek Subdivision was authorized.

Star Stages Public Passenger Service, Golden–Cranbrook.—An application was received from Star Stages, of Cranbrook, which operates several buses in public passenger service between Cranbrook and Kimberley, for alteration of the licences to include service between Cranbrook and Golden over a route already served by Mrs. Mary Magro, operating a small bus and a seven-passenger sedan on a basis of three round trips per week. Concurrently, Magro Stages filed a new time schedule showing proposed service daily each way between Cranbrook and Golden and also gave evidence to show that they had two new seven-passenger cars on order to be placed in service on this route. Investigations did not indicate that there was any necessity for dual service through the Columbia Valley, which, in the main, is sparsely settled. Accordingly, the application of Star Stages was refused, and the application of Magro Stages to file new time schedule was approved.

Public Passenger Service, Michel–Fernie.—An application of William Dicken, of Fernie, for a public and limited passenger-vehicle licence to include scheduled public passenger service between Michel and Fernie on Saturdays only was refused, as it was not considered that the public convenience required additional service between these points, which were already served by Western Canadian Greyhound Lines, Limited.

APPENDICES.

APPENDIX A.

"MOTOR CARRIER ACT."

STATEMENT OF LICENCES ISSUED, TRANSFERRED, AND CLASSIFICATION CHANGED DURING THE LICENCE-YEAR ENDED FEBRUARY 28TH, 1950, AND THE REVENUE THEREFROM AND OTHER REVENUE.

Kind of Licence.		Revenue from Licence Fees.	Number of Licences issued, 1949–50.					Number of Licences transferred.	Number of Licences Classification changed.
Group Letter.	Classification.		Renewals.	New Licences.	Replacements.	Substitute Plates.	Total.		
A	Public passenger-vehicles	$18,745.75	180	33	12	2	227	11	4
B	Limited passenger-vehicles, over seven passengers	3.253.75	35	11	5	.....	51	2	1
C	Limited passenger-vehicles, seven passengers or less	21.774.00	1,114	105	591	13	1,823	297	2
D	Public and limited passenger-vehicles	19,698.25	237	54	45	.....	336	14	46
E	Limited freight-vehicles	58,429.39	910	377	159	10	1,456	52	6
F	Miscellaneous combinations of licences	1,351.00	122	46	13	.....	181	5	2
G	Public freight-vehicles, Class II	24,081.50	269	24	36	4	333	34	14
H	Public freight-vehicles, Class III	140,967.75	1,832	315	263	14	2,424	158	18
J	Public freight-vehicles, Class I	13,544.20	157	42	35	.....	234	27	20
K	Private freight-vehicles, Class III (farmers)	.....	4,223	2,097	94	27	6,441	.....	.....
L	Private freight-vehicles, Class I (other than farmers)	61,159.00	7,896	4,165	381	86	12,528	167	.....
	Totals	$363,004.59	16,975	7,269	1,634	156	26,034	767	113

The figures for revenue are gross revenue. From this amount should be deducted various refunds amounting to $792.25.

Summary of Total Revenue.

Licence fees	$363,004.59
Temporary permit fees	18,267.30
Copies of conditions	14.50
Tariffs	6.25
Copies of minutes of hearing	4.50
Part II of the regulations	138.00
Part V of the "Highway Act"	8.00
Total	$381,443.14

APPENDIX B.

REPORTS OF INSPECTORS.

INSPECTOR J. A. CARMICHAEL, VICTORIA.

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

Conditions remained reasonably static throughout the licence-year 1949–50. The industry continued to replace older units in both the passenger and freight field, as the automobile and truck backlog on orders eased up.

New vehicles suitable for taxi service are now readily available, and operators are replacing regularly at approximately 30,000 miles, or even less, resulting in considerable improvement in this service, both from the operators' economical standpoint and passengers' riding comfort and convenience. The trend toward radio-equipped taxis has made it possible for fewer cars to serve as many customers by the fleet operators, resulting in surrender of some licences where fleets have been cut down.

Toward the end of the licence-year the British Columbia Electric Railway Company, Limited, took over the Victoria City and Saanich passenger transportation franchises held by Vancouver Island Transportation Company, Limited, and the latter company now operates only the up-Island routes and to Jordan River, West Saanich, Cordova Bay, and Sidney, and the Nanaimo City and district bus service which they took over from the Blue Line Transit (B.C.E.R.).

British Columbia Electric Railway Company, Limited, now operates all Victoria City and suburban routes under the provisions of the "Public Utilities Act."

Vancouver Island Transportation Company, Limited, purchased five new passenger units, three being the new-type interurban coaches used on their Sidney run and the other two being diesel buses for the "Islander Limited" route.

A few changes took place in the freight field, with emphasis on log-hauling and dump-truck work.

Limited freight operations remained reasonably static, except with regard to certain small operators serving small or portable-type sawmills, who were cut back due to fluctuation of the local and export lumber market, as demand for low-grade lumber fell off, particularly in the export market. It is expected that this condition will continue and that the small operator will gradually cease to be a factor in the lumber industry.

Dump-truck operators in the district were mainly employed in exempted areas—namely, in North Cowichan and Saanich Municipalities, where the bulk of road-construction work took place. The operators concerned experienced considerable difficulty with rates, since, as they were operating in exempted areas, the "Motor Carrier Act" and regulations did not apply and trucks were not required to be licensed; consequently, rates were set by the contractor, which were not always satisfactory to the operator, so that a fairly large turnover of vehicles was experienced. During one period in Saanich the operators refused to work at the rate offered, the resulting strike tying up the construction work, with resultant loss to all parties concerned.

Cost of vehicles and their operation continued to increase during the year, in some instances resulting in applications for increase in tariff rates, although increasing competition, as the industry levels off, has held down most rates.

Mechanical inspections were carried out during the licence-year. Generally speaking, the condition of vehicles has considerably improved, particularly so in the case of taxis. As new bus units have become available, the previous continual pressure on existing units has been relieved, thus permitting more thorough reconditioning and overhaul of same, which has resulted in a considerable improvement in the condition of large equipment. The condition of passenger-vehicles in the district generally, large and small, is considered very satisfactory.

Very few complaints as to services, etc., were received, and those only of a minor nature.

Number of investigations and interviews	539
Number of mechanical inspections made	350
Miles travelled by Inspector during course of duties	14,741

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.)

The transportation industry in this district has steadily improved the service rendered to the general public. As equipment became available in the years following the end of the war, there was a rush by certain shippers to purchase their own trucks. However, this trend has gradually diminished and is now swinging in the other direction, and many shippers are finding that limited and public carriers can supply an improved service at less cost.

Truck-transport industry in this area may be divided roughly into four categories:—

(1) General transfer work in which carriers handle the transportation of all kinds of freight, ranging from fuel to household goods. The more progressive operators with several units often use specialized equipment, such as household-goods vans equipped with dollies, blankets, and other aids particular to the work at hand. Normally their work is confined to a well built-up area.

(2) Line-haul operations between fixed termini and on schedule transporting food-stuffs and general merchandise, often the sole means of freight transportation for the district that is being served.

(3) Hauling requiring special equipment, such as logging-trucks with built-up bunks, trailers with long reaches and a special brake system to meet the adverse grades. This work is sometimes carried out on private roads, exempt from the provisions of the "Motor Carrier Act."

(4) Road-construction work, which is largely seasonal, generally requires dump-trucks, with the carriers proceeding from job to job as the demand requires, due to completion of particular phases of construction.

The carriers in the first and second groups enjoy a fairly steady employment on a yearly basis, with peak traffic in the spring and summer, and fairly slack in the late autumn and early spring when road and weather conditions affect the industry adversely as a whole.

The operators in the third group, if the market remains stable and weather conditions permit, have a fairly good chance of year-around operation.

The dump-trucks are employed for the completion of the particular stretch of road being built. As a rule these operators do not obtain a yearly licence but operate on permit. They follow the construction work from point to point and, normally, do not interfere with the economy of the local truck picture mentioned in group (1).

A very considerable amount of road-construction and improvement work was carried out during the year.

It is expected that the new plant of Nanaimo Sulphates, Limited, near Nanaimo, will be in operation by May, 1950. This project was to have cost some $13,000,000 but, due to expansion of the original plan that now includes a bleaching plant and other installations, will now cost some $19,000,000.

The Blue Line Transit Company (owned by the British Columbia Electric Railway Company, Limited), who operated the Nanaimo City and suburban bus service, disposed of its interest to the Vancouver Island Coach Lines at the end of January, 1950.

The Vancouver Island Coach Lines operates intercity as well as a local service and is now located at the new C.P.R. wharf in Nanaimo which opened in May, 1949. It has modern offices and ticket and waiting rooms on the dock. The repair-shop can comfortably handle ten large units. This garage is modern, well lighted and heated, and ensures the best possible working conditions for the staff. There the units are serviced, fueled, and overhauled. At one end of the building there is a semi-automatic wash-rack which takes two units at a time.

Public and limited passenger operators were called upon to exercise all of their ingenuity, perseverance, and efforts to keep going during the adverse winter conditions of December, January, and February. Normally, Island operators do not encounter prolonged ice and snow and, consequently, are not prepared to overcome the various problems brought about by these conditions. It would appear that those people responsible for public transportation made every effort to meet this challenge.

Statistics.

Number of investigations and interviews	617
Number of vehicles checked on highways	220
Number of original mechanical inspections	271
Number of rechecks made	200
Number of mechanical inspections in conjunction with Inspector Carmichael	130
Miles travelled by Inspector during course of duties	18,428

E. DEBLAQUIERE,
Inspector of Motor Carriers.

INSPECTOR G. H. GRAY, VANCOUVER.

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

Following the floods of last year, one of the worst winters in history was experienced in this district. Snow conditions in certain areas were very severe and at times stopped all movements of freight and passengers until Public Works crews could get the roads cleared. Although cost of operation was greatly increased, the average carrier kept up a good service.

During the early part of the year, dump-truck transportation noticeably increased. This was due largely to further repair work being done to the dyking system in the Lower Fraser Valley, necessitated by the floods during 1948. Over 100 dump-truck operators obtained licences during the year.

It was thought that when lumber orders with the United Kingdom were reduced, there would be a general falling-off in forest-product movements. This was not so, as the devaluation of the Canadian dollar was responsible for a very marked increase in the amount of export lumber to the United States.

There has been a noticeable increase this year in the movement of petroleum products by truck in the Lower Mainland, and a number of additional and new licences have been issued to cover this.

There also was an increase in the movement of fresh and frozen fish to the California area, as well as a marked increase in the amount of fresh produce being brought in from that area. Specialized new equipment was put on the road by some carriers to cover this movement.

The service rendered by licensed carriers in this area has been of a high standard, and the bulk of the operators have been very co-operative.

Again this year the cost of vehicle operation has increased, and, consequently, numerous operators have applied for increases in rates. The public as well as the licensed carriers have become more rate conscious. This is due to the tightening-up of business generally.

The Hope–Princeton Highway was opened during the late fall of 1949, and is proving to be a great benefit, as larger equipment can be used over this new route than was allowed over the Fraser Canyon route.

During the latter part of the year, stress was laid upon an educational programme which is proving very successful. The co-operation obtained from the Provincial Police was good and was greatly appreciated.

A number of complaints from the general public as well as licensed carriers were investigated and brought to a satisfactory conclusion.

During the early part of December, 1949, Inspector F. Black, who for many years was in charge of this district, resigned to go into private business. In October, prior to Mr. Black's resignation, Inspector G. Titus was assigned as Assistant Inspector in this area.

Number of investigations and interviews:—

F. Black	672
G. H. Gray	1,047
G. Titus	287

Miles travelled by Inspectors during course of duties:—

F. Black	19,655
G. H. Gray	19,210
G. Titus	4,253

G. H. GRAY,
Inspector 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.)

The licence-year 1949–50 showed a small increase in demand for public and limited freight and passenger services, despite a sharp up-trend in the number of private freight-vehicles licensed. The total number of public and limited vehicles was increased by 5, and the private vehicles by 185, as compared with the licence-year 1948-49.

The quality of service rendered by public and limited carriers was greatly improved during the year. Freight (or combined passenger and freight) services over eight routes, formerly on a non-scheduled basis, were reclassified to permit of scheduled service, thereby serving public convenience more satisfactorily. In addition, the handling of C.O.D. shipments has been given special attention, with consequent satisfactory results. Revisions to the Motor Carrier Regulations, naming more specific requirements, particularly in the remittance of C.O.D. moneys, have been a great benefit to shippers.

Forest-products industries enjoyed a reasonably good season despite unsettled lumber-market conditions. During the latter part of the licence-year there was a trend toward the sawmill and logging industries disposing of their own trucking equipment and hiring contract carriers. It is being generally conceded that the contract carrier owning and driving his own equipment operates more efficiently and economically than the private freight-truck with a hired driver, thereby enabling him to offer contract rates equal to or lower than the hirer can operate his own trucking equipment.

Field crops were about normal, except for the tomatoes, which were damaged by an early frost, with a consequent loss of approximately 25 per cent. of the crop.

Highway-construction projects gave increased employment to dump-trucks and other equipment, but the number of dump-trucks available was more than sufficient to cope with the situation. There were approximately 82 road-miles of new standard-road construction with gravel surfacing, and 68 road-miles were hard-surfaced. Major paving projects were the portion of the Trans-Canada Highway between Pritchard and Chase, and the portion of the Cariboo Highway between Clinton and 100-Mile House. Major road-construction projects with gravel surfacing were between Clinton and Maiden Creek, between 100-Mile House and Lac la Hache, between Little Fort and Bridge Lake (7 miles unfinished), and between Monte Lake and Falkland on the Kamloops–Vernon Highway.

The general attitude of motor-carrier operators and shippers toward the "Motor Carrier Act" and regulations shows continued and increasing confidence in the present policy and methods. Equipment is showing steady improvement, due principally to greater availability of new vehicles.

Considerable progress was made in the filing of new tariffs and revision of out-of-date or poorly constructed previous filings. Assistance was given in preparation and filing of 122 tariffs and time schedules; 73 contract agreements were filed.

Costs of operation could have reached their peak during the latter part of 1949, being slightly increased from 1948. The increase was sufficient to compel some operators to apply for certain increases in hauling rates. Such applications were carefully investigated and records of operators in the area checked before such increases were approved either wholly or in part.

The following are statistics of mechanical inspections of buses, taxis, and freight-vehicles licensed to carry passengers for hire:—

Number of mechanical inspections	321
Defective brakes	cases 106
Defective steering	cases 142
Defective lighting	cases 161
Vehicles temporarily suspended from service	76
Vehicles condemned	1

Certain complaints were received and attended to, but only a few of them were found to be of consequence. Without exception, each case was brought to a reasonably satisfactory conclusion. Most complaints were connected with enforcement.

Inspector M. B. Pepper continued as my assistant throughout the year.

Number of investigations and interviews	2,196
Number of miles travelled by automobiles (two) in course of duties	31,215
Number of vehicles checked on highways	1,059
Number of check-up inspection reports issued	193

G. L. GREENWOOD,
Inspector of Motor Carriers.

INSPECTOR H. K. HUME, KELOWNA.

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

The most important event during 1949 was the official opening in the late fall of 1949 of the Hope–Princeton Highway, which has already altered the trend of transportation between Coast points and the Interior of British Columbia. Passenger and freight traffic over this road is steadily increasing, as it is proving to be economical, efficient, and a fast route. Western Canadian Greyhound Lines, Limited, is operating its through-passenger service over this route; the A.P. Stages is also giving local service between Hope and Princeton; and there are at present seven freight lines whose licences permit them to use this route. All of these operations appear to be proving successful, and this shorter route, enabling faster service, has created many new demands on the highway-transportation industry.

Heavier equipment with greater carrying capacity is the trend this year, with the majority of freight-hauling over the Hope–Princeton Road being on tractor and semi-trailer equipment.

The public passenger and freight licensees throughout the area appear to be more conscious of their obligations to the general public, with the result that the service being rendered is generally improving, and the co-operation of the licensees both with the general public and this department has been very satisfactory.

There has been no major change in the type of equipment throughout this area, with the exception of trucks operating over the Hope–Princeton Highway. There has been the usual replacement of some old trucks by new equipment, but not to any great extent.

There were no new public passenger licences granted in the area during this period. One new taxi licence was granted at Okanagan Falls, which is still in operation.

New licences granted to line freight-haulers were O.K. Valley Freight Lines between Vancouver and Penticton, with connecting service to all Okanagan Valley points, Country Freight Lines, White Transport Company, and Penticton Freight Lines, all operating between Vancouver and Penticton (rerouted via Hope–Princeton Highway), Vanderspek's Transportation between Hope and Princeton, and Cascade Motor Freight between Vancouver and Nelson.

Several limited freight-vehicle licences have been issued for transporting petroleum products under contract from Coast areas to the Okanagan Valley; also one licence to the Western Freight Carriers, Limited, for transporting wholesale freight only between the aforementioned points.

Eight new and additional Class III public freight-vehicle licences were issued this year—one for the transportation of live stock only, and the others for general freight.

Twenty-seven limited freight licences were issued—thirteen for the transportation of forest products, two for the transportation of fruit, two for the transportation of milk, and ten for the transportation of petroleum products.

The completion of the Hope–Princeton Road was the only major dump-truck operation during the year. There were several minor jobs in populated centres, but none were of major importance; these included black-topping portions of the highway between Armstrong and Enderby, and between Westside and Westbank, and reconstruction and black-topping of 6 miles of the highway south of Vernon. There was a considerable amount of flood-control work done in the Keremeos-Cawston district and a small flood-control job on the Mission Creek in the Kelowna district.

Favourable progress has been made in the filing of rates contracts and supplementary filing of tariffs.

The cost of vehicle operation and the cost of new equipment has increased slightly over last year's figure, though the increase has not been as sharp as noted over the last five years.

All public and limited passenger-vehicles throughout the area have been inspected at least once this year and, wherever possible, were inspected a second time. Seventy-one mechanical inspections in all were carried out. No vehicles were condemned. There has been some improvement in passenger-carrying equipment; both the Vernon-Lumby Stages and Thompson Bus Lines, of Kelowna, put into service a new "Flexible Clipper" bus. The over-all picture for passenger transportation throughout this area is satisfactory.

There were no major complaints submitted, and the few minor complaints that came in were thoroughly investigated and brought to a satisfactory conclusion.

Enforcement of the "Motor Carrier Act" has been stepped up, and thirty-four convictions in all have been recorded.

The filing of annual motor-carrier reports has been satisfactory, and only in one case has it been found necessary to suspend a licence due to failure to submit the required annual motor-carrier report.

The undersigned wishes to acknowledge the valuable assistance he has received from Assistant Inspector D. Neale during the period under review.

During the course of the year approximately 1,000 interviews and investigations were completed by myself and my assistant, and a total of 23,947 miles was travelled during the course of these duties. This includes two cars. Approximately 500 vehicles were checked on the highways, most of which were found to be complying with all the regulations and operating in a safe and efficient manner.

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 continued demand for base metals encouraged many mines to increase their production as well as the development of new properties. The Reeves MacDonald Mines started to ship concentrates by truck to the Consolidated Mining and Smelting Company at Trail last summer; this mine is located on the Pend d'Oreille River approximately 5 miles west of Nelway and, when it reaches full production, is expected to be one of the largest shippers of base-metal concentrates in British Columbia. Late in the summer the Consolidated Mining and Smelting Company trucked ore from old dumps on the H.B. property near Salmo to the smelter at Trail. Many other smaller mines in the Ymir, Kaslo, and Slocan Valley districts employed trucks to haul ore to concentrators at Retallack, Blewett, or Trail.

The logging and sawmill business appears to have settled down to post-war production. The mills that reopened in the spring worked steadily all the year, but no new mills were started. There were very few new applications for licences to haul either logs or lumber.

With the Hope–Princeton Highway nearly completed last summer, improvement work was started on the Southern Trans-Provincial Highway connecting Nelson, Trail, Rossland, and Grand Forks with the Okanagan Valley at Osoyoos. W. C. Arnott & Company worked on the road up from Osoyoos; P. F. Law Construction Company started on the east side of Anarchist Mountain above Rock Creek; Campbell-Bennett Construction Company did work around Nelway; and Wood, Parr & McClay Construction Company started work east of

Grand Forks. In addition to this new work, several long stretches of highway were resurfaced and other shorter pieces of reconstruction carried out in various parts of the Boundary and Nelson-Trail districts.

All local dump-trucks found employment in this work, and many outside trucks were brought into the district to assist.

The Interior Stages (Nelson), Limited, was granted a franchise by the City of Nelson on April 18th to operate buses in the city, and on June 20th the street-cars made their last official run. The electric street-railway was owned by the City of Nelson and was the only electric street-railway in the Interior of the Province.

The British Columbia Power Commission started work on a large hydro-electric plant at Needles in 1948. This plant will supply power to the Arrow Lakes district and the Okanagan. Most of the hauling in connection with this project is done by Power Commission trucks, but several truckers found part-time employment during the summer and fall. Ward's Motor Freight, operating on schedule between Vernon and Nakusp, and J. R. Miller, operating between Nelson and Nakusp, were engaged in hauling equipment and supplies.

Both public bus companies and taxi operators have continued to replace old equipment with new modern buses and cars. This is particularly noticeable with regard to bus service. More than 70 per cent. of the buses used in the district have been purchased in the past five years.

Three public passenger licences were issued to Interior Stages (Nelson), Limited, to operate a public passenger service in the City of Nelson. A taxi licence was approved for R. H. Winter to operate one car in the Pend d'Oreille district. Five new Class III public freight licences were granted—one to E. Alstad at Nelson for general freight, one to E. A. Wanstall at Nakusp for general freight, and three dump-truck licences at Grand Forks. Twenty-five limited freight licences were issued to truckers hauling ore, six for transportation of dairy products, six to haul lumber, and seven respecting sundry contracts such as store merchandise, coal and wood, petroleum products, and dump-truck work.

Uniform Class III public freight tariffs were filed by licensees at both Trail and Nelson. Assistance and guidance were given to both groups of operators. Supervision and guidance were given to all applicants for new licences when filing their tariffs.

Mechanical inspections carried out during the year indicated that operators were endeavouring to keep their equipment in good mechanical condition. Sixty-six mechanical inspections were made; two vehicles were condemned as unsafe for public service until repairs were completed.

Co-operation of Provincial Police officers in enforcing the Act and regulations has been of high standard. There were twenty-five convictions for violation under the "Motor Carrier Act" and regulations, and four of the offenders were fined from $25 to $50 for serious offences.

Number of investigations and interviews	1,027
Number of vehicles checked on highways	461
Number of temporary permits issued	1,447
Miles travelled by Inspector during course of duties	15,391

H. J. MADDAFORD,
Inspector of Motor Carriers.

INSPECTOR M. D. MCFADYEN, CRANBROOK.

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

The year 1949 was a prosperous one in the East Kootenay District, the payrolls in the Cranbrook Electoral District reaching an estimated $8,000,000, according to figures supplied by the Cranbrook Board of Trade. Lumbering and mining continue to be large contributors, apart from the Canadian Pacific Railway. Lumber-production figures were somewhat less than last year.

The cut of Christmas trees was down approximately 100,000 from 1948, due chiefly to trees having been affected by needle-miners and blight.

Mining activities showed a marked increase in 1949. The fly-by-night type of mining promoter has almost disappeared, and in his place have come representatives of responsible mining companies from the United States. During this year Anaconda Copper, Exploration, Baren's River, and Lake Expanse have had geologists in the field who carried out exploration and diamond drilling. Some interest has also been shown in placer-mining at Moyie River and Perry Creek, and also in industrial minerals such as berytes, granite, gypsum, phosphate, rock, limestone, dolomite, and silica rock.

While there was considerable uncertainty in the lumber industry, as applied to trucking, the outlook indicates more settled conditions. The East Kootenay has offered very little ore-hauling to truckers, but it would appear that, in the not too distant future, ore-hauling by truck will come into the picture more and more with the development of certain gypsum operations, and other types of ore production will probably require the services of motor transport. At the moment it is problematical whether the ore will be shipped to Canadian or American smelters. The fruit-crop in the Creston Valley remained approximately as other years, but production was down on small fruits, due to a form of blight.

There is a very large-scale road-building programme in progress in the East Kootenay. New sections of road are in the making between Wynndel and Creston and between Creston and Kitchener. The main road between Fernie and Crowsnest is completed as far as Wardner and is a first-class highway. The road from Wardner to Elko has been rerouted and is a reasonably good gravel road as far as Jaffray, whereas the stretch between Jaffray and Elko is still under construction; when this piece of road is completed and black-topped, it will be a great attraction for tourists entering this Province. All wooden bridges between Cranbrook and Crowsnest have been replaced with steel bridges. There is also a large road-construction programme from Radium through to Eisenhower Junction in Alberta, and it is understood that the road between Kingsgate and Cranbrook will be reconditioned in 1950.

Competition between carriers is satisfactory, inasmuch as it is competitive by service rather than by rates. The larger organizations' attitude toward the control of motor transportation is most satisfactory, and their co-operation in the matter of filing tariffs as well as in adjusting damages is very satisfactory. New motor-vehicle equipment is in evidence, and many operators are replacing older vehicles with new vehicles and are apparently becoming cost-conscious in their operations. This is most noticeable in dump-truck operations, where heretofore light vehicles were purchased to carry very heavy loads, and the operator often found at the end of the year that he had operated at a loss because of overloading.

There has been a marked increase in the number of Class I private freight licences, as some larger companies have purchased their own vehicles rather than hire public carriers. This, of course, is not true with regard to dump-trucks, as most contractors have found it more satisfactory to hire dump-trucks. Line freight-hauling seems about the same as last year, but there has been an increase in the number of Class III public freight and limited freight licences issued, the latter particularly for transporting forest products and for dump-truck work. There is a definite tendency amongst dump-truck operators to apply for limited freight licences and to operate with definite contract rates, in place of the itinerant type of operator who moves from job to job and operates by permit.

There has been some progress in the matter of rates and contract filings. Operators are becoming more familiar with the meanings of rates and contracts, and now use them intelligently rather than looking upon them as a document filed in their office and only to be used for official inspection. The cost of vehicle operation has increased and has had its effect in applications from various operators for an increase in rates. On the other hand, the cost of new equipment remains approximately the same. There is a tendency for small operators to extend the field of their activities and to extend their conditions of licence. Their equipment, on the whole, is satisfactory, and the tendency to buy second-hand equipment seems to have waned.

While there have been a number of complaints during the year, it has been found, upon investigation, that they were of a minor nature, and the individuals concerned were either warned or advised of the proper procedure in their particular type of operations. It was found, in most cases, that while the complaints would, on the surface, appear justified, investigation revealed no substantial grounds for any grievances.

Number of investigations and interviews	968
Number of vehicles checked on highways	484
Number of mechanical inspections made	53
Miles travelled by Inspector during course of duties	15,354

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 transportation industry as a whole, in the area covered by this report, has not been affected by any marked increase in the volume of available business.

The lumber industry, which affects most of this area, has dropped off approximately 11 per cent. To offset this, there has been in the freighting field a demand for truckers in connection with the construction of the Pacific Great Eastern Railway from Quesnel to Prince George, also the continued construction of the Hart Highway, together with the other public works projects. In the western part of the district the construction of the Columbia Cellulose plant at Prince Rupert has increased the demand for passenger transportation at that point, together with a certain increase in the demand for truckers. So far this area has not been greatly affected by the Aluminum Company's proposed power project; however, should this project go ahead, the transportation industry in this entire area would definitely be faced with increased demand for service.

The service rendered by the carriers licensed under the "Motor Carrier Act" shows steady improvement. The licensed carriers in this area are most co-operative, and their attitude is one of increasing interest in the enforcement of regulations under the "Motor Carrier Act." With regard to the question of enforcement, I would advise that I have received excellent co-operation from Provincial Police throughout the entire area.

The standard of equipment in use, both for passenger and freighting, shows a steady improvement, due to the availability of new equipment and the purchase of same by licensed operators.

The number of new licences granted for new services in this area shows very little increase. However, at Prince Rupert several new taxi licences were granted and several additional industrial workers' licences were issued to Watson Island Stages for the transportation of workers to and from the Columbia Cellulose plant near Port Edward, which is still under construction.

The City of Prince George benefited by the licensing of several public passenger-vehicles by H. W. Smith, operating under the name of "Canadian Trailway Stages," for the purpose of supplying a city bus service.

The rates and contracts at present filed in this area remain unchanged, as no requests have been made for any increase in rates during the past year, possibly due to the fact that the cost of new equipment and operation thereof seems to have reached a peak, also the transportation industry as a whole, both passenger and freight, seems to be levelling off.

Number of investigations and interviews	1,030
Number of vehicles checked on highways	375
Miles travelled by Inspector during course of duties	15,611

D. J. DOSWELL,
Inspector of Motor Carriers.

INSPECTOR W. V. JOYCE, DAWSON CREEK.

(Peace River District.)

During the licence-year 1949–50 the volume of freight transported by rail from points in the United States to the end of steel at Dawson Creek, for furtherance via truck to points in the Yukon and Alaska Territories over the Alaska Highway, has fallen off considerably in comparison with the past few years; as a consequence of this, a large number of individual Class III public freight licensees have failed to renew their licences.

A large percentage of this freight is now being transported by truck directly from points in the United States to Alaska, in transit through British Columbia, via the Alaska Highway.

A number of long-distance freighters have been replacing their equipment with semi-trailer units and tandem-axle vehicles to comply with the new regulations under the " Highway Act." This has been particularly noticeable among the licensees transporting coal from Hudson Hope to points in the Peace River District.

During the grain harvest season approximately 2,000,000 bushels of wheat were grown and transported by truck to the grain-elevators in Dawson Creek, from points as far distant as 80 miles.

Two hundred and thirty-four new farms have been settled during the past year in the area north and south of the Peace River, with an area of new land brought under cultivation totalling 20,000 acres, comprising 8,000 acres north of the Peace River and 12,000 acres south of the Peace River.

Most of the large oil companies have had oil-well drilling-rigs doing preliminary drilling in practically every area in the Peace River District during the past year. It is expected that oil-well prospecting by major oil companies will be increased in the 1950–51 year.

The Public Works Department has an extensive road-building programme planned for the Peace River District for 1950.

The services rendered by the licensed carriers, both passenger and freight, have been good, with very few complaints by the general public.

During the past licence-year the undersigned laid informations in nine cases regarding violations of the " Motor Carrier Act " and regulations thereunder.

Number of investigations for new and additional licences	135
Number of interviews	1,650
Number of vehicles checked on highways	632
Mileage travelled by Inspector during course of duties	13,742

W. V. JOYCE,
Inspector of Motor Carriers.

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

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

During the licence-year 1949–50 the results of continuous mechanical inspections became noticeably apparent in the improved conditions of buses and taxis operated within this area.

Operators no longer attempt to use equipment which they consider is unsafe or is not of good appearance, as they realize that mechanical inspections will reveal the defects and may result in the vehicle being condemned; also that the public expects them to maintain and operate comfortable and modern equipment.

To facilitate proper maintenance, the licensees who operate fleets have installed modern repairing equipment and testing instruments and employ fully qualified mechanics, who were not readily available during the war and immediately after, and by carrying out a regular inspection and maintenance policy, they have been able to attain their goal.

In addition to maintenance of equipment, they have approached the operating problem from another field—that is, selection, training, and supervision of their driving staff. This has tended not only to reduce the public passenger-vehicle accident toll, but also to reduce the number of mechanical failures on the road.

These trained drivers are able to detect defects which might not only make the bus unsafe if continued in service, but which might end in major breakdowns, with subsequent temporary stoppage of service.

Hop-pickers were required in the Fraser Valley during the harvesting season and were transported between homes and the fields by trucks which operated under special temporary permits. To ensure safe operation of these vehicles, each was inspected by this department. Many mechanical defects were noted, and also that many had failed to comply with regulations pertaining to safe operation for carriage of passengers on trucks. These defects were remedied forthwith, and the vehicles were adapted to comply with the existing regulations before they were permitted to continue operating.

Despite adverse weather conditions which the operators had to contend with, accidents were few, and most were caused by skidding on icy roads, and none reported which could be attributed to a mechanical failure.

General statistics covering mechanical inspections during 1949–50 are as follows:—

Mechanical inspections	631
Defective vehicles—	
Faulty steering	79
Faulty brakes	105
Faulty exhaust-lines	77
Faulty lights	115
Failure to comply completely with regulations	191
Vehicles condemned—	
Public passenger	1
Limited passenger	3
Miles travelled by Inspector during course of duties	14,608

C. A. Wood,
Inspector of Motor Carriers (Mechanical).

APPENDIX C.

LIST OF PUBLIC PASSENGER-VEHICLE OPERATORS AND ROUTES (SCHEDULED SERVICE) AS AT MARCH 1ST, 1950.

Name and Address of Operator.	Route.
A.P. Stages, Ltd., Hope	Haig–Hope.
	Hope–Princeton.
	Hope to Silver-Skagit Camp No. 2 and Decco Walton Camp No. 1 on Silver Creek.
George D. Abbey, Nelson	Nelson–Kaslo.
Alberni Valley Transit Co., Ltd., Port Alberni	Port Alberni–Alberni.
	Port Alberni–Smith's Landing, Sproat Lake.
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.
	Prince Rupert–Port Edward.
Atkins Stage Lines, Ltd., Chilliwack	Harrison Hot Springs to Cultus Lake via Agassiz and Chilliwack.
	Chilliwack–Ryder Lake.
B.C. Auto Interurban, Ltd., Nelson	Trail–International Boundary at Paterson (operates to Spokane, Wash.).
B.C. Coach Lines (1947), Ltd., Kamloops	Kamloops–Merritt.
	Kamloops–Tranquille.
	Kamloops–Paul Lake.
B.C. Motor Transportation, Ltd., Vancouver (Pacific Stage Lines)	This company is licensed to give public passenger service on a large number of routes in the Lower Mainland of B.C., including from Vancouver to New Westminster, Seattle, Ladner, White Rock, Chilliwack, Hope, Mission, Agassiz and Harrison Hot Springs, West Vancouver, and between North Vancouver and West 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–Pouce Coupe.
	Dawson Creek–South Dawson.
George P. Bates, Hollyburn	Vancouver–Seymour Mountain.
	Vancouver–Intake, Mosquito Creek, Grouse Mountain.
	Vancouver–Grouse Mountain Chalet.
Arnold I. Boomhower, Prince George	Prince George–Chief Lake and Reid Lake.
	Prince George–Summit Lake.
P. Borsuk, Vanderhoof	Vanderhoof–Prince George.
	Vanderhoof–Stony Creek.
E. G. J. Brenton, Fulford, Saltspring Island	Fulford Harbour–Ganges.
Burr's Taxi, Princeton	Princeton–Copper Mountain (via Allenby).
Canadian Coachways, Ltd., Edmonton	B.C.–Alberta Boundary to Dawson Creek (operates from Edmonton, Alta.).

Name and Address of Operator.	Route.
Carswell Coach Lines, Ltd., Vernon	Vernon City bus service.
	Vernon–Okanagan Landing.
	Vernon–Kinsman Beach.
T. H. Chamings, Lumby	Lumby–Vernon via Long Lake.
Chilliwack Bus Lines, Ltd., Chilliwack	Local bus service, Chilliwack.
Civic Transportation Co., Ltd., Kamloops	Kamloops City bus service.
	Kamloops–North Kamloops.
William H. Coates, Gabriola Island	Gabriola Island.
Columbia Coachways, Ltd., Penticton	Local bus service, City of Penticton.
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).
Neal Evans Transportation Co., Ltd., Shalalth	Pioneer Mine–Shalalth.
	Pioneer Mine–Vancouver.
G. V. Farquhar, Harrison Hot Springs	Harrison Hot Springs–Agassiz.
G. Ferguson, Nelson	Nelson–Procter via Harrop.
The Greyhound Corporation, Seattle, Wash.	Vancouver, B.C.–International Boundary (operates to Seattle, Wash.).
David L. Hewer, Kelowna	Kelowna–McCulloch.
Hodgson Bros., Williams Lake	Williams Lake–Alexis Creek.
Hole & Clarke Transportation Co., Ltd., Coal Harbour	Coal Harbour–Hardy Bay.
	Coal Harbour–Port Hardy Airport.
	Hardy Bay–Port Hardy Airport.
J. A. Huffman, d/b/a Fort St. James Stages, Fort St. James	Fort St. James–Vanderhoof.
	Fort St. James–Germansen Landing.
Interior Stages, Ltd., Trail	Trail–Rossland.
	Trail–Nelson via Fruitvale and Salmo.
	Nelson–Reeves MacDonald Mine via Nelway.
	Trail–Fruitvale.
	Also local bus service at Trail and to Warfield, Shaver's Bench, and Sunningdale.
Interior Stages (Nelson), Ltd., Trail	Local bus service, City of Nelson.
Alfred K. Kadatz, Tofino	Tofino–Ucluelet.
A. H. Kershaw, Fort Steele	Cranbrook–Fort Steele.
Kimberley City Service Co., Ltd., Kimberley	Local bus service, Kimberley City and Chapman Camp Village.
Lillooet Cartage Co., Ltd., Lillooet	Lillooet–Lytton.
H. D. McCarthy, Penticton	Naramata–Penticton.
Mary C. Magro, Cranbrook	Cranbrook–Golden.
Maple Ridge Bus Service, Ltd., Haney	Various routes within the Municipality of Maple Ridge.
C. V. Morris, Smithers	Smithers–Houston.
	Smithers–Moricetown.
Charles Morrow, Langley Prairie	Local bus service within Langley Municipality and portion of Surrey Municipality.
Joyce E. Neville, Burnaby	Vancouver–Seymour Mountain.
George L. Niquidet, Williams Lake	Horsefly–Williams Lake.
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.

Name and Address of Operator.	*Route.*
J. W. Pavle, Kelowna	Kelowna–Rutland.
	Kelowna–Glenmore.
	Kelowna–East Kelowna–South Kelowna.
	Kelowna–Winfield–Okanagan Centre.
Geoffrey C. Place, Dog Creek	Dog Creek–Williams Lake.
Powell River Stages, Ltd., Westview	Local bus service in Powell River and district.
Carvell Preston, Salmon Arm	Salmon Arm–Canoe.
Andrew C. Rutherford, Revelstoke	Revelstoke–Arrowhead.
	Revelstoke–Williamson's Lake.
	Revelstoke–Revelstoke Golf-course.
Clifford Scott, Mission	Mission–Durieu–Mission.
Sechelt Motor Transport, Ltd., Sechelt	Hopkins Landing–Gibsons.
	Gibsons–Garden Bay.
	Gibsons–Roberts Creek Community Hall.
	Gibsons–Gower Point.
H. W. Smith, d/b/a Canadian Trailway Stages, Prince George	Prince George–Sinclair Mills.
	Local bus service in City of Prince George.
Squamish Stages, Ltd., Squamish	Squamish–Cheekye.
	Squamish–Britannia Beach.
Star Stages, Cranbrook	Cranbrook–Kimberley.
	Cranbrook–Radium (Sundays and holidays only).
Ruth Ann Taylor, White Rock	Local bus service at White Rock and to Crescent Beach.
William 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.
James 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 Lines, Quesnel	Quesnel–Barkerville.
Vancouver Island Transportation Co., Ltd., Victoria	This company is licensed to give public passenger service on all important main routes on Vancouver Island, with numerous local services, including service in City of Nanaimo and vicinity.
Veteran Stages, Ltd., Victoria	Victoria–Thetis Lake.
	Victoria–Langford Lake–Goldstream Hotel.
	Victoria–Metchosin.
	Victoria–Albert Head.
Louis C. Vigna, d/b/a Riverview Coach Lines, Kamloops	Kamloops–Valleyview.
	Kamloops–Powers Addition.
Watson & Ash Transportation Co., Ltd., Royston	Courtenay–Comox.
	Courtenay–Kye Bay.
	Courtenay–Forbidden Plateau.
	City of Courtenay.
Corporation of the District of West Vancouver, Hollyburn	West Vancouver–Vancouver.

Name and Address of Operator.	Route.
Western Canadian Greyhound Lines, Ltd., Calgary	Crowsnest–Vancouver.
	Yoho–Vancouver.
	Vancouver–Prince George.
	Penticton–Revelstoke.
	Penticton–International Boundary near Osoyoos.
	Vernon–Kamloops.
	Nelson–Kaslo.
	Nelson–Nakusp.
	Cranbrook–Radium (summer service).
	Vernon–Salmon Arm.
	Princeton–Spences Bridge via Merritt.
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, 1950.

Name and Address of Operator.	Route.
Perry G. Abbey, Clinton	Clinton–Gang Ranch.
W. R. Anderson, Slocan City	Nelson–Slocan City.
Anderson Freight Line, New Westminster	Maple Ridge Municipality–Vancouver.
Robert N. Bailey, Penticton	Penticton–Naramata.
Gordon E. Ball, Nelson	Nelson–Procter.
Ralph Baxter, Fort Nelson	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.
W. E. and S. R. Bishop, Squamish	Squamish–Britannia Townsite and Beach.
Black's Motor Freight, Vancouver	Vancouver–Ioco.
	Ioco–New Westminster.
Blue Line Freight, Nelson	Nelson–Rossland.
Boothby Truck Line, Ltd., Mission	Mission–Vancouver and New Westminster.
R. M. Bourdon, Fort St. John	Fort St. John–Dawson Creek.
Boyd's Garage, Clinton	Clinton–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.).
Broadway Messenger & Low Dray 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–Haywards Corner.
Brown & Smith, Celista	Celista–Anglemont.
	Celista–Salmon Arm.
Bruce Motor Cartage, Ltd., Vancouver	Vancouver–New Westminster.
Henry F. Bueckert, Cheslatta	Cheslatta–Burns Lake.
Campbell River Freight Service, Ltd., Courtenay	Courtenay–Menzies Bay.
Carson's Truck Line, Vancouver	Vancouver–Prince George.
Cascade Motor Freight (J. and C. Goodkey), Penticton	Penticton–Nelson.
	Vancouver–Nelson.
D. Chapman & Co., Ltd., Kelowna	Kelowna–Penticton.
Chilliwack Cartage Co., Ltd., Chilliwack	Chilliwack–Vancouver.
City Transfer (1945), Ltd., Powell River	Westview–Stillwater.
George G. Clyde, Robson	Robson–Castlegar.

Name and Address of Operator.	Route.
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	Vancouver–Yale.
Country Freight Lines (J. C. Fleming & Sons), Vancouver	Chilliwack–Vancouver. Vancouver–Kelowna via Spences Bridge and Merritt, or via Hope–Princeton.
Cowichan Freight Service, Ltd., Victoria	Victoria–Shawnigan Lake and Duncan.
Crosstown Carriers, Vancouver	North Vancouver–Vancouver (motorcycle).
T. E. Davies, Rossland	Rossland–Trail.
Delta Freight Lines, Ltd., Ladner	Ladner–Vancouver.
Dench of Canada, Ltd., Calgary, Alta.	Crowsnest–Creston via Cranbrook. Cranbrook–Kingsgate. Creston–Rykerts. Cranbrook–Kimberley, Fernie, and Creston.
John W. Dennery, Louis Creek	Skwaam Bay–Louis Creek.
Neal Evans Transportation Co., Ltd., Shalalth	Pioneer Mine–Vancouver. Pioneer Mine–Shalalth.
Thomas W. Fawkes, New Westminster	New Westminster–Coquitlam Municipality lying south of C.P.R. main line and Fraser Mills Municipality.
Ferguson's Transport Co., Vancouver	Vancouver–Horseshoe Bay, West Vancouver. Vancouver–Deep Cove, North Vancouver.
Raymond J. Flaherty, Fawn P.O.	93-Mile House–Bridge Lake Store.
Leonard S. Forry, Lavington	Lumby–Cherryville.
Fraser Transfer, Ltd., Vancouver	Vancouver–New Westminster.
Cecil C. Golding, Ewings Landing	Vernon–Fintry.
Arthur W. Green, Agassiz	Harrison Hot Springs and Agassiz–Vancouver.
Haney-Hammond Motor Freight, Ltd., Port Haney	Haney–Vancouver.
Alexander W. Hardy, Kamloops	Kamloops–McLure Ferry.
Hodgson Bros., Williams Lake	Williams Lake–Kleena Kleene. Kleena Kleene–Tatlayoko Lake. Kleena Kleene–Anahim Lake.
Hope Freight Lines, Ltd., Hope	Vancouver–Hope.
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.
Gordon H. Jakel, Alexis Creek	Alexis Creek–Williams Lake.
Lawrence Jefferson, Big Lake	Williams Lake–Keithley Creek.
Johnson Transfer, Vanderhoof	Prince George–Vanderhoof–Smithers. Prince George–Hansard.
Kamloops-Okanagan Freight Lines, Ltd., Kamloops	Kamloops–Vernon via Falkland.
Kamloops-Salmon Arm Transport, Kamloops	Kamloops–Salmon Arm.

Name and Address of Operator.	Route.
Kamloops Transport Co., Ltd., Kamloops	Kamloops–Williams Lake (serving also Ashcroft).
Kaslo Motor Transport, Ltd., Kaslo	Kaslo–Nelson.
Kelly Transport, Ltd., Barkerville	Barkerville–Quesnel.
George Kemp, New Westminster	New Westminster–Intersection of Sunnyside Drive and King George VI Highway (restricted to hauling for garages and service-stations).
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.).
J. A. B. Lamarche and D. A. Saunders, d/b/a Vernon Salmon Arm Express, Vernon	Vernon–Salmon Arm.
Lee's Transport, Ltd., Vancouver	Vancouver–Prince George–Fort St. James.
Lillooet Cartage Co., Ltd., Lillooet	Lillooet–Yalakom.
Lindsay's Cartage & Storage, Ltd., Prince Rupert	Prince Rupert–Port Edward.
Joseph Logus, Poplar Creek	Lardeau–Gerrard.
Los Angeles-Seattle Motor Express, Inc., Vancouver	Vancouver–International Boundary (operates to 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, Ltd., Cranbrook	Kimberley and Cranbrook–Vancouver.
Joseph R. Miller, Nelson	Nelson–Nakusp.
Mission City Freight Lines, Ltd., Mission City	Vancouver–Deroche.
George T. Morrison, Lumby	Vernon–Mabel Lake Village and to south end of Mabel Lake via Lumby.
Mount Khusan Trucking & Courtenay-Kelsey Bay Freight Service, Kelsey Bay	Kelsey Bay–Courtenay.
J. C. Muir and G. A. Gordon, 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, or via Hope–Princeton.
Nelson-Creston Transport, Nelson	Nelson–Creston (and to Erickson when required).
George L. Niquidet, Williams Lake	Williams Lake–Horsefly.
North American Trucking & Distributing Co., Ltd., Dawson Creek	Dawson Creek–Northern boundary of B.C. (operates to Whitehorse, Y.T.).
North Thompson Freight Lines, 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. Vancouver–Salmon Arm via Hope–Princeton and Penticton. Vancouver–Osoyoos via Hope–Princeton and Penticton.

Name and Address of Operator.	Route.
Olsen Transport, Ltd., Fort St. John	Fort St. John to B.C.-Alberta Boundary (operates to Edmonton, Alta.).
Ernest L. Olsen, Agassiz	Harrison Lake and Agassiz–Chilliwack and Sardis.
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.
Geoffrey C. Place, Dog Creek	Dog Creek–Williams Lake. Dog Creek–Ashcroft.
Peter W. Popoff, Blewett	Nelson–Bonnington.
H. R. L. and A. M. Potter, Oliver	Oliver rural mail route.
Pen Powell, Hudson Hope	Hudson Hope–Dawson Creek.
Red Ball, Ltd., Vancouver	Vancouver–New Westminster. Vancouver–Mission and Dewdney. Vancouver–Chilliwack and Rosedale.
Orlo Reid, Fort St. John	Fort St. John–Dawson Creek.
Richmond Transfer, Vancouver	Vancouver–Steveston.
Leland A. Roy, Langley Prairie	Langley Municipality–Vancouver.
Michael Ryan, Dawson Creek	Dawson Creek–Groundbirch.
Saanich Freight Service, Sidney	Deep Cove (Saanich)–Victoria.
Sandon–New Denver Freight (R. E. Crelin), New Denver	Sandon–New Denver.
Scott & Peden, Ltd., Victoria	Victoria–Hillbank.
Seattle-Vancouver, B.C., Motor Freight (1946), Ltd., Vancouver	Vancouver–International Boundary (operates to Seattle).
Lloyd W. Shannon, West Summerland	West Summerland–Penticton.
John B. Shibley, Cranbrook	Cranbrook–Golden.
Sidney Freight Service, Ltd., Sidney	Sidney–Victoria.
Joanna Margaret Skoyen, Kamloops	Blucher Hall–Kamloops.
Speedee Transfer (Stuart F. Kippan and David T. Bell), Surrey Centre	Surrey Municipality–Vancouver.
A. L. P. Stevens, Crescent	Surrey Municipality–Vancouver.
L. R. Stevenson, Milner	Willoughby–Vancouver.
Thomas H. Stewart, Ashcroft	Ashcroft–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 and Barnston Island).
Samuel B. Swift, Falkland	Falkland–Armstrong.
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 Co., Vancouver	Vancouver–Lillooet. Lillooet–Kamloops.
United Trucking & Storage, Ltd., Trail	Salmo–Trail via Fruitvale.
Vancouver-Kamloops Freight Lines, Ltd., Vancouver	Vancouver–Kamloops.
Vancouver Island Transportation Co., Ltd., Victoria	Courtenay–Kelsey Bay.
Vanderspek's Transportation, Ltd., Hope	Vancouver–Princeton via Hope.
Vet's 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. Quesnel–Williams Lake.

Name and Address of Operator.	Route.
Robert I. Walters, Williams Lake	Williams Lake–Keithley Creek.
Ward's Motor Freight, Nakusp	Nakusp–Vernon.
West Coast Freight, Ltd., Port Alberni	Port Alberni–Nanaimo.
White Rock Transfer, White Rock	Surrey Municipality–Vancouver.
White Transport Co., Ltd., Vancouver	Vancouver–Kelowna via Kamloops, Salmon Arm, and Vernon.
George W. Williamson, Kelowna	Vernon–Oyama.
Mrs. Janet P. Williamson, Fort St. John	Fort St. John–North Pine.
Winton's Transfer, Ltd., Vancouver	Vancouver–Abbotsford.
George D. Witte, Big Creek	Witte Ranch (5 miles westerly from Big Creek)–Hanceville P.O.
Yarrow Freight & Fuels, Ltd., Yarrow	Yarrow–Vancouver.

APPENDIX D.

LIST OF SERVICES LICENSED UNDER THE "MOTOR CARRIER ACT" WITH RESPECT TO PASSENGER GROUND SERVICE BETWEEN AIRPORTS AND NEAR-BY TOWNS OR CITIES.

Victoria–Patricia Bay Airport, V.I.
Campbell River–Comox Airport, V.I.
Courtenay–Comox Airport, V.I.
Nanaimo–Cassidy Airport, V.I.
Port Alberni–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.
Vernon–Okanagan Landing seaplane base–Vernon Airport.
Kelowna–Kelowna Airfield and seaplane base.
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.
Prince Rupert–Prince Rupert 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.

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