PROVINCE OF BRITISH COLUMBIA

PUBLIC UTILITIES COMMISSION

Twelfth Annual Report

Pursuant to Section 36 of the
" Motor Carrier Act "

Licence-year 1951-52

VICTORIA, B.C.
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1952

VICTORIA, B.C., June 16th, 1952.

To His Honour the Lieutenant-Governor in Council
of the Province of British Columbia.

MAY IT PLEASE YOUR HONOR:

SIR,—We have the honour to transmit herewith, in accordance with section 36 of the "Motor Carrier Act," the Twelfth Annual Report of the Public Utilities Commission under that Act, for the year ended February 29th, 1952.

PUBLIC UTILITIES COMMISSION.

P. E. GEORGE, *Chairman.*
D. K. PENFOLD, *Commissioner.*
RUSSELL E. POTTER, *Commissioner.*

Annual Report of the Public Utilities Commission, Pursuant to Section 36 of the "Motor Carrier Act," for the Licence-year Ended February 29th, 1952

THE LATE DR. W. A. CARROTHERS

It is with regret that we have to record the death, on the 29th day of August, 1951, of Dr. W. A. Carrothers, D.F.C., Ph.D., who had been Chairman of the Public Utilities commission since its inception and under whose guidance the present "Motor Carrier Act" of British Columbia was brought into effect on the 1st day of March, 1940, and administered thereafter.

HIGHLIGHTS

Highlights of the year affecting motor-vehicle transportation in British Columbia were:—

The decision of the Supreme Court of Canada in the case of Winner *vs.* S.M.T. (Eastern) Limited, under which it was ruled that it is not within the legislative powers of the Province of New Brunswick or within the powers of the Motor Carrier Board of that Province to prohibit interprovincial or international transportation with respect to buses operating into or through or out of that Province. This ruling may have a far-reaching effect on the future regulation of international and interprovincial transportation throughout Canada.

Publication of the Report of the Royal Commission on Transportation, which includes a reference to the fact that intra-provincial transportation is under control of the respective Provinces, but that control of interprovincial and international transportation is within the power of the Parliament of Canada.

Commencement of work on the vast power project of the Aluminum Company of Canada in Central British Columbia, involving construction of a large dam, a 10-mile tunnel, a power-house to generate ultimately 1,600,000 horse-power, a 48-mile transmission-line over the mountains, and a smelter and townsite at Kitimat.

The establishment of a vehicle-ferry between Gibsons and Horseshoe Bay, providing connection for automobiles, buses, and trucks between the Mainland and Seechelt Peninsula via Gibsons, and the announcement of the intention to establish another ferry to connect Seechelt Peninsula with the Powell River area.

The large number of applications received from licensed public passenger and public freight operators for authority to increase their rates, consequent upon rising costs in all branches of motor-vehicle operation and, in the case of public passenger operators, as a result also of reduced patronage, due largely to the very great increase in the number of privately owned passenger-automobiles, which has nearly doubled since 1946.

The amalgamation of nine separately licensed public freight operators providing service from Vancouver to various points in the Lower Fraser Valley by transfer of their licences to a newly formed company, Public Freightways Limited.

Continued growth and expansion of truck transportation in this Province, both as to number of carriers' licences issued and as to the revenue therefrom; and the lack of any further increase of public passenger and taxi business, which appears, for the time being, to have reached the saturation point, with an indication of declining patronage and revenue to a point where there is doubt in some cases whether certain services can be maintained.

Notable development in the lumber industry in Central British Columbia, particularly in the Quesnel and Prince George areas, and the completion of a new plywood-factory at Quesnel, all of which has created a demand for truck transportation.

STATISTICAL

A complete and detailed statement of the number of licences issued, transferred, etc., and revenue therefrom and from other sources is contained in Appendix A of this Report. As is shown in the tabulations which follow, the number of licences (new and renewed) increased by 6.3 per cent, from 25,698 the previous year to 27,313 during the year now under review, and the total gross revenue for the year is up by 7.5 per cent, from $413,224 to $444,311.

These figures indicate a continuation of the steady growth, not only in motor-vehicle transportation itself, but also of the many and varied industries which are served by it.

The largest increase, again, was with respect to the number of limited freight-vehicle licences issued to contract haulers, such as for transportation of milk, forest products, ore concentrates, and road-building materials. The increase in this class of licence was 9.7 per cent. There was also a considerable increase (7.7 per cent) in the number of private freight-vehicle licences, which is an indication of the continued trend on the part of business concerns and individuals to supply their own transportation. The number of public passenger-vehicle and public freight-vehicle licences remained about the same as last year. There was a reduction of 5 per cent in the number of taxi licences issued. Revenue from bus licences dropped by approximately 2 per cent; there was an increase of 9.4 per cent in revenue from public and limited freight-vehicle licences; revenue from private freight-vehicle licences increased by 9.2 per cent. Taken as a whole, vehicles which are operated for compensation (buses, taxis, and public or limited freight-vehicles), the increase in revenue was 7 per cent.

As in past years, many applications were received for transfer of licences, the number for 1951–52 being 880. Included amongst the transfers were 194 taxi licences and 300 public freight-vehicle licences.

An examination of the records of transfers of licences shows that there were 37 applications involving transfer of licence or licences from an individual or a partnership to a limited-liability company.

The number of licensed vehicles replaced, mainly by larger or more modern equipment, was 2,033, being almost the same number as for the previous year, and comprised 7.5 per cent of the total number of licences issued. Included in these figures were 514 taxis, which is 43 per cent of the total number of taxi licences in effect.

The following is an analysis of the various classes of licences issued during the last six years, comprising new licences and those renewed, but not including replacements and transfers:—

Kind of Licence	Number of Licences (New and Renewed)[1]					
	1946–47	1947–48	1948–49	1949–50	1950–51	1951–52
Passenger (buses)[2]	516	637	632	664	607	612
Passenger (taxis)	1,053	1,253	1,267	1,228	1,259	1,198
Public freight	2,260	2,475	2,480	2,660	2,831	2,847
Limited freight	998	1,324	1,303	1,311	1,500	1,646
Private freight (ordinary)	8,318	9,705	11,127	12,061	12,857	13,988
Private freight (farmers)	5,154	5,510	5,709	6,320	6,644	7,022
Totals	18,299	20,904	22,518	24,244	25,698	27,313

[1] Does not include licences issued for replacement vehicles and substitute plates issued.
[2] 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	1946–47	1947–48	1948–49	1949–50	1950–51	1951–52
Passenger (buses)	$32,548.70	$41,512.35	$40,288.35	$41,973.75	$42,591.25	$41,827.75
Passenger (taxis)	12,121.04	15,313.00	22,315.00	21,834.00	21,937.25	20,935.75
Public and limited freight	157,613.75	191,344.48	230,504.94	238,037.84	264,144.46	289,088.51
Private freight	57,480.45	69,487.24	57,257.95	61,159.00	65,543.25	71,584.00
Permits	12,420.92	15,412.97	16,425.05	18,267.30	18,932.82	20,503.25
Miscellaneous[1]	28.80	34.00	519.55	171.25	75.73	372.25
Totals	$272,213.66	$333,104.04	$367,310.84	$381,443.14	$413,224.76	$444,311.51

[1] 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 is a comparative tabulation showing 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[1]

Month	Licence-year 1948–49	Licence-year 1949–50	Licence-year 1950–51	Licence-year 1951–52
March	11,563	11,881	12,300	13,573
April	15,665	16,539	17,450	18,303
May	17,109	18,111	19,188	20,314
June	17,980	19,283	20,486	21,813
July	18,689	20,180	21,262	22,891
August	19,286	20,753	22,071	23,589
September	19,860	21,262	22,673	24,442
October	20,119	21,671	23,054	24,722
November	20,271	21,970	23,403	25,146
December	20,433	22,265	23,544	25,034
January	20,231	22,005	23,624	25,029
February	20,189	21,913	23,516	24,935
End of licence-year	19,923	21,741	23,576	24,953

[1] 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," excluding applications for renewal of existing licences:—

Licence-year	Number of Applications Recorded	Licence-year	Number of Applications Recorded
1940–41	3,686	1946–47	5,921
1941–42	3,910	1947–48	6,812
1942–43	3,484	1948–49	6,897
1943–44	3,148	1949–50	7,261
1944–45	3,277	1950–51	7,535
1945–46	4,075	1951–52	8,141

It will be seen from the above that the number of applications received and dealt with in the licence-year 1951–52 was 8 per cent higher than in the previous year and 100 per cent more than during the first year after the war—namely, 1945–46.

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[1]
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
	1950–51	28,768
	1951–52	30,385

[1] Including licences transferred and renewed, and including replacements and substitute plates.

TEMPORARY PERMITS

Part 10 of the regulations pursuant to the " Motor Carrier Act " provides for the issuing of temporary permits, in lieu of or as an adjunct to carriers' licences, thus affording a measure of flexibility necessary in the administration of the said Act.

The following is a summary of the number of temporary permits issued during the year 1951–52:—

Class I permits (for temporary operation as private freight-vehicle only)	1,083
Class II permits (for temporary operation as public or limited vehicle for periods not exceeding sixty days)	3,991
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.)	5,675
Class IV permits (for substitute vehicle when licensed vehicle is disabled)	426
Class VI permits (for operation of school buses in connection with authorized school functions)	356

GENERAL

During the months of April and May there was a very noticeable increase in the number of applications received, particularly for private freight-vehicle licences; this influx was, it is believed, partly due to the fact that the Royal Canadian Mounted Police had commenced checking all trucks at the Pattullo Bridge and at the truck-weighing station at Flood, near Hope.

Applications Respecting Public and Limited Licences.—During the year under review, 1,934 applications were received dealing with applications for, or alteration, reclassification, or transfer of, public or limited passenger- and freight-vehicle licences

(exclusive of applications for private freight-vehicle licences), a total of 2,928 licences being involved in such applications.

Dump-truck Operations.—Continued industrial expansion created a further demand for services of dump-trucks and, during the year, 89 additional public or limited freight-vehicle licences were issued for this class of hauling. Of these, 27 were issued to applicants on Vancouver Island, 51 to persons or firms located in Greater Vancouver or the Lower Fraser Valley, and the remainder to applicants residing in the Interior of the Province.

Fraser Valley Strawberry-crop.—Although elaborate arrangements were made to provide necessary transportation of fresh strawberries from farms to packing centres and from packing centres to packing-houses, or to points across the International Boundary, the strawberry-crop in 1951 was, to a large extent, a failure, with the result that little or no transport service was required.

Transportation of Export Lumber.—A number of licences were applied for and granted for transportation of export lumber from the Cowichan Lake area to deep-sea wharfs at Victoria or Nanaimo due to a great shortage of railway-cars which was experienced.

Transportation of Wood-chips for Pulp.—At the new Harmac pulp-mill at Cedar (south of Nanaimo), waste lumber products which are ordinarily sold as wood or burned as refuse are processed for pulp-making. This process requires installation at sawmills of chipper-machines, and the bulk product (chips) must be transported to the pulp-mill. Due to the volume of this processed material, large semi-trailer units, specially designed, were purchased and placed in service by Herbert Gray (Youbou Transport), of Duncan (who held the main contract for this transportation), and by sub-contractors who had entered into agreement with Mr. Gray to assist in the transportation.

Pattullo Bridge.—The removal, on the 12th day of February, 1952, of tolls on vehicles crossing the Pattullo Bridge was a matter of special interest to licensed carriers of passengers and freight in the Greater Vancouver and Lower Mainland area. These tolls had been in effect since December, 1937.

Saanich and Central Saanich Municipalities.—As a result of the division of Saanich Municipality into two separate municipalities—namely, Saanich (the southerly portion) and Central Saanich (the northerly portion)—it became necessary for certain freight carriers who had previously been operating exclusively within Saanich Municipality to apply for licences under the " Motor Carrier Act." This was due to the fact that the exemption is with respect to operation within the area of a single municipality; therefore, freighting operations between Saanich and Central Saanich are not exempt from the licensing provisions of the " Motor Carrier Act."

Permits under Section 18 of the " Motor-vehicle Act."—In view of the fact that the Government Agent's office is in Pouce Coupe, whereas the Inspector of Motor Carriers has his office at Dawson Creek, which is the main stopping-point for vehicles operating from points in the United States to Alaska, the Superintendent of Motor-vehicles requested that the Inspector of Motor Carriers at Dawson Creek be permitted to assist in the matter of issuing motor-vehicle permits to such foreign vehicles at Dawson Creek. This request was acceded to, as a result of which the administration of the "Motor-vehicle Act " as well as the " Motor Carrier Act " with respect to these transient vehicles was simplified.

TAXI OPERATIONS

Whereas in the more settled portions of the Province the amount of taxi business appeared to be on the decline, as evidenced by surrender of or failure to renew certain licences for the year 1951, the situation in the more northerly part of the Province, westerly from Prince George, was different, due largely to the commencement, in the

spring of 1951, of work on the Aluminum Company of Canada's project and increased activity in the logging and lumber business. Applications for additional limited passenger-vehicle (taxi) licences were received for operation from terminal points of Vanderhoof, Burns Lake, Smithers, Telkwa, and Terrace respectively, and were approved. Applications from three operators at Campbell River for additional limited passenger-vehicle (taxi) licences were also approved. These applications were made due to increased business arising out of the construction of a pulp-mill at Duncan Bay, near Campbell River.

CONTRACT HAULING

The tendency on the part of large wholesale firms to employ contract carriers using vehicles to haul the firms' goods exclusively instead of offering the business to scheduled or non-scheduled public freight carriers was, again, a noticeable trend during the year.

For example, Pacific Cartage Company Limited, which has a large fleet hauling exclusively for Kelly Douglas Company Limited and its subsidiaries, applied for alteration of thirty of its limited freight-vehicle licences to extend the area of operation (which was within 35 road-miles from Vancouver) to within a distance of 140 road-miles from Vancouver, thus taking in deliveries to points such as Abbotsford, Mission, Chilliwack, and Hope. Knapp & Labelle Trucking Company Limited, of Vancouver, also applied for alteration of its licences and for two additional licences respecting transportation of fresh fruits and vegetables for Chess Bros. Limited. These licences permitted them to haul from Vancouver to the Greater Vancouver area only, and from the International Boundary at Blaine to Vancouver; they applied to have one of these licences altered to cover delivery from Vancouver to points within a distance of 70 road-miles or vice versa. Likewise, Public Freightways Limited entered into a contract with Slade & Stewart Limited for transportation of goods (mostly fresh produce) for that company to points within the Lower Fraser Valley and to Hope, some of which transportation had been previously handled by scheduled freight carriers other than Public Freightways Limited.

On behalf of ten scheduled public freight carriers operating from Vancouver to points in the Lower Fraser Valley, notice was given to the Provincial Secretary, by their representative, of intention to appeal the decisions respecting the applications of Pacific Cartage Limited, Knapp & Labelle Trucking Limited, and Public Freightways Limited referred to above. However, it appears that the carriers affected reconsidered the matter, as the notice of intention to appeal was subsequently withdrawn.

The point at issue is an important one, as it involves a question as to whether a business firm shall be permitted to engage a contract hauler of its own choice to undertake all or the major part of the firm's transportation, or whether that firm shall be required to use the services of an already established public carrier or carriers serving the area in question. In dealing with applications of this nature, a prerequisite is consideration of the needs of the shipper; naturally, each case is considered on its merits after investigation and study of the facts and examination and testing of the proposed contract rates as to whether they are just, fair, and reasonable, and not discriminatory.

CAR-FERRY SERVICE, HORSESHOE BAY–GIBSONS

The inauguration by private interests of a car-ferry service between Horseshoe Bay (West Vancouver) and Gibsons provided the first connection for wheeled vehicles from points on the Mainland of British Columbia to points in the Gibsons-Sechelt-Halfmoon Bay-Pender Harbour area.

Taxis.—Consequent upon the commencement of operation of this ferry, the majority of the licensed taxi operators in the area between and including Gibsons and Halfmoon Bay made application for alteration of their licences, permitting them to accept charter trips from within the respective areas which they may now serve to any point in British Columbia.

Freight Transportation.—In so far as transportation of freight is concerned, applications were received from the various licensed freight operators in the Gibsons and Pender Harbour areas to render service between the local areas they may serve and Vancouver or Greater Vancouver area. In the case of Messrs. Hansen, of Sechelt, and Mr. Inglis, of Gibsons, application was made for and authority was granted to operate scheduled public freight service. Wilfred Scott, of Halfmoon Bay, and Gibsons Cartage Limited applied to operate non-scheduled service, which was approved. The application of T. W. and D. J. Walker, of Sechelt, for non-scheduled service to Greater Vancouver district was refused. An application of Edward H. Laidlaw, of Roberts Creek, for non-scheduled service was not finally dealt with during the licence-year, but permits were issued on a trial basis.

At a later date Arrow Transfer Company Limited, of Vancouver, applied for alteration of conditions of licence respecting some fifty-four vehicles to permit of serving the area from Vancouver, or vice versa, under charter, for transportation of general freight, which was refused; with respect to twenty-two of these vehicles, they also applied for permission to transport lumber, machinery, structural or fabricated iron or steel within the area, which was also refused. However, approval was granted to the applications respecting four licensed vehicles to transport heavy machinery and equipment, etc., comprising articles weighing not less than 8 tons, within the area.

An application of Up Coast Freight Truckers Limited (apparently a new firm, not in business) for scheduled public freight service between Vancouver and Pender Harbour was refused.

Public Passenger Service.—Prior to the opening of the ferry, applications were received as follows:—

(*a*) From Sechelt Motor Transport Limited to extend its present Garden Bay–Gibsons public passenger service to Vancouver:

(*b*) From B.C. Motor Transportation Limited for permission to extend its Vancouver–Horseshoe Bay (West Vancouver) service to Gibsons.

Hearings were held on both applications, at which time it appeared that the population as a whole within the Hopkins Landing-Gibsons-Sechelt-Halfmoon Bay-Pender Harbour area were in favour of a direct passenger service from points within this area to Vancouver and vice versa.

It transpired, however, that the application had been made before any arrangements with the ferry company had been finalized. At the request of both applicants, a decision on both of the applications was held in abeyance until, at a later date, an agreement had been signed between the Sechelt Motor Transport Limited and the ferry company and between the Sechelt Motor Transport Limited and the B.C. Motor Transportation Limited with respect to the use of the latter's depot and ticket-selling facilities and provision for additional overload buses to or from Horseshoe Bay, and the B.C. Motor Transportation Limited withdrew its application. The application of Sechelt Motor Transport Limited was then approved for service to commence on December 17th, 1951, operating four round trips per day. Shortly after this, Sechelt Motor Transport Limited applied to reduce its service to three round trips a day and also to revise its tariff by withdrawing the rule that return tickets would be sold at 180 per cent of the single fare; both applications were denied.

As a matter of general interest, it may here be mentioned that the ferry company's announced plans include the installation of a car-ferry on Jervis Inlet, connecting the north end of Seechelt Peninsula with the Mainland to the north, thus making possible a direct connection between Powell River and Vancouver for cars, trucks, and buses.

ALUMINUM COMPANY OF CANADA, LIMITED, PROJECT

Early in the year it was announced that the Aluminum Company of Canada, Limited, had decided to proceed with the development of its proposed vast power project, which

comprises, briefly, the construction of a dam in the canyon of the Nechako River approximately 60 road-miles south-west of Vanderhoof; the consequent creation of an enormous storage-lake; the construction of a 10-mile tunnel through the Cascade Mountains, through which the pent-up water will drop some 2,600 feet to the proposed power-house on the Kemano River, capable, ultimately, of generating 1,600,000 horse-power; and the construction of a 48-mile transmission-line to carry the power from the Kemano power-house to the proposed aluminium smelter at Kitimat, where provision has been made for a townsite which is expected, eventually, to have a population of some 50,000 persons.

Work on this project commenced in June, 1951. Vanderhoof, Burns Lake, and Terrace, on the C.N.R. Prince George–Prince Rupert line, are key points of access; the dam across the Nechako River is reached by road from Vanderhoof; the site of the tunnel through the Cascade Mountains is reached by road from Burns Lake to the easterly end of Tahtsa Lake and thence (at present) by water to the entrance of the tunnel; Kitimat is at present reached by sea via Douglas Channel, but it has been announced that the Canadian National Railways will build a branch line to Kitimat from Terrace, and it is understood that a highway will also be constructed to that point.

In so far as the dam across the Nechako River is concerned, much of the freight required for this very large construction job originates in Vancouver and is transported by Lee's Transport Company Limited, which operates scheduled service between Vancouver and Vanderhoof, its licences having been altered to permit of this transportation. However, much of the freight is shipped by rail to Vanderhoof, from which point it is transported to the dam by truck and, in accordance with the policy that local licensed truckmen should receive preference with respect to any new hauling originating in their districts, an application of Murray Silver, of Vancouver, for two licences to transport this freight was refused, it having been shown that the established local truckmen could provide and were providing a satisfactory service.

The public passenger-vehicle licences of Paul Borsuk, operating scheduled public passenger service between Prince George and Vanderhoof, were altered to include scheduled service between Vanderhoof and the dam-site. Part of the road between Vanderhoof and the dam-site was over existing public highway, but the remainder of the distance is over a new road which was built by the contractor.

With respect to freight for the tunnel work at the west end of Tahtsa Lake, which is reached from Burns Lake, Morrison-Knudsen Company of Canada Limited, the chief contractor, entered into a contract with Pacific Cattle Transport Limited (the holder of public freight-vehicle licences for transportation of live stock from the area) to undertake all its truck transportation of freight from the Greater Vancouver area, which became the main shipping-point, comprising materials and supplies of almost every description, and licences were issued to this company respecting truck and semi-trailer units to undertake this transportation. This company also found it necessary to engage additional vehicles from time to time, for which permits were granted. Regarding local transportation at Burns Lake, Morrison-Knudsen Company of Canada Limited entered into a contract with Holmes & Wilson Trucking Company Limited, of Vancouver, to carry out all of the transportation required between Burns Lake and Tahtsa Lake, as a result of which Holmes & Wilson Trucking Company Limited applied for some twenty licences; these applications were approved, subject to guarantee by Holmes & Wilson Trucking Company Limited, which was received in writing, that it would use the presently licensed local public freight-vehicles in Burns Lake (as per list supplied to them), subject to such licensed vehicles being available and satisfactory. It was the desire of Morrison-Knudsen Company of Canada Limited to have one firm entirely responsible for the transportation. It appears that the arrangement proved satisfactory, as no complaints as to lack of transportation were received.

A number of applications for limited freight-vehicle licences were received from other than local truckmen to transport freight for Morrison-Knudsen Company of Canada

Limited from Burns Lake to Tahtsa Lake, but these applications were refused, having regard to the fact that Morrison-Knudsen Company of Canada Limited had entered into a contract with Holmes & Wilson Trucking Company Limited to arrange for all necessary transportation, hiring local licensed and established truckmen when available, under which classification these applicants did not qualify.

Holmes & Wilson Trucking Company Limited also received the contract for transportation of petroleum products in bulk from Vanderhoof delivered to the Nechako Dam-site and from Burns Lake delivered to Tahtsa Lake, and applied for a number of licences respecting tank-trucks to carry out this transportation, which applications were also approved.

During the year some sixteen tentative applications were received from various individuals for limited passenger-vehicle (taxi) licences to operate taxi service at Kitimat. Our inquiries indicated that no taxi service would be required, nor would it be possible to introduce same, until the spring of 1953 at the earliest, and accordingly these tentative applications were merely filed. Also received were applications to operate public passenger service from Prince Rupert or from Terrace to Kitimat and public freight service from Terrace to Kitimat. Since there is no road between Terrace and Kitimat and, if built, such road would possibly be a private road only, unless and until taken over by the Government, these applications were also merely filed.

In general, the announcement of the commencement of this project has resulted in considerable activity at Vanderhoof and Burns Lake and, at first, there was a tendency for these districts to be flooded with trucks, the owners of which flocked into the district with their vehicles in the hope of obtaining work. Undoubtedly some of these truckmen obtained work building roads or on the actual construction job, for which they did not require motor carrier's licences; otherwise, the situation was kept in hand by reason of the policy adopted whereby additional licences should not be granted unless it could be shown that the local truckmen were not in a position to supply the transportation requirements. The situation appears to be well in hand, the contractors having co-operated in every way with the Motor Carrier Branch in its endeavours to control the transportation situation which, otherwise, might easily have led to serious difficulties.

CONTROL OF INTERPROVINCIAL AND INTERNATIONAL TRANSPORTATION (REPORT OF ROYAL COMMISSION ON TRANSPORTATION)

In view of the situation wherein it has been ruled that Provinces have no direct control over interprovincial and international transportation, it may here be of interest to give a brief synopsis of the findings of the Royal Commission on Transportation in so far as same is related to the subject of control of truck transportation.

The report of the Royal Commission on Transportation was published during the year 1951. While the bulk of this report deals with matters pertaining to the operation of railways, there are chapters on air transportation, water transportation, and motor-vehicles, as well as a chapter headed " National Transportation Policy."

In dealing with motor-vehicles, the Royal Commission points out that the scope of their inquiry was limited to " all questions of economic policy within the jurisdiction of Parliament." Motor traffic, they state, in the main, is of purely Provincial jurisdiction, but the effect of this traffic upon the welfare of railways has assumed such importance as to make it necessary for the Royal Commission to state the facts which persons concerned in railway matters must bear in mind when dealing with the question of Canada's transportation policy; further, they point out that a portion of the traffic, relatively small but of sufficient importance to have become in itself a problem for the railways, is interprovincial and international and, therefore, possibly within the legislative competence of the Parliament of Canada. The Royal Commission states that the only practical question with respect to regulation of motor transportation by Federal legislation has to

do with interprovincial and international traffic, the question to be considered being whether it is in the public interest that Federal control of such traffic should be established; this control could be established by an amendment to the "Transport Act," and the effect of such amendment would be to place these vehicles in the same position as railways and ships, and it would thereupon become the duty of the Board of Transport Commissioners to co-ordinate and harmonize the operations of trucks with those of the other carriers; motor carriers would then lose some of the freedom of action which they have to-day but, on the other hand, they would acquire a status which they do not now enjoy. The report states "the time has come when Parliament might well reconsider this question of control. There seems to be no valid reason why those who carry on a business over which Parliament has jurisdiction (assuming this to be the case) in competition with others who are regulated in respect to their rates and operations should not be asked to submit to a similar form of control. This, of course, does not mean that any one form of transportation should be regulated only for the benefit of another." Further, "there is no reason why Parliament should not proceed as far as its authority extends towards the establishment of a national transportation system functioning under the control and regulation of an efficient supervisory board."

In dealing with the question of a national transportation policy, the Royal Commission points out that, under the Constitution, control of highway traffic is, in the main, vested in the Legislatures of the Provinces. The report states that several submissions were made at the hearings of the Commission asking that steps be taken to bring about what was called "the co-ordination and regulation" of all forms of traffic and setting forth the desirability of bringing trucks within the same control as the railways, but the Royal Commission points out that a great obstacle lies in the way, as by far the largest part of truck traffic is intra-provincial and consists largely of private trucking; that only a small percentage is trucking for hire and all of this intra-provincial truck traffic is beyond the jurisdiction of Parliament. Of the seven Provinces which united in asking for the appointment of the Royal Commission, six stated they would not agree to divest themselves of their exclusive jurisdiction over intra-provincial motor transport.

It is stated in the report that it was evident that motor-vehicles, mostly under Provincial control, constitute a most serious form of competition to the railways, but that it must be borne in mind that trucks are not to be considered as providing merely a form of unfair competition to the railways; the trucking industry has a useful part to play in transportation, and a large part of its business is applied to the hauling of traffic which would not go via the railways in any event; further, that the years since the end of the war have seen motor-vehicle traffic increase more rapidly than ever before, and that trucks generally provide favourable rates and a convenient service. The losses occasioned to the railways by motor-trucks result partly from traffic diverted to the latter and partly from the granting of competitive rates by the railways in order to retain as much of the traffic as possible, and conditions indicate these losses can be expected to increase as time goes on.

Whether or not the revenue paid by trucks to Provinces provide adequate compensation for the use of the highways was a matter of discussion at the hearings. The Royal Commission states that it is in the interest of the Provinces to collect at least enough revenue from this source to avoid losses, even if not to make a profit, and that there does not appear to be any reason to suppose that this has not been done.

On the question of railway ownership of truck lines, the Royal Commission concluded that the operation of trucks may be an extension and complementary part of railway operation, more especially in view of changing conditions and stated, therefore, that it would not appear reasonable that railways should be prohibited from operating trucks or truck lines, and there was no evidence to show that there is danger at present of the railways stifling competition by ownership of trucks.

INTERPROVINCIAL TRANSPORTATION—DECISION OF SUPREME COURT OF CANADA

The decision of the Supreme Court of Canada on the appeal in the case of Winner *vs.* S.M.T. (Eastern) Limited may have a far-reaching effect on future motor-vehicle transportation in Canada. The appellant (S.M.T. (Eastern) Limited) had applied to the Motor Carrier Board of the Province of New Brunswick to operate a bus service from Boston, Mass., through the Province of New Brunswick to Halifax and Glace Bay, Nova Scotia, but the licence granted by the Motor Carrier Board of New Brunswick prohibited the applicant from taking on or setting down passengers within the Province of New Brunswick. The appellant wished to carry passengers, not only from points outside the Province of New Brunswick to points within the Province, and vice versa, but also to carry passengers from points within the Province to other points within the Province. In its judgment, the Supreme Court stated that it is not within the legislative powers of the Province of New Brunswick by the Statutes or regulations in question, or within the powers of the Motor Carrier Board of that Province, to prohibit the appellant from bringing passengers into the Province of New Brunswick from outside the said Province and permitting them to alight, or from carrying passengers from a point in that Province to a point outside the limits thereof. The judgment made clear, however, that it is within the powers of the Province of New Brunswick to restrict operations which are wholly intra-provincial.

The administration of the " Motor Carrier Act " by the Public Utilities Commission in British Columbia has been generally in accordance with the law as it has now been stated by the Supreme Court of Canada.

In so far as British Columbia is concerned, there have been, from time to time, quite a number of applications for licences for interprovincial transportation; that is, from British Columbia to points in the Prairie Provinces and to Ontario or Quebec and vice versa.

There are at present several carriers holding British Columbia carriers' licences for transportation of general freight, interprovincially, as per the following list:—

LIST OF LICENSEES UNDER THE " MOTOR CARRIER ACT " OF BRITISH COLUMBIA OPERATING SCHEDULED OR NON-SCHEDULED PUBLIC FREIGHT-VEHICLE SERVICE TRANSPORTING GENERAL FREIGHT BETWEEN POINTS IN BRITISH COLUMBIA AND POINTS IN THE PRAIRIE PROVINCES OR EASTERN CANADA, AS AT MARCH 1ST, 1952.

This list does not include licensees whose licences permit them to transport, exclusively, household goods, or petroleum products or new automobiles.

Name	Kind of Service and Number of Licences held	Route
Dench of Canada Ltd.	Scheduled and non-scheduled, 12 licences	(*Inter alia*) Cranbrook–Calgary (also operates lines from Calgary to points east).
Continental Carriers Ltd.	Scheduled, 6 licences	Vancouver–Alberta via Crowsnest, operating to Lethbridge and connecting with other carriers to points in Alberta, Saskatchewan, and Manitoba.
Vancouver–Alberta Freightlines Ltd.	Scheduled, 2 licences	Vancouver–Alberta via Crowsnest, operating chiefly to Calgary.
Refrigerated Express Lines Ltd.	Non-scheduled, 2 licences	For transportation of frozen and perishable foodstuffs from Greater Vancouver and Lower Fraser Valley area to points east of the British Columbia-Alberta Boundary, and vice versa.
Pacific Inland Express Ltd.	Scheduled, 2 licences	Vancouver–International Boundary at Pacific Highway, being portion of scheduled public freight service between Vancouver and Winnipeg.
United Truck Lines Ltd.	Non-scheduled, 1 licence	From British Columbia to points in Manitoba, Ontario, and Quebec, and vice versa.
Prairie Pacific Transport Ltd.	Non-scheduled, 3 licences	From Greater Vancouver to Edmonton, Alta., and vice versa.
John A. Gibson and William C. Schober	Non-scheduled, 2 licences	From Greater Vancouver to Edmonton, Alta., and vice versa.

LIST OF LICENSEES UNDER THE "MOTOR CARRIER ACT" OF BRITISH COLUMBIA OPERATING SCHEDULED OR NON-SCHEDULED PUBLIC FREIGHT-VEHICLE SERVICE TRANSPORTING GENERAL FREIGHT BETWEEN POINTS IN BRITISH COLUMBIA AND POINTS IN THE PRAIRIE PROVINCES OR EASTERN CANADA—*Continued.*

Name	Kind of Service and Number of Licences held	Route
National Pacific Motor Express Ltd., of New Westminster	Non-scheduled, 1 licence	From Greater Vancouver area to points in Saskatchewan, Manitoba, and Ontario, and vice versa.
B.C. Auto Carriers Ltd., of Whalley	Non-scheduled, 2 licences	From Vancouver and Lower Fraser Valley to Ontario, and vice versa.
British Yukon Navigation Co. Ltd.	Scheduled, 10 licences	From Dawson Creek to Whitehorse, Y.T., and vice versa.
Fred Johnson	Non-scheduled, 1 licence	From Dawson Creek to Cherry Point, Alta., and vice versa.
North American Trucking & Distributing Co. Ltd.	Scheduled, 7 licences	From Dawson Creek to Whitehorse, Y.T., and vice versa.
Northern Freightways Ltd.	Scheduled, 13 licences	From Dawson Creek to Edmonton, Alta., and vice versa.
Olsen Transport	Scheduled, 5 licences	From Fort St. John to Edmonton, Alta., and vice versa.
Ralph Baxter	Scheduled, 2 licences	From Dawson Creek to Watson Lake, Y.T.

RE PUBLIC FREIGHTWAYS LIMITED

This company was incorporated for the purpose of absorbing and amalgamating the operations of nine separate scheduled public freight licensees operating from Vancouver to various points in the Fraser Valley, as follows:—

Name of Licensee	Number of Vehicles	Area Served
J. C. Vanderspek	5	Vancouver–White Rock and Crescent Beach.
Surrey Freight Lines Ltd.	9	Vancouver–Cloverdale, serving Surrey Municipality and portion of Langley Municipality.
Hume Truck Line	4	Vancouver–Langley Prairie, serving Langley Municipality.
Winton's Transfer Ltd.	6	Vancouver–Abbotsford, serving westerly portion of Sumas Municipality, all of Matsqui and Village of Abbotsford and easterly portion of Langley Municipality.
Chilliwack Cartage Co. Ltd.	10	Vancouver–Chilliwack, serving Chilliwhack Municipality and Chilliwack City, also easterly portion of Sumas Municipality.
Vanderspek's Transportation Ltd.	9	Vancouver–Princeton, serving all points between east boundary of Chilliwhack Municipality and Princeton via Hope, also extension to Allenby and Copper Mountain.
Red Ball Ltd.	5	Vancouver–Chilliwack and Rosedale portion only, serving points in Surrey, Langley, Matsqui, and Sumas adjacent to Trans-Canada Highway, all of Chilliwhack Municipality and Chilliwack City, Cultus Lake, and points on Abbotsford–Mission Road south of Fraser River.
Lake Freight Lines	3	Vancouver–Harrison Hot Springs and Agassiz, serving points east of Deroche and points in Kent Municipality.
Anderson Freight Lines	3	Vancouver–Maple Ridge Municipality (Webster's Corner), serving Municipality of Maple Ridge (west of Webster's Corner), Pitt Meadows, Coquitlam, and City of Port Coquitlam.

The total number of licences involved in the above transfers was 54, as follows:—

	Vehicles
Class I or II public freight	47
Class III public freight	4
Limited freight	3
Total	54

The licences were transferred without alteration of conditions of licence, excepting in the case of licences of Red Ball Limited, in which case the transfers covered only the route from Vancouver to Chilliwack and Rosedale.

As a result of this transfer, Public Freightways Limited was in a position to render public freight service from Vancouver to all points on the south side of the Fraser River between New Westminster and Hope and to Princeton, excepting Delta and Richmond Municipality; however, the amalgamation did not involve licensees operating into the areas between Webster's Corner in Maple Ridge Municipality and Deroche; therefore, service which this company could render to points on the north side of the Fraser River by reason of the amalgamation was limited to (*a*) Coquitlam, Port Coquitlam, Pitt Meadows, and western portion of Maple Ridge Municipality, and (*b*) the area between and including Deroche, Agassiz, and Harrison Hot Springs.

At a later date Public Freightways Limited made application for alteration of all of the licences regarding scheduled and non-scheduled privileges respectively, with the object of making vehicles generally interchangeable for various scheduled routes and to include certain non-scheduled privileges on certain vehicles suitable for such service.

The application, in so far as scheduled service was concerned, was for the establishment of a route schedule covering eight distinct and separate routes as follows:—

Route Number and Name	Area to Be Served
1. Vancouver–Crescent Beach–White Rock	White Rock and Crescent Beach area.
2. Vancouver–Cloverdale	All of Surrey Municipality except Crescent Beach and White Rock area (Barnston Island).
3. Vancouver–Langley Prairie	All of Langley Municipality.
4. Vancouver–Abbotsford	Municipality of Matsqui and Sumas and Village of Abbotsford.
5. Vancouver–Pitt Meadows	Municipality of Coquitlam, City of Port Coquitlam, easterly portion of Maple Ridge Municipality (does not include City of Port Moody).
6. Vancouver–Chilliwack	Municipality of Chilliwhack and City of Chilliwack, also Cultus Lake.
7. Vancouver–Agassiz	Points on north side of Fraser River east of Deroche railway crossing extending to Harrison Bridge, also Kent Municipality and Village of Harrison Hot Springs.
8. Vancouver–Hope and Princeton and extension to Allenby and Copper Mountain	Territory adjacent to Trans-Canada Highway between east boundary of Chilliwhack Municipality and west boundary of Hope, all of the Village of Hope, points on or adjacent to Hope–Princeton Highway, area within 2 road-miles of Princeton P.O., Allenby, and Copper Mountain.

This application with respect to alteration of licences for scheduled service was to operate certain vehicles over all routes or over certain routes only, as follows:—

Routes	Number of Vehicles
No. 8	1
Nos. 1, 2, and 3 only	1
Nos. 1 to 5 (inclusive)	17
Nos. 1 to 6 (inclusive)	1
All	26
Total	46

Certain non-scheduled privileges were also applied for respecting certain vehicles which included non-scheduled service transporting general freight from Vancouver or Burnaby, to points on the various routes applied for, a privilege which was not generally contained in existing licences; also, respecting ten vehicles, to transport heavy or bulky machinery or construction materials from the easterly portion of the Lower Fraser Valley to points anywhere in the Fraser Valley and to points in Licence Districts Nos. 8 and 9, or vice versa, a privilege which the applicant held under one licence only, being a licence transferred to it from Chilliwack Cartage Company Limited.

A hearing was held on the application for alteration and reclassification of licences as outlined above.

Regarding the establishment of a route schedule, out of fourteen scheduled public freight licensees who are not members of Public Freightways Limited but who serve

various portions of some of the areas which Public Freightways Limited serve, ten did not object, but four objected, namely: Overland Freight Lines Limited, which operates scheduled service between Vancouver and Chilliwack; Langley Freight Lines Limited, which operates between Vancouver and Langley; E. M. Cottrell, of Hope, who operates between Vancouver and Yale; Yarrow Freight & Fuels Limited, which operates between Vancouver and Yarrow.

These objections were mainly based on an expressed fear of the carriers that the establishment of a route schedule and the licensing of vehicles to be interchangeable on these routes would give Public Freightways Limited an opportunity of "flooding" any particular route with any desired number of trucks, to the detriment of any independent carrier who is also serving the particular route. The fullest consideration was given to this objection. The Public Freightways Limited stated at the hearing that it would be impossible for them to "flood" any particular route, as they required all of their trucks to maintain their regular schedules. They explained that, from a dispatching point of view, it was practically impossible to operate under nine different sets of conditions of licence and that the whole object of the amalgamation—namely, efficiency of operation—would be destroyed if the company could only operate a certain vehicle on one particular route, involving consultation of the particular conditions of licence for each truck before dispatching it. In dealing with this portion of the application, the Commission took into consideration the fact that other large companies, such as Island Freight Service Limited, Vancouver Island Transportation Company Limited, Pacific Stage Lines Limited, and Western Canadian Greyhound Lines Limited, all of whom operate large fleets of vehicles, operate under approved route schedules, with vehicles interchangeable for all routes, which has been found the only practical way of operating in such cases. This part of the application was approved.

With regard to non-scheduled privileges applied for, this portion of the application was objected to on behalf of Arrow Transfer Limited, Merchants Cartage Company Limited, and Holmes & Wilson Trucking Company Limited, all of Vancouver, and Commercial Truck Company Limited, of New Westminster, chiefly with respect to (*a*) transportation of general freight (charter trips) from Vancouver or Burnaby to points on various routes which may be served by any particular vehicle, and (*b*) with respect to heavy and bulky machinery, being the item previously referred to.

The Commission refused that part of the application covering transportation of general freight (charter trips) from Vancouver or Burnaby to points on the routes applied for, in its entirety. The Commission also denied that portion of the application for non-scheduled service for ten vehicles to transport heavy or bulky machinery (for which the company held one licence), but granted this item for one additional vehicle only. The remainder of the application respecting non-scheduled operations was not contentious, and generally covered transportation for which Public Freightways Limited already held licence or licences, such as transportation of forest products, household goods, and petroleum products; the remainder of the application respecting non-scheduled operations was therefore approved.

AMENDMENTS TO "MOTOR CARRIER ACT" AND REGULATIONS

In addition to some minor amendments, an amendment was made with respect to the definition of Class III private freight-vehicle, comprising such vehicles owned and operated by or on behalf of a bone fide farmer and which are issued free of charge; the regulations did not permit of such licences being issued to persons where the vehicle was used for transportation in connection with a farm operated wholly or chiefly for the raising or growing of fur-bearing animals. On July 13th, by Order in Council No. 1659, the restriction referred to above was removed, thus leaving the way open to issue this class of licence to persons who engage wholly or chiefly in the raising of fur-bearing animals such as fox and mink.

A further amendment provided that a replacement fee should not be payable if application for licence respecting replacement vehicle is made at the same time that application is made for first renewal of licence.

The regulations were also amended to permit of private freight-vehicle licences being issued without payment of fee with respect to vehicles owned by and operated exclusively in the business of the Greater Victoria Water District.

REGULATIONS PURSUANT TO THE "HIGHWAY ACT"

During the year two amendments to these regulations were made by the Department of Public Works which were of some importance to operators of freight-vehicles between Vancouver and Interior points as follows:—

(*a*) With respect to the Cariboo Highway between Yale and Lytton, the maximum gross weight permitted for any vehicle was increased from 30,000 to 35,000 pounds.

(*b*) The maximum over-all length permitted for a tractor and trailer or semi-trailer as set out in the regulations is 50 feet except on certain main highways, including the Trans-Canada Highway from Vancouver to Hope, where a length of 60 feet is permitted; this privilege was extended to include the highway from Hope to Penticton via Princeton and Kaleden.

CANCELLATION OR SUSPENSION OF LICENCES

The public and limited passenger-vehicle licence held by G. A. Gordon, of Nelson, covering scheduled public passenger service between Nelson and Procter via Harrop, was cancelled, after a hearing on December 7th, 1951, because of failure of the licensee to provide adequate and efficient service in accordance with this licence.

The limited passenger-vehicle (taxi) licence of William Ewen, of Victoria, was suspended, following decease of the licensee, and was not reinstated.

ORDERS AND APPROVALS OF THE PUBLIC UTILITIES COMMISSION

Under date of March 30th, 1951, the Commission consented to the issuance by Public Freightways Limited of not more than 140,000 shares and not more than $200,000 of its 6 per cent serial debentures, in payment, subject to minor cash adjustments, for all the shares of Chilliwack Cartage Company Limited, Hume Truck Line Limited, Lake Freight Lines Limited, Surrey Freight Lines Limited, Vanderspek's Transportation Limited, and Winton's Transfer Limited, the businesses and assets of Anderson Freight Line, White Rock Transfer and Crescent Beach Transfer, and a one-half interest in the business and assets of Black Motor Freight. The above constituted part of the mechanics by which the merger of the operations of the smaller companies into an operation by Public Freightways Limited came into being. On December 11th, 1951, the Commission made two orders providing for further security issues by Public Freightways Limited. One of these orders provided for the issuance of $50,000 of 6 per cent serial debentures, and the other for the issuance of $21,000 of 6 per cent Series A debentures.

Under date of April 16th, 1951, the Commission consented to a transfer on the books of Continental Carriers Limited to Canadian Freightways Limited of certain shares of Continental Carriers Limited held by certain individuals, less any directors' qualifying shares for nominees of Canadian Freightways Limited.

Under date of April 30th, 1951, the Commission approved of the agreement between The Corporation of the City of Penticton and Columbia Coachways Limited, authorized by By-law No. 1102 of the city, providing for a revision of the terms of the motor-bus franchise granted under By-law No. 823 of the municipality and approved by an order of the Commission dated January 17th, 1947.

Under date of November 30th, 1951, the Commission ordered that Supplements Nos. 6 and 7 to Charter and Sightseeing Tariff No. 3 for Victoria and vicinity be issued, Supplement No. 6 to be effective immediately and Supplement No. 7 to be effective January 1st, 1952, and that the revision of rates and rules provided for in the said supplements be prescribed in accordance with the terms thereof.

Under date of December 21st, 1951, the Commission granted consent to the proposed issuance at par by O.K. Valley Freight Lines Limited to its corporate shareholder, Canadian Pacific Transport Company Limited, of shares in the capital stock of the first-mentioned company, fully paid up and non-assessable.

AIR-LINE LIMOUSINE SERVICE

The following new ground services between airports or air bases and near-by cities or towns were established during the year:—

Kelowna–Penticton Airport.
Terrace–Lakelse Airport.
Terrace–Terrace Airport. } Consequent on establishment of scheduled
Smithers–Smithers Airport. } air service between Prince George and
Vanderhoof–Vanderhoof Airport. } Terrace.
Bralorne and Pioneer–Gunn Lake.

SCHEDULED PUBLIC PASSENGER SERVICE

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

Saltspring Island—
Ganges to Vesuvius Bay.
Ganges to Fernwood.

Canama Station (P.G.E.) to Williams Lake (later discontinued).

Prince George to D.N.D. Construction project on Blackwater Road, 29 miles from Prince George.

Extension of Prince George–Vanderhoof service to Burns Lake, also to Nechako Dam-site.

Salmon Arm to Silver Creek Church.

The following scheduled public passenger services were discontinued or modified during the year:—

Little Fort to Bridge Lake and 100-Mile House—service discontinued beyond Bridge Lake to 100-Mile House.

Hope to Haig Station — discontinued (licensee now giving non-scheduled service).

Agassiz to Harrison Hot Springs—discontinued.

Cedar Creek extension of Kelowna–Okanagan Mission service discontinued; Okanagan Mission is now the southerly terminus.

Route No. 4 of J. W. Pavle service, Kelowna–Winfield–Okanagan Centre, discontinued.

Scheduled service from Pioneer Mines and Shalalth to Vancouver changed to non-scheduled service, as and when public necessity requires.

Revelstoke to Revelstoke Golf-course—discontinued.

Nelson to Procter—discontinued.

Village of Dawson Creek—local bus service not reinstated for the winter of 1951–52.

SCHEDULED PUBLIC FREIGHT SERVICE

New services:—

Coal Harbour to Port Hardy (Vancouver Island).

Vancouver to Sechelt. } Consequent on installation of car-ferry between
Vancouver to Gibsons. } Horseshoe Bay and Gibsons.

Extension of Kamloops–Birch Island service to Vavenby.

Service discontinued:—

Blewett to Nelson (non-scheduled service being given).

TIME SCHEDULES, TARIFFS, AND CONTRACTS

The motor-carrier industry is very susceptible to inflationary forces; such vulnerability results from the fact that motor-carrier operations are high direct-cost-to-revenue operations and that the bulk of motor-carrier operating expense is contained in the one cost item " drivers' and helpers' wages," while a significant amount of expense is also contained in the two cost items of " vehicle maintenance and repairs " and " tires and tire repairs," which are somewhat analogous. As a result, the motor-carrier industry quickly reflects and is greatly affected by economic changes, and this characteristic was particularly noticeable during the licence-year 1951–52.

" Drivers' and helpers' wages " represent from 40 to 60 per cent of motor carriers' total costs. During the past few years, direct operating wages have increased at approximately 10 per cent per annum and, during the latter part of the licence-year 1951–52, the annual rate of increase has approached 15 per cent; such increases arose out of renegotiation of existing union wage agreements and in some cases (involving smaller semi-rural organizations) arose out of initial union wage agreements.

" Vehicle maintenance and repairs " costs have been affected by sharp increases in the price of parts and materials, such increases in some cases exceeding 60 per cent, and by increases in labour costs, which costs are magnified substantially in the case of small operators who do not operate their own repair-shops, since such labour is charged for by commercial garages at mark-ups which are in some cases as high as 100 per cent.

" Tires and tire repairs " costs also increased during the last few months of the year, the cost of materials included under this item increasing by nearly 60 per cent.

Taken as a whole, the two cost items " vehicle maintenance and repairs " and " tires and tire repairs " approximate 15 to 20 per cent of carriers' total costs. It is estimated that the cost of these combined items has increased approximately 25 per cent during the last licence-year.

Therefore, being high direct-cost-to-revenue operations, motor-carrier operations have been affected gravely by increases in cost of labour and maintenance.

Freight carriers, however, have enjoyed, in many instances, increases in volume of traffic—a reflection of the economic development of the Province—although such increases have generally been offset by increases in direct costs, since their operational costs tend to vary directly with the volume of traffic.

On the other hand, passenger carriers, particularly public passenger-vehicle operators, have suffered diminishing patronage, chiefly as a result of large increase in the number of privately owned automobiles. Due to the different service requirements of this section of the industry, costs per passenger-mile almost automatically vary inversely with load factors, since the public demands a certain minimum of service from the public passenger licensees, and the necessary terminal facilities and equipment must be maintained. Therefore, public passenger tariff-increase applications have been caused by cost increases and by diminishing load factors. In addition, many ancillary time-schedule and route applications, designed to adjust operations to the available traffic, have been received and dealt with.

Although all motor-carrier organizations, both large and small, have been subjected to the above-cited forces, the larger concerns have proven to be better equipped to cope with the situation. Continuous controls on operational matters, well-developed public relations, and ability to produce detailed statistical and accounting data enable these larger operators to meet changing situations with a minimum of delay. In contrast, the smaller organizations generally exhibited inability to produce the detailed statistical and accounting studies necessary for a proper revenue and cost determination; their public relations were not particularly effective, due to a lack of appreciation of economic principles; and their applications for rate increases were often made only after economic pressures had exerted their full effect, a happening which probably is the result of failure to maintain continuous and full operational controls.

In general, therefore, applications for changes in tariff rates and time schedules, both for freight and passenger operations, have reflected the above-described factors. Increases in " drivers' and helpers' wages " costs have been responsible, in particular, for applications to increase hourly charter rates, both for passenger and freight operations. Minimum charges for freight as well as public passenger express charges and express services have been affected by increases in clerical-staff costs.

PARTICULAR APPLICATIONS OF SIGNIFICANCE

Public Passenger

In an endeavour to attract traffic on low-traffic days and to meet rail, private car, and air-line competition, *Northwest Greyhound Division of the Greyhound Corporation* and *B.C. Motor Transportation Limited (Pacific Stage Lines)* both inaugurated special reduced fares applicable between Vancouver, B.C., and Seattle, Wash., for traffic moving on Mondays, Tuesdays, and Wednesdays. Such fares are somewhat similar to air-line " family plan " fares.

During the year under review, *Vancouver Island Coach Lines Limited* (the major Vancouver Island public passenger operator) was permitted to increase its express charges to realize an estimated 28-per-cent increase in revenue from that source. Increased express charges approximating 10 per cent were also permitted for *B.C. Motor Transportation Limited* (the major public passenger operator in the Lower Fraser Valley area); this company, through additional applications, was allowed increases in express C.O.D. (cash on delivery) collecting and remitting service charges, and was authorized to limit its express C.O.D. service to traffic between major termini. *Western Canadian Greyhound Lines Limited,* in furtherance of the company's Western Province-wide policy, obtained consent to discontinue C.O.D. express service in British Columbia.

Applications to increase express charges were designed to meet increased costs and to control express traffic by motor-bus. (Rail and many motor freight services during the year 1950–51 increased minimum charges and thereby caused considerable package freight to be diverted to the limited express facilities of the motor-bus lines.) Applications to increase express C.O.D. service charges and to limit such service (or, as in the case of Greyhound, to discontinue C.O.D. express service) were designed to meet increased clerical costs and to control (or eliminate) handling of C.O.D. moneys by commission agents over whom the companies have little control.

Vancouver Island Coach Lines Limited, in July, 1951, made application for consent to increase public passenger fares applicable to all routes operated by that company, except the Saanich Peninsula routes. Examination of that application indicated that both the company's tariff then effective and that proposed, published fares which did not reflect a consistent application of basic rates per passenger-mile, and the company was required to revise its fare proposal to minimize discriminatory aspects of the tariff. Such a revised tariff received consent of the Public Utilities Commission, and it is estimated that approx-

imately 8 per cent increase in revenue from the routes affected would accrue through the new scale of fares. The company also, throughout the year, made several time-schedule applications for the purpose of cutting back and adjusting schedules to meet declining patronage.

B.C. Motor Transportation Limited, in November, 1951, was permitted to reduce and adjust its time schedules generally throughout the Lower Fraser Valley. This application for consent to change in time schedule represented a major reorganization of the allocation of equipment and personnel, and was preceded and succeeded by separate time-schedule applications further to adjust operations to available traffic. This company also, in the month of November, 1951, made application for consent to a general increase in all public passenger fares. Generally, the application was to increase fares by 8 per cent, with the following specific exception: Commutation tickets between Vancouver and points on the Deep Cove route were to be increased by 15 per cent, as were commutation tickets between Vancouver and New Westminster, and other fares between Vancouver and New Westminster were to be increased by 18 per cent. It was noted that the company could justify increases in fares which would produce additional revenue in excess of that estimated as probable to accrue from the fares proposed, and the company's application was approved.

Typical of applications made by shorter-line operators were those of *Okanagan Mission Stages Limited, Chilliwack Bus Lines Limited, Columbia Coachways Limited* and *H. D. McCarthy* (both of Penticton), *B.C. Coach Lines (1947) Limited* (Kamloops), *B.C. Motor Transportation Limited* (West Vancouver operations) and *West Vancouver Municipal Transportation, J. W. Pavle* (Kelowna), *Kimberley City Service,* and *Star Stages* (Cranbrook), which applications involved increases in fares, adjustment of ticket and commutation fares, and changes in time schedules (and routes in some cases), and were based upon conditions of severe private-car competition and serious increases in costs, particularly labour costs.

Limited Passenger

Limited passenger (taxi) licensees also were affected by increases in costs and, to some extent, by increased private-car use. Many applications were dealt with which involved increases in basic charter rates and ancillary changes in fixed point-to-point charter rates. Due to passage of by-laws by certain Municipal Councils respecting taxi meters for use within municipal areas, and the desire of operators licensed under the " Motor Carrier Act," and with termini in such areas, to adopt such metered charges under the " Motor Carrier Act," applications were received and dealt with. The areas concerned were the Municipality of Richmond, the Village of Mission City, and the Municipality of Burnaby. In this connection, the prescribed Charter and Sightseeing Passenger Tariff No. 3 for Victoria and vicinity was revised (*a*) as to taxi rates to bring these in line with the Victoria City by-law increased rates, and (*b*) as to fares for sightseeing tours, which were increased on a joint application of the majority of operators licensed to undertake this business.

Limousine operators providing ground service for air lines at Victoria, Vancouver, Trail, and Nelson indicated increases in cost and were granted compensatory increases in air-line limousine fares. The applications of *C. & C. Taxi Limited* (Victoria) and *Vancouver Airline Limousine Limited* were interesting, since increased airport passenger traffic was determined as likely to offset some of the increased costs of operation reported by the carriers, and in both cases the carriers' proposed level of fares was reduced.

Public Freight

Scheduled Operations.—The scheduled public freight licensees subject to the prescribed Competitive Local and Joint Freight Tariff No. 1A (Okanagan and Similkameen Valleys), made application in February, 1951, for authority to file an independent

tariff involving rate increases averaging approximately 2 per cent. This application also included certain commodity-rate adjustments. Approval was granted, and the revision took effect April 1st, 1951.

The tariff prescribed for scheduled motor-freight operations serving Prince George and the area north of Clinton from the Vancouver terminal area, being Competitive Local and Joint Freight Tariff No. 3, at the request of carriers participating therein, was revised to effect a 5-per-cent increase in class rates at Clinton and points north to include 70-Mile, and increases ranging from 20 to 29 per cent for class rates at points north of 70-Mile to and including Prince George. Adjustment of commodity rates was also undertaken. The revised tariff pages were made effective May 15th, 1951.

Approval was granted respecting increases in minimum charges as published in the Kootenay and Boundary Local and Joint Freight Tariff No. 1, and applicable to operations of *J. R. Miller* (Nelson) and *Arrow Lakes Motor Freight and Garage* (Nakusp); in the Fraser Valley Line Haul Tariff No. 1, applicable to most scheduled freight licensees operating within the lower Fraser Valley, and in *Cascade Motor Freight Lines Limited* Line Haul Freight Tariff No. 1, affecting traffic moving between Vancouver or Penticton and points 5 miles east of Osoyoos to and including Nelson; in Vancouver–Okanagan Line Haul Local Freight Tariff No. 1, on traffic between Vancouver terminal area and points situated in the Similkameen and Okanagan Valleys; and in the Vancouver Island Line Haul Freight Tariff No. 1, covering scheduled freighting by motor-truck between major Island points (excepting Campbell River). Each of these applications was based upon increased operational costs, especially costs incidental to billing, pick-up, and delivery terminal services.

Important increases in freight rates were approved, as follows:—

Carrier	Service	Approximate Average Increase
		Per Cent
J. R. Miller	Between Nelson and Nakusp	12
Arrow Lakes Motor Freight & Garage	,, Nakusp ,, Edgewood and Vernon	12
Cascade Motor Freight Lines Ltd.	,, Vancouver ,, Nelson	12
Country Freight Lines Ltd.	,, Vancouver ,, Princeton–Penticton–Kelowna	12
Expressway Truck Lines Ltd.	,, Vancouver ,, Princeton–Penticton–Kelowna	12
Public Freightways Ltd.	,, Vancouver ,, Princeton	12
D. Chapman & Co. Ltd.	Non-scheduled ex-Kelowna to Vancouver	12
Wm. B. Grant	Between Vancouver and Oliver	12
O.K. Valley Freight Lines Ltd.	,, Vancouver ,, Princeton–Penticton–Vernon	12
Western Freight Carriers Ltd.	Limited freight operations only between Vancouver and Okanagan points	12
Lindsay's Cartage & Storage	Between Prince Rupert and Terrace	5
	,, Prince Rupert ,, Port Edward	6
Richmond Transfer	,, Vancouver ,, Richmond Municipality	20
Merritt Fast Freight	,, Kamloops ,, Merritt	5
Kamloops–Okanagan Freight Lines Ltd.	,, Kamloops ,, Vernon	10
Kamloops–Salmon Arm Transport Ltd.	,, Kamloops ,, Salmon Arm	10
Kamloops Transport Co. Ltd.	,, Kamloops ,, Williams Lake	10
Vancouver–Kamloops Freight Lines, Ltd.	,, Vancouver ,, Kamloops	20
Lee's Transport Ltd.	,, Vancouver ,, Vanderhoof and Fort St. James	15
Anderson Freight Line	,, Vancouver ,, Maple Ridge	20[1]
Boothby Truck Lines Ltd.	,, Vancouver ,, Mission	20[1]
E. M. Cottrell	,, Vancouver ,, Hope and Yale	20[1]
Country Freight Lines Ltd.	,, Vancouver ,, Chilliwack	20[1]
Delta Freight Lines Ltd.	,, Vancouver ,, Ladner	20[1]
A. W. Green	,, Vancouver ,, Agassiz–Harrison	20[1]
Haney–Hammond Motor Freight	,, Vancouver ,, Haney	20[1]
Hope Freight Lines Ltd.	,, Vancouver ,, Hope	20[1]
Ladner Transfer Ltd.	,, Vancouver ,, Ladner	20[1]
Langley Freight Lines Ltd.	,, Vancouver ,, Langley Prairie	20[1]
Mission City Freight Lines Ltd.	,, Vancouver ,, Mission	20[1]
Overland Freight Ltd.	,, Vancouver ,, Chilliwack	20[1]
Public Freightways Ltd.	,, Vancouver ,, Fraser Valley points, except Mission	20[1]
L. R. Stevenson	,, Vancouver ,, Willoughby	20[1]
Johnson Transfer	,, Prince George ,, Hansard	32
	,, Prince George ,, Smithers	25
North River Coach Lines Ltd.	,, Kamloops ,, Vavenby	10

[1] With certain exceptions.

Carrier	Service	Approximate Average Increase
Cascade Motor Freight Lines Ltd.	Between Vancouver and Nelson	(2)
	,, Penticton ,, Nelson	(2)
	,, Penticton ,, Nelson	12
Triangle Transport Ltd.	,, Vancouver ,, Lillooet	30[1]
Country Freight Lines Ltd.	,, Vancouver ,, Princeton–Penticton–Kelowna	12[1]
Expressway Truck Lines Ltd.	,, Vancouver ,, Princeton–Penticton–Kelowna	12[1]
Public Freightways Ltd.	,, Vancouver ,, Princeton	12[1]
D. Chapman & Co. Ltd.	Non-scheduled ex-Kelowna to Vancouver	12[1]
Wm. B. Grant	Between Vancouver and Oliver	12[1]
O.K. Valley Freight Lines Ltd.	,, Vancouver ,, Princeton–Penticton–Vernon	12[1]
Western Freight Carriers Ltd.	Limited freight operations only between Vancouver and Okanagan points	12[1]
Island Freight Service Ltd.	Between Victoria and Nanaimo	15 L.T.L. 10 T.L.
	,, Nanaimo ,, Port Alberni	
	,, Nanaimo ,, Courtenay	
Saanich Freight Service Ltd.	,, Victoria ,, West Saanich	
Herbert S. Bing	,, Victoria ,, Pears Road (Metchosin)	
Sidney Freight Service Ltd.	,, Victoria ,, Sidney	
West Coast Freight Ltd.	,, Nanaimo ,, Port Alberni	

[1] With certain exceptions.
[2] Minimum charges increased.

During the year, two interesting innovations respecting scheduled freight tariff rules were admitted to the Vancouver–Okanagan Line Haul Local Freight Tariff No. 1. These new rules were to cover " split pick-up and delivery " and " stoppage in transit for completion of loading " services of the carriers participating in that tariff. Heretofore, although " split pick-up and delivery " and " stoppage in transit for completion of loading " services were performed occasionally by carriers under agreements with shippers, no firm tariff rule existed to govern the practice.

Rules and conditions governing classification of freight and application of rates were subject to intense study, and steps were taken by carriers to standardize procedures wherever possible. An example of this may be found in the Fraser Valley and Vancouver Island Line Haul tariffs, where classifications and rules have been standardized.

NON-SCHEDULED FREIGHT OPERATIONS

Applications received from this section of the industry generally were based on increased cost, the more significant of which were labour costs.

Freight rates on dairy and poultry products were increased in most areas by 10 to 25 per cent, such increases centring closely upon 15 per cent. Reasons for such applications were declining volume of traffic and increased costs of operation. Here, as in public passenger operations, due to the fact that dairy products must be picked up regularly, reductions in load factors usually cause increases in operational costs per unit of transportation.

The major household-goods moving and storage companies conducting business in the Province are participants in the Household Goods Movers Local Freight Tariff No. 1, which tariff was subjected to increased rates during the year, due primarily to increases in labour costs.

Significant non-scheduled freight-tariff application was that made by the Independent Truck Owners and Operators Association on behalf of several of its membership for consent to the filing of a group tariff naming dump-truck rates within the Lower Fraser Valley area. After careful study of costs on information submitted by the carriers concerned, the association's application was approved in a modified form; that is, consent was granted to rates slightly less than those requested by the carriers. The tariff of the association represents the first major group tariff for dump-truck operations in the suburban Vancouver area.

In connection with non-scheduled freight-rate applications, certain adjustments to commodity items were also approved.

Limited Freight Operations

Throughout the year, many applications respecting new and revised hauling contracts were received and dealt with. These applications reflected the general economic pressures previously referred to herein.

General

The character of tariffs, time schedules, and contracts on file in the Motor Carrier Branch office has continued to improve during the year, and it is expected that this trend, which was indicated in past Annual Reports, will continue into the future.

Record of Time-schedule and Tariff Filings

	1949–50		1950–51		1951–52	
Passenger time schedules	248		259		247	
Freight time schedules	62		52		51	
Freight and passenger time schedules	6		6		7	
	—	316	—	317	—	305
Passenger and express tariffs	2		7		9	
Local express tariffs	15		15		27	
Public passenger tariffs	33		26		29	
Charter passenger tariffs	179		132		138	
Limited passenger tariffs	25		31		40	
Excursion tariffs	3		3		24	
Class I public freight tariffs	17		6		13	
Class II public freight tariffs	34		22		18	
Class III public freight tariffs	411		333		286	
Special commodity tariffs	27		11		30	
Limited freight tariffs	6		5		—	
	—	752	—	591	—	614
Contracts		583		480		806
Supplements to passenger tariffs	61		44		66	
Supplements to freight tariffs	94		83		81	
Revisions to tariffs	439		408		678	
	—	594	—	535	—	825
Total filings		2,245		1,923		2,550

ANNUAL REPORTS OF MOTOR CARRIERS

Part 12 of the regulations pursuant to the "Motor Carrier Act" requires that licensed motor carriers (other than those whose operations are in respect of private freight-vehicles only) shall make an annual report to this Commission in accordance with the requirements of a form supplied by the Commission for the purpose; further, that the Commission may arrange with the Dominion Bureau of Statistics for a report form to be used jointly. These reports, respecting revenue and cost statements, balance-sheets, and certain operational statistical information, cover the carriers' fiscal year; the forms are distributed by the Dominion Bureau of Statistics in accordance with a mailing-list supplied by the Motor Carrier Branch of this Commission; the completed forms are sent by the carriers, in duplicate, to the Motor Carrier Branch, where they are examined and, if necessary, returned for correction; one copy is then kept on file in the office of the Superintendent of Motor Carriers and the other copy is sent to the Dominion Bureau of Statistics.

After several years of experience in dealing with the matter of these annual reports, an effective clerical and filing system has now been established for the purpose of facilitating the acquisition of these annual reports, and it will be seen, by reference to the statistical table hereunder, that greater efficiency in acquiring reports has been obtained in the licence-year under review.

These reports are especially useful in connection with applications for consent to change in tariff and time schedules and, in some cases, in connection with certain applications for licences or alteration of licences.

In general, the character of these reports, although not yet entirely satisfactory, has continued to improve, and it appears that the carriers concerned are in most cases maintaining more complete accounting and statistical records, although such records are still lacking respecting the smaller motor-carrier operations, especially in some rural areas.

STATEMENT OF MOTOR-CARRIER ANNUAL REPORT FILINGS FOR THE LICENCE-YEARS INDICATED

Licence-year	1946–47	1947–48	1948–49	1949–50	1950–51
	Per Cent	Per Cent	Per Cent	Per Cent	Per Cent
Total filings due	100.0	100.0	100.0	100.0	100.0
Filings received	65.0	87.5	89.3	88.3	91.8
Filings accepted	50.0	80.8	88.7	88.3	90.5
Filings returned for revision (outstanding)	15.0	6.7	0.6	0.0	1.3
No filings made	35.0	12.5	10.7	11.7	8.2

NOTE.—Filings received and filings accepted include special cases, comprising 12.9 per cent of all cases, where submissions not in the prescribed form were made.

PUBLIC HEARINGS

During the licence-year 1951, public hearings were held by the Superintendent of Motor Carriers, at which 113 applications were dealt with.

PUBLICATION OF DECISIONS ON APPLICATIONS

All decisions of the Public Utilities Commission on applications for public and limited passenger and freight-vehicle licences, alteration or transfer of licences, as well as applications for changes in rates, were duly published each week by the Superintendent of Motor Carriers.

NINTH ANNUAL CONFERENCE OF INSPECTORS OF MOTOR CARRIERS

This Conference was held at Vancouver on January 10th and 11th, 1952, all Inspectors of Motor Carriers being in attendance. A lengthy agenda covering matters of general interest was discussed and dealt with, and Inspectors were given an opportunity to discuss their individual problems with the appropriate headquarters officials.

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

The 1951 Conference was held at Vancouver on September 27th and 28th, 1951, and was attended by two delegates from Ontario, three from Manitoba, two from Saskatchewan, four from Alberta, four from British Columbia, and one from Yukon Territory. This was the first time that Ontario and the Yukon Territory had been represented at the annual meetings.

Matters discussed included the question of reciprocity as between Provinces with respect to licence fees; also the development of interprovincial transportation, the general opinion being that there is a demand for such transportation, but that effective control is not possible under purely Provincial legislation. Also discussed were the questions of possible joint hearings on applications involving interprovincial transportation; transportation of new motor-vehicles from Eastern Canada; non-payment of C.O.D. moneys

by carrier to shipper; rate and tariff problems, especially regarding applications for increases in rates (which recently have been numerous), and the enforcement of tariffs respecting interprovincial and international movements by trucks; hours of duty for drivers; cargo insurance; leasing of motor-vehicle equipment; and other matters.

While in general it appears that the majority of the problems involved in regulation of motor-vehicle transportation are common to all Provinces, each Province has certain special problems due to the peculiar economic conditions and geographic features pertaining thereto, but it is felt that the conference was very helpful and informative to all officials who attended. Minutes of the proceedings were recorded and forwarded to the respective Boards.

STAFF

J. A. Carmichael, Inspector of Motor Carriers, Kamloops, resigned, effective May 15th, 1951, he having accepted a position with the Automotive Transport Association of British Columbia. Consequent upon this resignation, E. deBlaquiere, Inspector of Motor Carriers at Prince George, was transferred to Kamloops, after having handed over his district to G. Titus, Inspector of Motor Carriers, who was moved to Prince George from Vancouver. Mr. Titus's place at Vancouver was filled by R. D. Allen, who had been undergoing training at Vancouver. The resignation of W. D. Patterson, Inspector of Motor Carriers at Kelowna (assistant to H. K. Hume), was accepted in November, 1951.

During the month of June, S. K. Jackson, Examiner of Motor Carrier Rates in the Vancouver office, resigned to take up employment in private business. D. K. Crockett, Research Assistant, was appointed to fill Mr. Jackson's place, and R. V. Simpson was engaged as Research Assistant to fill the vacancy caused by Mr. Crockett's promotion.

ADMINISTRATION, MOTOR CARRIER BRANCH

The Superintendent of the Motor Carrier Branch of this Commission is William Brown, who has held that office since the spring of 1948, and who is directly responsible to the Commission for the administration of the Branch.

The head office of the Motor Carrier Branch is in Vancouver; district offices, each in charge of an Inspector of Motor Carriers, are maintained at Cranbrook, Nelson, Kelowna, Kamloops, Prince George, Dawson Creek, Nanaimo, and Victoria.

INDIVIDUAL REPORTS OF INSPECTORS OF MOTOR CARRIERS

These are contained in Appendix B.

LIST OF SCHEDULED PUBLIC PASSENGER AND PUBLIC FREIGHT OPERATORS

A list showing names of operators of scheduled public passenger-vehicle services and public freight-vehicle services respectively, as at March 1st, 1952, with a brief statement of the termini between which the services are operated, is attached hereto as Appendix C.

LIST OF PASSENGER GROUND SERVICES BETWEEN AIRPORTS AND NEAR-BY TOWNS OR CITIES

This list is contained in Appendix D attached hereto.

DETAILS OF DECISIONS RESPECTING CERTAIN APPLICATIONS

Taxi Service, Patricia Bay Airport, near Sidney, Vancouver Island.—Reference is made on page 15 of the Eleventh Annual Report of the Public Utilities Commission,

under the heading of " Appeals," to the applications of Montague Collins, taxi operator at Sidney, V.I., and C. & C. Taxi Service Limited, of Victoria.

Subsequent to the dismissal of the appeals, the following applications were received:—

From C. & C. Taxi Service Limited: For alteration of conditions of licence of two (2) limited passenger-vehicles respecting sedan cars, by deleting the present clause under " Service that may be rendered," namely:—

" Also charter trips for business accepted and picked up at Patricia Bay Airport, restricted to transporting passengers under charter, destined to points south of Royal Oak only,"

And by substituting the followings:—

" Also charter trips for business accepted and picked up at the Patricia Bay Airport restricted to transporting passengers under charter, to any point on Vancouver Island, excluding points north of Royal Oak on the Saanich Peninsula."

From Montague Collins: With respect to three (3) limited passenger-vehicle (taxi) licences, to delete present conditions of licence under the heading " Service that may be rendered," namely:—

" Charter trips, for business originating within a distance of ten (10) road-miles from Sidney (see restrictions set out immediately below) carrying a person or group of persons under charter to any point on Vancouver Island.

" Restrictions *re* above: Charter trips *accepted at the Patricia Bay Airport* shall be restricted to transporting only such passengers who are destined to a point on Saanich Peninsula north of Royal Oak."

And by substituting the following:

" Charter trips for business originating within a distance of ten (10) road-miles from Sidney Post Office (subject to restrictions as set out below) carrying a person or group of persons under charter to any point on Vancouver Island.

" Restrictions *re* above: Charter trips *accepted within the terminal of the Trans-Canada Air Lines* shall be restricted to transporting only such passengers as are destined to any point north of Royal Oak."

A hearing was held.

Mr. Collins maintained that he was the original taxi operator at Sidney and was entitled to all charter business originating at the airport (which is close to Sidney) other than transportation of passengers charging individual fares, for which C. & C. Taxi Service Limited holds a contract with Trans-Canada Air Lines.

C. & C. Taxi Service Limited objected to the application of Montague Collins, stating it considered that it should be allowed to take charter trips from the airport to points north of Royal Oak on Vancouver Island other than on Saanich Peninsula.

After due consideration, it was considered that C. & C. Taxi Service Limited are Victoria operators and were not entitled to additional privileges with respect to charter trips from the airport; on the other hand, it was considered that Mr. Collins, being a Sidney operator, was entitled to accept charter business originating at the airport, provided that same did not interfere with the above-mentioned contract between C. & C. Taxi Service Limited and Trans-Canada Air Lines.

The application of Mr. Collins was approved, and the application of C. & C. Taxi Service Limited was refused.

A further application from Mr. Collins for permission to transport passengers and express between the Patricia Bay Airport and Sidney was approved as to transportation of express, but refused as to transportation of passengers.

Public Freight Service, Courtenay — Campbell River — Menzies Bay. — Island Freight Service Limited, which operates public freight service over all main routes on Vancouver Island as far north as Courtenay and Comox, made application for transfer from Campbell River Freight Service Limited of five licences covering scheduled public freight service between Courtenay and Menzies Bay. The application was approved, as a result of which Island Freight Service Limited is now in a position to render service over all main routes on Vancouver Island as far north as Menzies Bay.

Sightseeing Tours from Cassidy Airport, Vancouver Island.—An application of A. L. Vanderlip, of Cassidy, for authority to operate a sightseeing tour originating at the Cassidy Airport, near Nanaimo, was approved, restricted to transporting only passengers who arrive at the Cassidy Airport by air. This tour was part of a combination sightseeing tour arranged for by C. & C. Taxi Service Limited, Victoria, comprising a land trip from Victoria to Patricia Bay Airport, a flight from Patricia Bay Airport to Cassidy Airport, a sightseeing tour through and around Nanaimo and return, return air trip to Patricia Bay Airport, and land trip back to Victoria.

Scheduled Public Freight-vehicle Service between Coal Harbour and Port Hardy.—Hole & Clarke Transportation Company Limited held, *inter alia,* two Class III public freight-vehicle licences covering general hauling in the Coal Harbour–Port Hardy area at the northern end of Vancouver Island. Investigation disclosed that this company was operating scheduled public freight service between the points named and, accordingly, their application for reclassification of their licences as Class I public freight-vehicle licences to include therein said scheduled service was approved.

Public Passenger Routes, Corporation of the District of West Vancouver.—A new route schedule was prepared and issued covering this operation, showing various alterations of routes for the West Bay–Vancouver, Upper Levels–Vancouver, and British Pacific Properties services respectively.

Transportation of Freight between Vancouver, B.C., and Winnipeg, Man.—Tentative amended application of Pacific Inland Express Limited, of Vancouver, for a Class II public freight-vehicle licence for scheduled public freight-vehicle service transporting general freight (except uncrated household goods, explosives, and automobiles), between Vancouver, B.C., and Winnipeg, Man., was approved in so far as that portion of the operation which would be in British Columbia is concerned, it being the intention of the applicant to operate, in British Columbia, from Vancouver to the International Boundary at Blaine, re-entering Canada at Emerson, Man. In dealing with the application, consideration was given to the fact that only a very small part of the operation would be over highways in British Columbia, and that the applicant would also be required to obtain authority from the Manitoba regulatory body. A subsequent application for an additional licence was also approved.

Charter Passenger Service at Vancouver International Airport.—An application of Dan MacLure's Taxi Limited, holders of numerous licences covering air-line limousine service between Vancouver and Vancouver International Airport, for alteration of four limited passenger-vehicle licences respecting buses, to include permission to undertake charter trips restricted to transporting, under charter, persons arriving by air at or destined to depart by air from the Vancouver Airport, also transportation of organizations comprising air-line personnel, was approved for transportation from the airport to any point in Licence Districts Nos. 14, 14A, and 15, or vice versa. Although the application was opposed by B.C. Motor Transportation Limited and by British Columbia Electric Railway Company Limited, it appeared that the applicant company was in a position, by reason of his daily contacts with the various air-line companies, to give satisfactory and immediate service at all times, and it was therefore considered that the granting of the application was in the public interest.

Transportation of Fish between Vancouver, B.C., and Seattle, Wash.—Further application of Norman Rupert for alteration of his limited freight-vehicle licence (which permitted him to transport fish for Western Fishing Company Limited and for purchasers of fish from that company, from Vancouver to Seattle), to include similar transportation for B.C. Packers Limited and for Tulloch Fisheries Limited was refused after a hearing.

While it was shown that there are occasions at the peak of the season when additional transportation may be necessary, no evidence was submitted by the applicant to show that the granting of his application was necessary on a permanent basis, and it appeared that the already licensed carriers were performing a satisfactory and adequate service. This refusal was made prior to the decision of the Supreme Court of Canada in Winner *vs.* S.M.T. (Eastern) Limited, referred to previously in this Report.

Public Freight Service, Vancouver–Chilliwack.—Country Freight Lines Limited was the holder of public freight-vehicle licences for scheduled service (*a*) between Vancouver and Kelowna via Princeton, and (*b*) between Vancouver and Chilliwack, having acquired these licences in 1950 from J. S. Fleming & Sons. During the month of January, 1952, the company decided to dispose of its Vancouver–Chilliwack run, and application was received for transfer of the public freight licences authorizing this service to William J. Fleming, o/a Country Freight Lines Chilliwack, Mr. Fleming being one of the sons of the previous owner of this long-established line. The application was approved.

Public Passenger Service, Agassiz–Harrison Hot Springs.—Edward O'Neil, of Harrison Hot Springs, who held two public and limited passenger-vehicle licences for scheduled public passenger service between Agassiz and Harrison Hot Springs, and for operation as taxis from terminal points of Harrison Hot Springs and Agassiz, made application to discontinue the scheduled public passenger service between these two points, it having been shown that the amount of patronage for this service was insufficient to warrant the cost of operation. The application was duly advertised and was approved, and Mr. O'Neil's licences were reclassified to cover taxi work only.

Public Freight Service, Vancouver–Merritt.—This service had previously been rendered by Country Freight Lines Limited, who had been serving Merritt as an off-route point in connection with their scheduled service between Vancouver and Kelowna via Princeton. R. W. Reid made application for transfer from Country Freight Lines Limited of one of its public freight-vehicle licences and alteration of same to provide for scheduled service between Vancouver and Merritt only, via the Hope–Princeton or the Fraser Canyon routes, but excluding service to Princeton or to Spences Bridge, and the Country Freight Lines Limited applied for alteration of its other licences by deleting Merritt as a point to be served by it. The application was approved, it being believed that residents and storekeepers of Merritt will receive better service under this arrangement.

Transportation of Live Stock.—Mrs. Nellie Carrison, d/b/a Princeton Transfer, made tentative application for Class III public freight-vehicle licence with respect to a proposed truck and full trailer with carrying capacity of 20 tons, for transportation of live stock from points in Licence Districts Nos. 3, 4, 5, 6, 7, and 8, for delivery to Vancouver or to Osoyoos.

Investigation disclosed that there is a considerable movement of live stock from points in the districts named in the application for export to the United States, and that trucks from the United States frequently enter this Province (under permit) to transport live stock from the stockyards at Osoyoos. The size of the proposed specialized equipment was such as to allow of the movement of a large volume of cattle at one time, which movement would not be economical with smaller conventional trucks; it did not, therefore, appear that the granting of the applicaion would affect local carriers in the various districts whose equipment was not suitable for volume movement. The application was therefore approved.

Merritt-Salmon Arm Freight Lines Limited.—Merritt Fast Freight Limited held public freight-vehicle licences for scheduled service between Merritt and Kamloops. The name of this company was changed to "Merritt-Salmon Arm Freight Lines Limited," and application was received and approved for transfer to that company from Kamloops-Salmon Arm Transport of two public freight-vehicle licences authorizing scheduled service between Kamloops and Salmon Arm, and all of the licences were altered to permit of operation of each vehicle over the two routes, namely: Kamloops–Merritt and Kamloops–Salmon Arm.

Scheduled Public Freight-vehicle Service, Kamloops–Vavenby.—The application of North River Coach Lines Limited for alteration of three public freight-vehicle licences covering scheduled public freight-vehicle service between Kamloops and Birch Island by extending the northerly terminus to Vavenby was approved.

Scheduled Public Freight-vehicle Service, Pioneer Mines–Shalalth–Vancouver.—Owing to the reduction in the amount of freight available for transportation from Vancouver to the Bridge River area, Neal Evans Transportation Company Limited made application to discontinue such scheduled service and, in substitution thereof, carry out non-scheduled service as and when required. After examination of figures of revenue submitted by the company, the application was approved.

Public Passenger Service, Little Fort–100-Mile House.—W. G. Mattenley and H. J. Bradford, licensed to undertake public passenger service between Little Fort (on the North Thompson Highway) and 100-Mile House (on the Cariboo Highway) via Bridge Lake, made application for alteration of licence by deleting that portion of their service west of Bridge Lake, as it was shown by the applicants that the volume of travel between 100-Mile House and Bridge Lake had been negligible. The application was approved.

Lee's Transport Limited.—This company gives scheduled public freight-vehicle service from Vancouver to Prince George, Vanderhoof, and Fort St. James, operating a comparatively large fleet of trucks.

As a result of construction of a dam in the Nechako Canyon south-west of Vanderhoof in connection with the project of the Aluminum Company of Canada Limited, Lee's Transport Limited was called upon to transport a considerable amount of freight from Vancouver to the dam-site via Vanderhoof, and, therefore, application for alteration of its licences to include service from Vancouver to the dam-site was approved.

Public Passenger Service, Prince George–Burns Lake and Nechako Dam-site.—Paul Borsuk, who held public passenger-vehicle licences for scheduled service between Prince George and Vanderhoof, applied for alteration of licences to extend the Prince George–Vanderhoof service westerly to Burns Lake and also to inaugurate new service between Vanderhoof and Nechako Dam-site, at which point the Aluminum Company of Canada Limited is constructing a large dam. These applications were approved.

White Transport Company Limited.—This company has, for many years, held licences for scheduled public freight-vehicle service from Vancouver to Kelowna via Kamloops and Salmon Arm, or direct via Kamloops and Vernon. Originally (prior to 1940) its licences permitted operation via the above route or via what was then known as "the southern route"—namely, via Spences Bridge, Merritt, Princeton, and Penticton—but toward the end of the year 1939 the company agreed to give up the southern route and operate via the northern route only.

During the month of August, 1951, this company made application for alteration of its licences to permit of alternative routing to Kelowna and Vernon via the new southern route—namely, Hope–Princeton–Penticton—pointing out that, due to continued construction work on the Fraser Canyon, its vehicles were often delayed for many hours and in some cases had to return to Hope and travel via Princeton and Merritt, which occasioned long delays. The company therefore requested permission to operate certain vehicles via the Hope–Princeton Highway to Kelowna and Vernon,

thus enabling it to deliver perishable goods at Kelowna without delay. Although the application was to some extent opposed by Country Freight Lines Limited and by Vancouver–Penticton Freight Lines Limited, the application appeared to be reasonable and in the interests of the public and, accordingly, it was approved.

Taxi Service at Vernon.—Consequent on surrender by Ronald W. Carswell, d/b/a Kal Taxi, of three taxi licences at Vernon, tentative applications were received from the other licensed operators—namely, Tommy's Taxi Limited and National Service Station Limited—in each case for an additional limited passenger-vehicle (taxi) licence, and also application was made by Andrew's Service Garage for two licences. Investigation disclosed that there was no apparent need for additional taxi licences at Vernon; the fact that Ronald W. Carswell surrendered his three licences was considered as evidence that the number of licences previously in effect was in excess of present requirements. All of the applications were refused.

Express Service between Vernon and Kelowna.—Applications were received from (*a*) L. Nash & Son and (*b*) A. E. Clifton, both of Vernon, in each case for a Class II public freight-vehicle licence for scheduled public freight-vehicle service, transporting express between Vernon and Kelowna, serving, in general, certain side-roads between these points. Investigation disclosed that all of the routes proposed to be served were at present served either by public passenger express or by public freight service. A very full investigation was made, and the objections of the present licensed operators were duly considered. As there did not appear to be any need for the proposed additional service, and, further, as it did not appear that same would be an economical operation, both applications were refused.

Air-line Limousine Service between Kelowna and Penticton Airport.—A tentative application of Michael J. Schrader, Penticton, for a limited passenger-vehicle licence respecting a sedan car to transport air passengers, air express, and air mail from Kelowna and intermediate points between Kelowna and Summerland to Penticton Airport, and vice versa, was approved, it having been shown that the existing bus schedules were not convenient for passengers departing from or arriving at Penticton Airport by aeroplane, these schedules involving waits of from two to three hours and, in one case, overnight. Although the application was protested by Western Canadian Greyhound Lines Limited, which operates a bus service between, *inter alia,* Penticton and Kelowna, on the grounds that the applicant would be engaging in intercity transportation, it did not appear that the service offered by this company was entirely satisfactory for persons travelling by aeroplane from Kelowna to Vancouver or points east, and vice versa.

Vancouver–Penticton Freight Line Limited—This company was granted licences to operate over the Hope–Princeton Highway when same was opened to traffic, operating from Vancouver to Penticton only. During March, 1951, this company made application for alteration of licences to extend its Okanagan terminus to Kelowna. A hearing was held and the application was objected to by Country Freight Lines Limited and O.K. Valley Freight Lines Limited, both of which are permitted to operate from Vancouver to Kelowna.

The application was, however, supported by a large number of letters from shippers, explaining the added convenience to them which would result from approval of the application, obviating the necessity of transhipping Kelowna freight from one carrier to another at Penticton; the applicants also showed that they could render fast overnight service, commencing deliveries at Kelowna at 8 a.m. each morning. The application was approved. (This company later changed its name to "Expressway Truck Lines Limited.")

Kelowna City Bus Service.—Due to failure of the licensee to maintain proof of financial responsibility, the licences of the Kelowna Bus Lines Limited, authorizing public passenger service on certain routes within the City of Kelowna, were suspended during

the month of October, 1951, and this company abandoned its operations, apparently due to financial difficulties. As a temporary measure, O.K. Mission Stages Limited (which company operates public passenger service between Kelowna and Okanagan Mission) was granted temporary permits to provide a bus service within the city limits and, since that time, has operated such service. The Kelowna City Council cancelled the franchise which had been granted by the City to Kelowna Bus Lines Limited and, apparently with the intention of calling for tenders, submitted a plebiscite to the ratepayers to ascertain whether they were in favour of granting a subsidy to be paid by the city to the successful tenderer, and the vote was, by a small margin, favourable to the granting of such subsidy. The O.K. Mission Stages Limited has signified its desire of rendering the service and its intention to purchase additional equipment if granted the franchise. The City Council did not, however, come to any final decision in the matter prior to the end of the licence-year under review; in the meantime, O.K. Mission Stages Limited has continued to operate under permit.

Transportation of Fresh Fruit and Vegetables from the Okanagan to New Westminster and Vancouver.—D. Chapman & Company Limited, of Kelowna, holds numerous public freight-vehicle licences to undertake transportation of general freight generally within the Okanagan Valley. During March, 1951, the company made application for alteration of one of its licences respecting a heavy-duty truck, to include transportation of fruit and vegetables for B.C. Tree Fruits Limited from points in the Okanagan Valley for delivery to New Westminster and Vancouver, with return loads of general freight (charter trips) from Vancouver or New Westminster delivered to Penticton and to any point in Licence District No. 5, with permission also to transport overloads of general freight for Okanagan Valley Freight Lines Limited from Vancouver and New Westminster to points in the Okanagan Valley.

The applicant had received several permits during the railroad strike, and immediately thereafter, in August and September, 1950, for the transportation of fresh fruit and vegetables to the Coast and return loads of general freight for Okanagan Valley Freight Lines Limited; a few other permits were issued later during the year. In the meantime, the railroad companies had considerably reduced their rates for transportation of apples from the Okanagan to Vancouver and O.K. Valley Freight Lines Limited had received four additional licences for scheduled service between Vancouver and the Okanagan Valley. The application was, however, supported by evidence that, occasionally, emergencies arise where it is necessary to ship a truck-load of fruit from Okanagan points to Vancouver at short notice; the applicant also gave some evidence as to necessity respecting transportation of paper and packing-house supplies (charter trips) from Vancouver or New Westminster to Kelowna area, the applicant being the Kelowna warehousing agent for New Westminster Paper Company Limited.

That part of the application respecting transportation of overloads for O.K. Valley Freight Lines Limited was refused, no necessity having been shown for granting of this privilege; approval was given to that part of the application respecting transportation of fruit and vegetables, restricted to loads of not less than 20,000 pounds, and the applicant was also authorized to undertake transportation of paper and (or) packing-house supplies (charter trips) from Vancouver or New Westminster delivered to Licence District No. 5 only, the centre of which district is Kelowna and, later, to that portion of Licence District No. 6 south of and including Vernon.

Country Freight Lines Limited and the Vancouver–Penticton Freight Lines Limited, both of which companies operate scheduled public freight service between Vancouver and Kelowna via Hope, Princeton, and Penticton, made applications for reclassification of their Class II public freight-vehicle licences as Class I public freight-vehicle licences to include non-scheduled service for transportation of fresh fruits, vegetables, and canned goods in truck-load minimum lots in accordance with tariff, from points in Licence District No. 4 and that part of District No. 5 as far north as and including Woodsdale,

for delivery to points in Licence Districts Nos. 14 and 15. The applications were approved, it having been shown by the applicants that, whereas in previous years volume shipment of fruit and vegetables was by rail only, the truckers had this year been approached by the brokers with regard to transportation by truck of full-load shipments, entailing picking up of loads at any of the packing-houses in the Okanagan Valley for one individual buyer in Vancouver. Requests to undertake these shipments usually are made at very short notice and, in some cases, require picking up at packing-houses which are off main scheduled route, so that it became necessary for the carriers to apply for non-scheduled privileges with regard to this transportation.

Cascade Motor Freight Lines Ltd.—This company is licensed to render scheduled public freight-vehicle service from Vancouver to Nelson and from Penticton to Nelson; under the terms of these licences, the company may not, east-bound, deliver until passing a point 5 miles east of Osoyoos and may not, west-bound, pick up after passing the said point.

The company made application for alteration of its licences to permit of delivering, east-bound, at Kaleden, Oliver, and Osoyoos, and to permit of picking up, west-bound, at those points; it also applied for permission to pick up freight at Kelowna for delivery to points south of Kaleden and east of Osoyoos, part of which freight, consigned to the Kootenays, was being handled jointly by other carriers from Kelowna to Penticton and thence by Cascade Motor Freight Lines Limited to points east of Osoyoos.

The application was strenuously objected to by the O.K. Valley Freight Lines Limited, Country Freight Lines Limited, and Grant Truck Lines, all of whom are licensed to serve the area between and including Kaleden and Osoyoos from Vancouver, and was also objected to by D. Chapman & Company Limited and O.K. Valley Freight Lines Limited who, *inter alia,* provide scheduled public freight service between Kelowna and Penticton. The evidence at the hearing did not disclose any need for additional service from Vancouver or Penticton to Kaleden–Oliver–Osoyoos; nor did it appear that there was any serious cause for dissatisfaction with the joint service respecting freight transported from Kelowna to Penticton for furtherance south and east. The application was therefore refused.

That part of the application requesting permission to use an alternative route between Trail and Nelson via Fruitvale and Salmo was approved.

Expressway Truck Lines Limited.—Concurrently with the application of Cascade Motor Freight Lines Limited was the application of Expressway Truck Lines Limited, which also operates public freight service to Kelowna from Vancouver via Penticton, to be permitted to transport freight for Cascade Motor Freight Lines Limited from Kelowna to Penticton for furtherance by the latter company to Kaleden, Oliver, and Osoyoos, and points east of Nelson. It is understood that the Expressway Truck Lines Limited and Cascade Motor Freight Lines Limited are under the same management. As the similar application of Cascade Motor Freight Lines Limited was refused, it followed that the application of Expressway Truck Lines Limited was also refused.

Columbia Coachways Limited, Penticton.—This company is licensed to give public passenger service over several routes within the City of Penticton, operating under franchise granted by the municipality; these routes included one route in the Municipality of Penticton known as the "Benches," over which route H. D. McCarthy was already operating public passenger service between Penticton and Naramata, with no local service within the city limits. Columbia Coachways Limited found that operation over this route was not profitable, and an application was therefore received from H. D. McCarthy to include local service within the City of Penticton when operating between Penticton and Naramata via this route, and a suitable agreement having been drawn up between the two operators, the licence of H. D. McCarthy was altered accordingly and Columbia Coachways Limited was relieved of giving the service.

Canadian Pacific Express Company.—There is a Canadian Pacific Railway line between Trail and Rossland over which the railway company has operated a train service three days a week. As a result of the new forty-hour week which is now in effect for railway employees, Canadian Pacific Express Company made application for a limited freight-vehicle licence to transport general freight for Canadian Pacific Railway Company and express for Canadian Pacific Express Company from Trail delivered to Warfield, Annable, and Rossland, and vice versa, restricted to delivery of freight or express which has been transported by Canadian Pacific Railway train from some other point to Trail or pick-up of freight or express which is to be transported by Canadian Pacific Railway train from Trail to some other point. This application was therefore for a service similar to that which is given by the express company between Lytton and Merritt and between Cranbrook and Kimberley, as outlined on pages 16 and 17 of the Seventh Annual Report of the Public Utilities Commission for the licence-year 1946–47. It having been shown that the proposed truck service was merely in substitution for rail service previously rendered, and as no local pick-up and delivery service was proposed, the application was approved.

Nelson City Bus Service.—In the year 1949 the City of Nelson discarded its street-railway system and entered into a contract with Interior Stages (Nelson) Limited to provide public passenger service within the city limits, in lieu of said service.

The agreement was duly ratified and approved by the Public Utilities Commission, and the necessary public passenger-vehicle licences were issued to Interior Stages (Nelson) Limited.

During August, 1951, said company served notice on the City of Nelson to the effect that it wished to withdraw its service, effective October 1st, 1951. The company did not then give the required public notice, but finally gave thirty days' notice to the public of its intention to cease service as and from November 1st, 1951. The agreement between the company and the city provided for purchase or rental by the city of the buses from the company, but the parties involved were unable to come to an agreement as to a fair rental basis. Accordingly, the city made arrangements to purchase its own buses and operate the service itself for the time being, and officially released the company from any further obligation under the contract as from November 1st, 1951. The operation being entirely within the confines of the City of Nelson, it was not necessary for the city to apply for and obtain motor-carrier licences, having regard to the provisions of the "Motor Carrier Act" exempting public passenger-vehicles owned by a municipality and operated within the limits of such municipality.

Industrial Workers' Service, Trail–Waneta.—Arising out of the construction of a dam on the Pend d'Oreille River near Waneta in connection with the new power project of the Consolidated Mining and Smelting Company of Canada, Limited, at that point, limited passenger-vehicle licences were issued to E. J. Melatini, of Trail, for the transportation of employees of Stone & Webster Canada Limited and Northern Construction Company Limited (contractors) between Trail and the site of the dam.

Millar & Brown Limited, Cranbrook.—This company is licensed for scheduled public freight-vehicle service between Vancouver, Cranbrook, and Kimberley. During the month of April, 1951, it made application for alteration of certain Class III public freight-vehicle licences to include permission to haul freight (which had been transported by it from Vancouver to Cranbrook) to Crowsnest Pass for delivery to Prairie points, and vice versa. This application was therefore, in effect, an application to extend its present Vancouver–Cranbrook service to Alberta and other points east, and vice versa. The applicant's representations were mainly to the effect that its trucks were not fully loaded west-bound from Cranbrook, and that it therefore was endeavouring to obtain more freight, particularly for west-bound operations. It was not considered that the applicant proved any need, other than the need of the company to obtain additional freight. In

dealing with the application, consideration was given to the operations of Continental Carriers Limited, Vancouver-Alberta Freight Lines Limited, Howe & Loewen Transport (now Prairie Pacific Transport Limited), and John A. Gibson & Wm. C. Schober, all of whom are licensed to transport freight between Vancouver and points in Alberta; also to the operation of Dench of Canada Limited, which operates scheduled service from Alberta to Cranbrook, at which point there is provision for interchange of freight between Dench of Canada Limited and Millar & Brown Limited. The application was refused.

Transportation of Industrial Workers between Sparwood and Michel.—During the year 1950 Joseph Chizmar, who then held licences to transport miners from Elk River Bridge and intermediate points to Michel Collieries, and vice versa, made application for authority to extend these privileges to include transporting miners to and from their work between Sparwood and the Michel mine.

Sparwood is a new subdivision approximately 2 miles west of Natal, which subdivision is being developed by Crow's Nest Pass Coal Company Limited on behalf of its employees. The subdivision is on the main highway between Fernie and Natal.

Notwithstanding the fact that W. Dicken was the holder of limited passenger-vehicle licences to transport miners for Crow's Nest Coal Company Limited between Fernie and Crow's Nest Pass Collieries at Michel, strong representations were made by a committee of the miners residing in the Sparwood subdivision in support of Mr. Chizmar's application, as it was claimed by the miners that, on occasions, Mr. Dicken's service was not entirely satisfactory to them, having regard to the fact that he operates from Fernie, a distance of some 25 miles from Michel, his service therefore being subject to possible delays due to weather or road conditions not under his control.

Accordingly, the application of Mr. Chizmar was approved.

During January, 1951, Mr. Dicken made formal application for a rehearing and reconsideration of the granting of the said authority to Mr. Chizmar, as a result of which an official investigation was held in Natal on April 7th, 1951, at which time Mr. Dicken, Mr. Chizmar, and a number of the miners were present, as well as the general manager of the Crow's Nest Pass Coal Company Limited, from which there appeared to be no doubt that the miners who reside at Sparwood almost unanimously preferred to utilize the service of Mr. Chizmar, there being only two of them riding with Mr. Dicken.

After full consideration of the matter, there appeared to be no justification for altering the *status quo,* and decision was made accordingly.

APPENDICES

APPENDIX A

"MOTOR CARRIER ACT"

STATEMENT OF LICENCES ISSUED, TRANSFERRED, AND CLASSIFICATION CHANGED DURING THE LICENCE-YEAR ENDED FEBRUARY 29TH, 1952, AND THE REVENUE THEREFROM AND OTHER REVENUE

Kind of Licence		Revenue from Licence Fees	Number of Licences Issued, 1951–52					Number of Licences Transferred	Number of Licences' Classification Changed
Group Letter	Classification		Renewals	New Licences	Replacements	Substitute Plates	Total		
A	Public passenger-vehicles	$14,392.00	148	11	4	1	164	6	.....
B	Limited passenger-vehicles, over seven passengers	3,909.75	46	4	8	.....	58	1	3
C	Limited passenger-vehicles, seven passengers or less	20,893.75	1,120	74	514	6	1,714	194	3
D	Public and limited passenger-vehicles	23,354.00	275	39	35	1	350	16	42
E	Limited freight-vehicles	77,905.06	1,113	501	178	8	1,800	85	12
F	Miscellaneous combinations of licences	1,446.50	109	35	11	.....	155	2	6
G	Public freight-vehicles, Class II	26,816.25	281	34	37	4	356	53	4
H	Public freight-vehicles, Class III	161,104.70	2,008	228	368	21	2,625	197	35
J	Public freight-vehicles, Class I	22,030.00	226	51	40	6	323	50	37
K	Private freight-vehicles, Class III (farmers)	.....	4,789	2,233	259	18	7,299	.....	.....
L	Private freight-vehicles, Class I (other than farmers)	71,584.00	9,153	4,835	579	94	14,661	276	.....
	Totals	$423,436.01	19,268	8,045	2,033	159	29,505	880	142

The figures for revenue are gross revenue. From this amount should be deducted various refunds amounting to $940.75.

Summary of Total Revenue

Licence fees	$423,436.01
Temporary permit fees	20,503.25
Copies of conditions	36.00
Tariffs	9.25
Copies of minutes of hearing	6.00
Part II of the regulations	301.00
Surplus Account	20.00
Total	$444,311.51

APPENDIX B

REPORTS OF INSPECTORS

INSPECTOR G. L. GREENWOOD, VICTORIA

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

The 1951–52 licence-year showed a small increase in the number of public and limited freight-vehicle licences issued, due primarily to reclassifications resulting from checking on the highways rather than to an increase in the demand for transportation. Public and limited passenger-vehicle operations remained constant.

Although there has been a definite expansion in the forest-product industry that has required additional transportation facilities, there has been a marked trend toward the producers purchasing their own trucking equipment.

A period of extreme drought during the summer of 1951 caused closure of woods operations for an extended period, with a subsequent effect on sawmill and trucking activities.

Replacement trucking equipment showed a trend toward larger trucks or truck and semi-trailer units, to haul larger loads, with a consequent economy in operation, which partially neutralized rising operating costs.

Resurfacing of the highway between Glen Lake and Sooke has resulted in increased activity in the logging industry between Sooke and Jordan River. A considerable portion of the logs produced in this area is hauled to Colwood and Victoria sawmills.

Sections of the highway between Saanich Health Centre and the Patricia Bay Airport were relocated, and other sections improved and straightened. All new sections are ready for paving in 1952. A start was made on improvement of the highway between Lake Cowichan and Youbou by reconstructing and paving approximately 2 miles on the Lake Cowichan end. The hauling of wood chips from Youbou to Harmac has increased the necessity for improvement of this route. The Western Forest Industries Limited sawmill at Honeymoon Bay installed a wood-chips plant during the late spring of 1951, which is producing over eighty units per working-day. The wood chips are hauled to Harmac.

Applications were received from a number of licensees for increases in rates for services. In a majority of cases the applicant was able to prove necessity, and the application was approved either in whole or in part. Constantly increasing costs for equipment and labour were generally given as the reasons for the increases being necessary.

The attitude of motor-carrier operators toward the " Motor Carrier Act " and regulations shows continued confidence in the administration thereof. All complaints received were given attention, but the number of complaints showed a marked decrease. Most complaints were in connection with infractions of the " Motor Carrier Act " or the regulations thereunder.

Mechanical inspections of public and limited passenger-vehicles show the need for continuous and intensive checking and rechecking of such equipment in the interest of public safety and convenience.

Statistics of Mechanical Inspections

Number of mechanical inspections	447
Defective brakes	85
Defective steering	133
Defective lights	128
Other defects	610
Vehicles temporarily suspended from service	36

Other Statistics

Number of investigations and interviews	997
Number of miles travelled by Inspector in the course of duties	11,874
Number of vehicles checked on highway	467

G. L. GREENWOOD,
Inspector of Motor Carriers.

INSPECTOR D. NEALE, NANAIMO

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

Development of new industries on the northern part of Vancouver Island during the year 1951–52 has increased the demand for transportation facilities generally.

The forest industry continues to be the main source of business for the transportation industry, although the exceedingly long fire season last summer, resulting in total forest closure, reduced the production of forest products and, as a result, had a considerable effect on most of the carriers in this district.

During the latter part of this licence-year the demand for pulp-logs created new business for the small logging operators. A large number of carriers in the area between Nanaimo and Courtenay are now engaged in the transportation of this product.

The demand for trucks for road-construction work in this district fell off considerably, but numerous other construction projects provided fairly steady employment for dump-truck operators. The main projects during the year were black-topping of the Island Highway over the Alberni summit, the reconstruction and black-topping of part of the Island Highway between Ladysmith and Oyster Bay, Federal Government defence construction on the Tofino Peninsula, and construction of the Elk Falls paper-mill at Duncan Bay.

The majority of carriers have maintained their equipment in first-class condition, and the service which they have provided over the past year to the general public has been very satisfactory.

The number of licences issued has increased considerably during the year. One additional public passenger-vehicle licence and four limited passenger-vehicle (taxi) licences were issued. Two additional public freight-vehicle licences were issued to existing line-haulers. Ten additional Class III public freight-vehicle licences were issued—six covering the transportation of general freight, three for dump-truck work, and one for transportation of forest products. Thirty-six limited freight-vehicle licences were issued—fifteen for transportation of forest products, six for dump-truck work, four licences for transportation of petroleum products, four licences for transportation of coal, four licences for transportation of dairy products, one each for transportation of milk, wholesale groceries, and logging supplies respectively. There were no new scheduled public passenger services or scheduled public freight services inaugurated during the year.

The air-line limousine service provided by the Alberni Valley Transit Company between Port Alberni and Cassidy Airport was the only service discontinued. There was one temporary discontinuation of scheduled freight service due to the winter road conditions between Courtenay and Kelsey Bay.

Cost of equipment, labour, and parts continued to increase during the year, resulting in a number of operators receiving increases in their rates.

A small number of minor complaints received from the public and carriers throughout the year were investigated and brought to a satisfactory conclusion. A total of eighteen prosecutions were recorded in this district for operations contrary to the "Motor Carrier Act" and regulations.

The Nanaimo office of the Motor Carrier Branch, formerly located at 51 Commercial Street, was moved on December 1st to the Rodgers Building, 85 Commercial Street.

Number of investigations and interviews	1,125
Number of vehicles checked on the highways	410
Miles travelled by Inspector during course of duties	14,838

D. Neale,
Inspector of Motor Carriers.

Inspectors G. H. Gray and R. D. Allen, Vancouver

(Vancouver Area and Lower Mainland, Sechelt, Powell River, Squamish, Fraser Canyon between Hope and Boston Bar, and Hope–Princeton Highway between Hope and Allison Pass.)

The over-all picture of the licence-year 1951–52 has been one of increased activity throughout this area, although the Lower Fraser Valley experienced a three-month period of drought during the summer, which greatly affected the small-berry growers and the dairy industry. Also, because of this drought, the fire season in the lumbering industry was a lengthy one and, consequently, considerably curtailed the movement of forest products during the summer months.

As well as the drought, small-berry growers had a rather serious "winter kill" from the previous winter, and the small-berry crop was very poor in comparison to other years.

During February, 1952, the toll charges on the Pattullo Bridge were removed, which was of great benefit to the transportation industry as a whole.

During the licence-year a car-ferry commenced operation between Horseshoe Bay and Gibsons, and with the inauguration of this ferry service a scheduled public freight service was commenced by L. P. and N. L. Hansen between Vancouver and Sechelt and by R. M. Inglis between Vancouver and Gibsons. Sechelt Motor Transportation Limited also applied for and was granted the right to operate a public passenger service from Vancouver to Garden Bay.

With the increase in the price of pulp-wood it was noticed that a large number of small pulp-wood suppliers commenced cutting and moving pulp-wood in the area, and consequently numerous licences were granted to cover this movement.

Dump-truck operators in this district had a good year, as a considerable amount of construction work was done in the area.

Extensive road-checking was carried out by the writers, and it is becoming evident that licensed carriers appreciate more the "Motor Carrier Act" and the regulations thereunder. Numerous

complaints were dealt with by the writers, and in all cases the complaints were investigated and brought to a satisfactory conclusion.

During May of 1951 G. B. Titus, who had been working as an Inspector in this area, was transferred to the Prince George office, and R. D. Allen was assigned to this area as Inspector of Motor Carriers.

Number of investigations and interviews: G. H. Gray, 1,134; R. D. Allen, 1,015; G. B. Titus, 256.

Miles travelled by Inspectors during course of duties: G. H. Gray, 17,794; R. D. Allen, 17,133; G. B. Titus, 3,566.

G. H. GRAY,
R. D. ALLEN,
Inspectors of Motor Carriers.

INSPECTOR E. DEBLAQUIERE, KAMLOOPS

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

During the first part of the 1951–52 licence-year the undersigned was stationed at Prince George, and during the period March 1st to June 14th current work was undertaken and completed in that district, including revision and filing of tariffs by the Prince George Class III public freight operators, with a general increase in and simplification of rates. The spring mechanical inspections were carried out and partly completed in this area, and satisfactory progress was made in this regard. The writer was then transferred to Kamloops in charge of the area outlined above.

Mechanical inspections were completed on all passenger-carrying units; vehicles licensed in excess of six months were in most cases inspected at least twice. Progress has been made in the establishment of a mechanical-inspection programme by operators of passenger-carrying vehicles. Operators of units with limited carrying capacities, mostly taxis, have replaced their units at comparatively low mileages, thereby avoiding expensive repairs. On the other hand, bus operators utilizing larger equipment have instigated a programme of inspections with major overhaul at predetermined mileage. This latter plan was undertaken more by the public passenger operators. With the continued co-operation of the operators in this district, the mechanical condition of the units should improve during the coming year, with particular emphasis being placed on safety and passenger comfort.

The demand for lumber products has remained consistently high, resulting not only in the majority of the licences being renewed, but also in the receipt of numerous applications for new or additional licences to provide the required transportation. The production of lumber in the Kamloops district was 316,000,000 f.b.m. in 1950 and 430,000,000 f.b.m. in 1951.

The trend in the motor-carrier industry was reflected in this district by the interest shown by local carriers in obtaining and licensing vehicles designed for the particular job, as, for instance, vehicles suitable for long-range movement of cattle with equipment that ensures a maximum protection to stock and which are more economical to the shipper. Numerous units from south of the border have handled a large volume of cattle from the two stock shows at Kamloops and the one at Williams Lake, and the normal movement from ranches, thereby depriving the local carriers of a large potential source of revenue. It would appear that the units most popular were generally powered by diesel motors and either favoured the semi-trailer design or the conventional truck with full trailer. In the Interior the trend toward improved equipment for live-stock cartage has been pioneered by a Princeton operator who has enjoyed a successful year.

Contractors on the different road projects have employed a large number of independent dump-truck carriers. Construction and relocation of the road west from Williams Lake has been undertaken and is progressing favourably.

During the coming year the motor-carrier industry may expect to be called upon to supply the many and varied services required for projects that are at this writing still in the formation stage. The proposed pipe-line from the Alberta oilfields is to follow a route by way of Yellowhead Pass, down through Kamloops, and thence to the Coast. Mannix Company is handling the preliminary preparation for this construction.

It is understood that the Celgar Company of America proposes to obtain its timber from the Arrow Lakes district, with woods headquarters centring around Revelstoke. This should give momentum to the economy of this district, and mining prospects in the Big Bend and Trout Lake districts will have every opportunity to develop in the wake of this expanding programme. At the present the big drawback to their progress is the lack of suitable transportation and roads. However, under the impetus of the expected developments and possible construction of a celanese plant, road-transportation facilities should also develop and improve.

Inspector M. B. Pepper continued as Assistant Inspector at Kamloops throughout the year.

Statistics

Number of investigations and interviews	1,995
Number of miles travelled by Inspectors' automobiles (two) in the course of duties	43,397
Number of vehicles checked on highways	760
Number of mechanical inspections in Kamloops district	168
Number of mechanical inspections in Prince George district	111
Defective steering	141
Defective brakes	177
Defective exhaust-line	79
Defective lights	212
Other defects	826
Vehicles temporarily suspended from service	9
Vehicles condemned on account of defects	1

E. DEBLAQUIERE,
Inspector of Motor Carriers.

INSPECTOR H. K. HUME, KELOWNA
(Okanagan Valley, Lumby, Armstrong, Enderby, Princeton, Grand Forks, and Greenwood Districts.)

The volume of freight and passengers transported within and through the area stated above remains approximately the same as 1950–51. The actual number of motor-carrier licences issued for the area shows a slight decrease from the previous year, the greatest decrease being in Class I and Class III private freight-vehicle licences. The number of public and limited freight-vehicle licences and public and limited passenger-vehicle licences remain approximately the same.

The efficiency of public transportation has increased favourably, and, in general, the industry appears to be on a sound financial basis, with the exception of city passenger transportation. This phase of the industry has met with several set-backs this year, due, chiefly, to the ever-increasing number of private cars being used in the small towns and urban areas.

During this year the Kelowna City Bus Lines Limited suspended its service, and this operation was taken over on a temporary basis by O.K. Mission Stages Limited, which now operates the city bus service on a reduced scale in Kelowna, as well as the urban route from Kelowna to Okanagan Mission.

H. D. McCarthy, who operates public passenger service between Penticton and Naramata, took over from Columbia Coachways Limited that portion of the latter's Penticton City operation through what is known as the "Benches," it being more economical to combine the two services.

Air-line limousine service has been put into operation by M. J. Schrader, Penticton, operating between Kelowna and Penticton, carrying air passengers only. This operation is proving a success.

The highway between Osoyoos and Rock Creek has been completed, and the new bridge across Rock Creek is now in general use and is proving very advantageous, particularly to the heavy-truck and bus operators. This bridge eliminates approximately 3 miles of very hazardous highway.

During this year the town of Princeton was incorporated, the incorporated area taking in all of the populated area, thus creating a reasonably large exempted area.

Public Works Department weigh-scales have recently been installed at Rutland and are in operation and proving successful.

Favourable progress has been made in the filing of rates, contracts, and supplementary filing of tariffs by carriers in the district. The trend in most instances has been to increase rates, this being brought about by the constantly increasing cost of operation of motor-vehicles.

Public and limited passenger-vehicles throughout the area have, in most cases, been inspected twice during the past year, and the mechanical condition of all vehicles has been satisfactory. No vehicles have been condemned, and any vehicles found defective have immediately been repaired and put in a satisfactory condition. Eighty-seven mechanical inspections were carried out during the year, and rechecks made where necessary.

All complaints that were received at this office have been dealt with and brought to a satisfactory conclusion, all of them being of a minor nature.

Inspector W. D. Patterson worked with and assisted the writer this year up until November, at which time his resignation was accepted. Miss Rae Smith, clerk-stenographer, left this office in August, 1951, and was replaced by Miss Myrtle Thomson.

During the period under review approximately 1,200 interviews and investigations were carried out, with a total of 27,500 miles travelled with two cars.

Approximately 400 vehicles were checked on the highway, most of which were found to be complying with the regulations and operating in a safe and efficient manner.

H. K. HUME,
Inspector of Motor Carriers

INSPECTOR H. J. MADDAFORD, NELSON

(West Kootenay, including Rossland, Trail, Nelson, Kaslo, and Slocan.)

The licence-year 1951–52 marked the commencement of a new cycle of industrial growth in the West Kootenay District. The British Columbia Power Commission completed its dam at Whatshan Lake and power plant at Needles. The Honourable E. T. Kenney, Minister of Lands and Forests, officially threw the switch on June 29th, 1951. Early in 1951 Stone and Webster Limited commenced work on a new dam and power plant on the Pend d'Oreille River at Waneta. The power developed from this plant will be used by the Consolidated Mining & Smelting Company of Canada, Limited, at Trail. It is expected this will release some of the power developed on the Kootenay River between Bonnington and Brilliant for use by other industrial plants.

The West Kootenay Power & Light Company, in conjunction with the Consolidated Mining & Smelting Company of Canada, Limited, commenced construction of a power-line from its Bonnington plant to Kimberley. This line will cross the Kootenay Lake from Coffee Creek to Riondel. It will be the longest single span in the world, the distance being 10,656 feet.

Rumors that the Celgar Corporation intended to build a large plant in the Kootenays were confirmed during the summer. They announced they would commence construction of the plant on their property near Castlegar early in 1952. Nakusp will be the centre of their logging operations, which will extend along the Arrow Lakes watershed north to Castlegar and above the lakes on the Columbia River watershed.

At Nelson the Glacier Lumber Company Limited started work on a new mill, to be completed in 1952. This mill will cut 80,000 board-feet a shift and will be one of the largest and most modern mills in the Interior of the Province. New machinery is being added to process mill waste.

The Consolidated Mining & Smelting Company of Canada, Limited, carried out extensive construction and development work on two of its base-metal properties. The H.B. mine at Salmo and the Blue Belle at Riondel are both expected to be in full production by 1953. The Canadian Exploration Company Limited, operating a tungsten mine south of Salmo, has developed a base-metal mine on adjoining property. It has constructed a new mill, other mine buildings, and permanent housing for its employees on the property. Exploration and development work has continued on many other properties in the Lardeau, Retallack, Sandon, Slocan Valley, and Ainsworth areas. Mining development accounted for most of the limited freight-vehicle licences issued during the year. As usual, several licences were granted for the transportation of forest products; this industry showed a normal growth, keeping pace with other industries in the district.

In March, 1951, the Canadian Pacific Railway Company reduced the rail service between Trail and Rossland from three trains a week to one. It applied for two limited freight-vehicle licences to provide a substitute freight and express service between these points.

M. F. Ozelle, Class III public freight operator at Nelson, specializing in the transportation of heavy machinery, construction supplies, and equipment, added a new tractor and low-bed trailer unit to his fleet. This is the first unit of this type to be licensed in the Kootenays.

A number of additional Class II and Class III public freight-vehicle licences were approved during the year to take care of the increased movement of freight in the district.

Relocation, construction, and paving of highways in the district continued throughout the year at an accelerated pace. Four contracting companies, one paving contractor, and a special Public Works Department road-construction crew worked on the Southern Trans-Provincial Highway, the Trail–Salmo, Nelson–Nelway, and Kaslo–Lardeau Roads. Construction work was also started on a road from Trout Lake City to Gerrard by a crew working down from the northern end of Trout Lake.

The public passenger service between Nelson and Procter, initiated by Gordon Ferguson in 1947, was transferred to Glen Gordon in May. The licence was surrendered in September and the service discontinued. There has been no attempt to re-establish the service.

The Interior Stages (Nelson) Limited notified the Nelson City Council early in September it wished to be released from its franchise agreement. Reasons given for this action were increased operating costs, declining revenues, and labour troubles. The city released it, effective November 1st, and took over the operation of the city bus service. The Public Utilities Commission approved the surrender of motor-carrier licences by the Interior Stages (Nelson) Limited, effective November 1st, 1951. The City of Nelson does not operate any schedules outside of the city boundaries, so are exempt from the "Motor Carrier Act" and regulations.

The licence-year 1951–52 has followed the pattern of recent years in respect to continued increases in operating costs for both freight and passenger licensees, resulting in numerous applications for consideration of increases in filed rates.

Mechanical inspection of equipment operated by public and limited passenger licensees revealed that the majority of such licensees were replacing older equipment, except in a few instances where increased traffic made it impossible in spite of purchase of additional new equipment. Seventy-seven mechanical inspections were completed, sixty-nine rechecks made, and ten initial inspections.

The following defects were noted:—

Defective steering	17
Defective brakes	28
Defective exhaust-lines	5
Defective lights	33
Other defects	267
Vehicles temporarily suspended from service	5
Vehicles condemned	1

The number of inquiries for information on filed rates indicates the public is becoming increasingly conscious of the "Motor Carrier Act" and the regulations, and is making use of the district offices. Several inquiries necessitated detailed investigation to determine if the correct rate had been applied. In practically every instance it was found the licensee had a satisfactory explanation for the rate and was making every effort to rate his shipments according to his filed tariff.

Statistics

New or additional licences issued during the year—	
Limited freight	25
Public freight (Class III)	10
Public freight (Class II)	2
Limited passenger (industrial workers)	9
Limited passenger (taxi)	6
Public and limited passenger	4
Number of investigations and interviews	1,476
Number of vehicles checked on highway	514
Number of permits issued	1,265
Number of miles travelled by Inspector in course of duties	10,922

H. J. MADDAFORD,
Inspector of Motor Carriers.

INSPECTOR M. D. MCFADYEN, CRANBROOK

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

The licence-year 1951–52 showed an increase in the number of public and limited freight-vehicle licences issued; again there has been a substantial increase in the number of private freight-vehicle licences issued. Limited passenger-vehicle (taxi) licences decreased from the previous year by eight licences.

The service given by all types of carriers was, on the whole, satisfactory, and few complaints were received.

A portion of No. 3 Highway east of the Hosmer bridge and a portion of No. 93 Highway south of Golden were black-topped, but very little work was available to dump-truck operators. Some progress was made on the Trans-Canada Highway east of Golden, and the Public Works Department carried out preparatory work on the main highway south-west of Cranbrook. It is understood that further road work will be carried out on the Cranbrook–Kingsgate portion this year.

Mining activities showed a marked increase, and limited freight-vehicle licences were issued for the transportation of ore from mines to mills; this is a new type of hauling for the East Kootenay. The Consolidated Mining & Smelting Company of Canada, Limited, is proceeding with the construction of a large fertilizer plant in the vicinity of Marysville, and it will probably be completed next year.

The output of forest products showed a slight decline, due to precautionary measures taken against forest fires during the dry periods of last year. The cut of Christmas trees was considerably higher than in previous years, but the field of operations has moved farther north and south of Cranbrook, due to the fact that trees in this area still show signs of blight.

As a result of increased cost of operation, applications have been received for increases in rates. On the whole, these increases have been approved and accepted by the public without objection.

All public and limited passenger equipment was inspected and generally found to be in good condition, due to the fact that most equipment in use is fairly new, while the older types of equipment, such as buses, have been kept in good state of repair. Evidently operators have found that a systematic overhaul programme pays dividends.

During the period under review there was a tendency for operators of large two-axle vehicles hauling coal to overload their vehicles. This situation has now been overcome, as the operators have built and use private roads and only use the highway for return empty trips.

Statistics

Number of investigations and interviews	1,362
Number of miles travelled on duty	14,428
Number of mechanical inspections	55
Defective steering	5
Defective brakes	5
Defective exhaust-line	2
Defective lights	18
Other defects	30

M. D. McFadyen,
Inspector of Motor Carriers.

Inspector G. B. Titus, Prince George

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

In the above-described area a number of important projects are under way, the major one being the construction of what may be the world's largest aluminium-smelter at Kitimat, involving the construction of a dam in the canyon of the Nechako River, construction of a tunnel at West Tahtsa, a power-house at Kemano, and a smelter and town at Kitimat. Two other projects—namely, Columbia Cellulose Company Limited at Prince Rupert and Western Plywood (Cariboo) Limited at Quesnel—have been completed, and the plants are in production. The heavy movement of freight in connection with these projects has necessitated new roads being built and the licensing of additional vehicles.

The cutting of logs in the Terrace area for the manufacture of pulp at the Columbia Cellulose plant at Prince Rupert has reached maximum production. These logs are generally transported by large truck and trailer units to Terrace for furtherance via rail and river to Prince Rupert.

Completion of the bridge across the Parsnip River sometime during the spring of 1952 will provide a through highway from Prince George to Dawson Creek for the travelling public. It is quite possible that large American trucks will seek to use the all-British Columbia route when travelling from the United States to Alaska.

The Pacific Great Eastern Railway will have its rail line from Quesnel to Prince George completed sometime in the early summer of 1952, and this will bring additional prosperity to the City of Prince George. Numerous planing-mills are being constructed along the new railway right-of-way between Prince George and Quesnel.

The number of sawmills in the Prince George and Burns Lake areas has increased approximately 20 per cent, resulting in an increase of 22 per cent in the output of lumber over last year. Most of the lumber is spruce and is trucked into the major centres, where it is planed, then loaded on to rail-cars for furtherance to points all over the North American Continent.

Mines in the Hazelton and Skeena Crossing areas are expanding their operations, and considerable exploration work is being done throughout Licence Districts Nos. 19 and 20.

Business offered to the transportation industry has increased throughout this area, and most of the public and limited carriers have improved their service and are obtaining additional vehicles when required.

Constant road-checks have been taken by the writer, which has resulted in a large increase in the number of trucks licensed as limited freight-vehicles or as Class I private freight-vehicles.

The Public Works Department is constantly improving the main roads, and it is understood that next year major improvements will be made to portions of the Prince George–Prince Rupert highway.

Central B.C. Airways is now operating a scheduled air service from Prince George to Prince Rupert and way-points.

Increased cost of operation of motor-vehicles throughout the past year has resulted in a number of carriers applying for increase in rates, and more applications are expected during the coming year.

Progress has been made with an educational programme to familiarize motor carriers with their obligations as licensees under the "Motor Carrier Act."

A number of complaints were received and dealt with satisfactorily.

The undersigned was transferred from Vancouver and appointed Inspector of Motor Carriers at Prince George on May 28th, 1951, succeeding Inspector E. deBlaquiere, who was transferred to the Kamloops office.

Number of investigations and interviews	2,309
Number of vehicles checked on highways (approximately)	1,040
Miles travelled during course of duties	19,749

G. B. Titus,
Inspector of Motor Carriers.

Inspector W. V. Joyce, Dawson Creek

(Peace River District.)

During the licence-year 1951–52 there have been a number of changes in the trucking industry in the Peace River District. Because of the high export prices on lumber, approximately twenty new mills have commenced operations in this area; all of these small mills employ one or two trucks to transport lumber to rail-head at Dawson Creek for export. The larger and established mills have increased their lumber output, and have also found it necessary to employ extra trucks to transport their lumber. It is estimated there are approximately seventy-five trucks licensed to transport lumber from the various mills in the district to rail-head at Dawson Creek, a number of which transport lumber over distances of as much as 125 miles. There are approximately twenty-five more trucks employed in the transportation of lumber than during the previous licence-year.

The majority of carriers have augmented their fleets by purchasing new equipment, and many of these companies have applied for additional licences to handle the increased tonnage; in most cases the applications were approved.

There are eight rotary drilling rigs doing exploratory drilling in the British Columbia portion of the Peace River District. These drilling companies are searching both for natural gas and mineral oil. This district now has fifteen licensed trucks specializing in the movement of heavy oil-well drilling machinery and equipment; this form of trucking is a highly specialized service and now appears to comprise a new branch of trucking in this area.

A very large volume of military freight from points in the United States passes in transit through Dawson Creek and over the Alaska Highway to points in Alaska; this freight is moved wholly by American truckers.

The Public Works Department has completed a new all-gravel road between the British Columbia-Alberta Border and Pouce Coupe. Many secondary roads throughout the Peace River District, particularly in the rural districts, have been improved and in many cases rebuilt.

In the past year only 1,500,000 bushels of grain were transported in trucks to rail-head at Dawson Creek. This was approximately 50 per cent of the volume transported in the previous years.

There has been no increase or decrease in scheduled public passenger or public freight service in this district during the past year. Several carriers have filed applications for an increase in rates. The filing of motor-carrier reports by carriers in this area has been satisfactory.

The majority of vehicles operated by taxi firms in Dawson Creek, Pouce Coupe, Fort St. John, and Fort Nelson have been replaced with new equipment. The operators of the public passenger bus service during the winter months in the Village of Dawson Creek applied to discontinue service on the grounds of insufficient revenue. This application was approved.

The usual number of minor complaints were made by the general public regarding alleged unsatisfactory service rendered by licensed carriers. All complaints were investigated and satisfactorily dealt with during the licence-year.

Number of investigations for new and additional licences	218
Number of interviews	1,928
Number of vehicles checked on highways	175
Mileage travelled by Inspector during course of duty	15,980

W. V. Joyce,
Inspector of Motor Carriers.

Inspector (Mechanical) C. A. Wood, Vancouver

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

Mechanical inspections on licensed passenger-carrying equipment during the licence-year 1951–52 proved that the general mechanical condition of such vehicles was good.

Rising costs of operating and reduction in passenger traffic have had the tendency of making certain operators consider reducing maintenance and inspection costs, as well as service. When this has been detected or where it is obvious that maintenance costs are being pared below a safe level, repeated inspections and rechecks have been made, which has had the effect of a proper programme being reinstated.

Few new buses were licensed during the year; therefore, more careful inspections had to be performed on the older equipment, which requires more servicing. Many complete reinspections were carried out while rechecking for compliance with the former inspection, to ensure that the public was being offered safe transportation facilities.

As in the past few years, the hop-pickers were carried to and from the fields on trucks; before permits were issued authorizing this movement, each truck was inspected, and the operators extended full co-operation and did not hesitate to meet our requirements.

All serious bus accidents, involving licensed conveyances, were investigated and reports filed where necessary. In one instance a construction defect was detected, which necessitated major changes to some seventy-five buses; this work has been completed.

Statistics

Total mechanical inspections	369
Defective steering	68
Defective brakes	100
Defective exhaust	31
Defective lights	115
Defective tires	14
Failure to comply completely with the regulations	122
Vehicles condemned—	
Public passenger	1
Limited passenger	1
Miles travelled by Inspector during course of duties	11,505

C. A. Wood,
Inspector of Motor Carriers.

APPENDIX C

LIST OF PUBLIC PASSENGER-VEHICLE OPERATORS AND ROUTES (SCHEDULED SERVICE) AS AT MARCH 1ST, 1952

Name and Address of Operator	Route
A.P. Stages Ltd., Hope	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	Local bus service in Port Alberni and Alberni.
	Port Alberni–Smith's Landing on Sproat Lake.
Arrow Bus Lines Ltd., Prince Rupert	Prince Rupert City bus service.
	Prince Rupert–Port Edward.
Atkins Stage Lines Ltd., Chilliwack	Harrison Hot Springs–Cultus Lake via Agassiz and Chilliwack.
	Chilliwack–Ryder Lake.
B.C. Auto Interurban Ltd., Spokane, Wash.	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, Mount Seymour Park, Grouse Mountain chair lift, and between North Vancouver and West Vancouver.
Bill's Taxi Ltd., Fulford, Saltspring Island	Fulford Harbour–Ganges.
Arnold I. Boomhower, Prince George	Prince George–Chief Lake and Reid Lake.
P. Borsuk, Vanderhoof	Prince George–Burns Lake.
	Vanderhoof–Nechako Dam-site.
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.
Burr's Taxi, Princeton	Princeton–Copper Mountain (via Allenby).
Canadian Coachways Ltd., Edmonton, Alta.	B.C.–Alberta Boundary–Dawson Creek (operates from Grande Prairie, Alta.).
Canadian National Transportation Ltd., Vancouver	Prince Rupert–Smithers (no local service between Prince Rupert and Terrace).
Ernest R. Carlson, Burns Lake	Burns Lake–Noralee (via Francois Lake and Colleymount).
Central Cariboo Stages Co. Ltd., Quesnel	Quesnel–Gardner's mill.
T. H. Chamings, Lumby	Lumby–Vernon via Long Lake.
Chilliwack Bus Lines Ltd., Chilliwack	Local bus service, Chilliwack.
Joseph Chizmar, Natal	Michel–Sparwood via Natal.
Civic Transportation Co. Ltd., Kamloops	Kamloops City bus service.
	Kamloops–North Kamloops.
William H. Coats, 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–Como Lake.
	New Westminster–intersection of Kaptey Road and Montgomery Road (Coquitlam).
Neal Evans Transportation Co. Ltd., Shalalth	Pioneer mine—Shalath.
	Pioneer mine–Vancouver (request service).
Vivian May Ferguson, White Rock	Local bus service at White Rock and to Crescent Beach.
The Greyhound Corporation, Seattle, Wash.	Vancouver, B.C.–International Boundary (operates to Seattle, Wash.).
Hodgson Bros., Williams Lake	Williams Lake–Alexis Creek.

Name and Address of Operator	Route
Hole & Clarke Transportation Co. Ltd., Coal Harbour	Coal Harbour—Port Hardy.
Interior Stages Ltd., Trail	Trail–Rossland.
	Trail–Nelson via Fruitvale and Salmo.
	Trail–Fruitvale.
	Also local bus service at Trail and to Warfield, Shaver's Bench, and Sunningdale, East Trail and Milligan Hill.
Harold R. Johnston, Kelowna	Kelowna–McCulloch.
Kimberley City Service Co. Ltd., Kimberley	Local bus service, Kimberley City and Chapman Camp Village, also to Sullivan mine.
Langley Bus Lines Ltd., Langley	Local service within Langley Municipality, and adjacent portions of Surrey and Matsqui Municipalities.
Lillooet Cartage Co. Ltd., Lillooet	Lillooet–Lytton.
H. D. McCarthy, Penticton	Naramata–Penticton.
Mary C. Magro, Cranbrook	Cranbrook–Golden via Kimberley.
Maple Ridge Bus Service Ltd., Haney	Various routes within the Municipality of Maple Ridge.
W. G. Mattenley and H. J. Bradford, Little Fort	Little Fort–Bridge Lake.
Thomas E. and Anne A. Meena, Salmon Arm	Salmon Arm–Canoe.
	Salmon Arm–Silver Creek Church.
C. V. Morris, Smithers	Smithers–Houston.
	Smithers–Moricetown.
Herman S. Nielson, Riondel	Riondel–Kootenay Bay.
George L. Niquidet, Williams Lake	Horsefly–Williams Lake.
North River Coach Lines Ltd., Kamloops	Kamloops–Birch Island.
Northern Stages Ltd., Prince George	Prince George–Giscome.
	Prince George–Summit Lake.
	Prince George–National Defence project.
	Local bus service in City of Prince George.
P. A. Noullet, d/b/a Jasper Park Tours, Jasper, Alta.	Jasper–Mount Robson (summer service).
O.K. Mission Stages Ltd., Okanagan Mission	Kelowna–Okanagan Mission.
J. W. Pavle, Kelowna	Kelowna–Rutland.
	Kelowna–East Kelowna–South Kelowna.
	Kelowna–Winfield–Okanagan Centre.
Hillary H. Place, Dog Creek	Dog Creek–Williams Lake.
Powell River Stages Ltd., Westview	Local bus service in Powell River and district.
Donald Revie, Cranbrook	Cranbrook–Fort Steele.
Andrew C. Rutherford, Revelstoke	Revelstoke–Arrowhead.
	Revelstoke–Williamson Lake.
Clifford Scott, Mission	Mission–Durieu–Mission.
Sechelt Motor Transport Ltd., Sechelt	Vancouver–Garden Bay.
	Gibsons–Roberts Creek Community Hall.
	Gibsons–Gower Point.
	Hopkins Landing–Gibsons.
Harold D. Singleton and Francis Bull, Tofino	Tofino–Ucluelet.
Jack C. Smith, Ganges	Ganges–Vesuvius Bay.
	Ganges–Fernwood Wharf.
Speed Bros., Likely	Likely–Williams Lake.
	Likely–Keithley Creek.
Squamish Stages Ltd., Squamish	Squamish–Cheekye.
	Squamish–Britannia Beach.
Star Stages, Cranbrook	Cranbrook–Kimberley.
Williams A. Taylor, Salmo	Salmo–Queen mine at Sheep Creek.
	Salmo–Emerald mine.
	Salmo–Reeves MacDonald mine.
C. E. Tedrow, Republic, Wash.	Carson–Cascade via Grand Forks, being B.C. portion of service between Republic, Wash., and Colville, Wash.
Terrace Transportation Co. Ltd., Terrace	Terrace–Lakelse Lake.
James S. Tofin, Ashcroft	Ashcroft–Lillooet via Hat Creek and Pavilion.

Name and Address of Operator	Route
Triangle Stages, Fort St. James	Fort St. James–Vanderhoof.
	Fort St. James–Germansen Landing.
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.
Vernon Bus Lines Ltd., Vernon	Local bus service in City of Vernon.
Veteran Stages Ltd., Victoria	Victoria–Thetis Lake.
	Victoria–Goldstream Hotel.
	Victoria–Happy Valley.
	Albert Head–Metchosin.
	Victoria–Langford.
	Victoria–Belmont Park.
Louis C. Vigna, d/b/a Riverview Coach Lines, Kamloops	Kamloops–Valleyview.
	Kamloops–Powers Addition.
J. A. Wade, Quesnel	Quesnel–Barkerville.
Watson & Ash Transportation Co. Ltd., Royston	Courtenay–Comox.
	Courtenay–Kye Bay.
	Courtenay–Forbidden Plateau.
	City of Courtenay.
Watson Island Stages Ltd., Prince Rupert	Prince Rupert–Terrace.
West Vancouver-Corporation of the District of Hollyburn	West Bay (West Vancouver)–Vancouver.
	Upper Levels (West Vancouver)–Vancouver.
	British Pacific Properties–Vancouver.
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, 1952

Name and Address of Operator	Route
W. R. Anderson, Slocan City	Nelson–Slocan City.
George S. Arnold, Oyama	Vernon–Oyama.
Arrow Lakes Motor Freight & Garage, Nakusp	Nakusp–Vernon via Fauquier and Lumby.
Robert N. Bailey, Penticton	Penticton–Naramata.
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.
George H. Bedard, Heffley Creek	Kamloops–Blucher Hall.
	Heffley Creek–Knouff Lake.
Herbert James Bing, Victoria	Pears Road (Metchosin)–Victoria.
W. E. and S. R. Bishop, Squamish	Squamish–Britannia.
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.
Paul Borsuk, Vanderhoof	Prince George–Burns Lake (express only).
	Vanderhoof–Nechako Dam-site.
R. M. Bourdon, Fort St. John	Fort St. John–Dawson Creek.
Boyd's Garage, Clinton	Clinton–Vancouver and New Westminster.
British Yukon Navigation Co. Ltd., Whitehorse, Y.T.	Dawson Creek to northern boundary of B.C. via Alaska Highway (operates to Whitehorse, Y.T.).

Name and Address of Operator	Route
Broadway Messenger & Low Dray Service, Vancouver	Vancouver–New Westminster and Fraser Mills.
James A. Brown, Gabriola Island	Gabriola Island–Nanaimo.
Wilfred S. D. Brown, Salmon Arm	Salmon Arm–Hayward's Corner.
Brown & Smith Ltd., Celista	Celista–Anglemont.
	Celista–Salmon Arm.
Bruce Motor Cartage Ltd., Vancouver	Vancouver–New Westminster.
Carson's Truck Lines Ltd., Vancouver	Vancouver–Prince George.
Cascade Motor Freight Lines Ltd., Penticton	Penticton–Nelson.
	Vancouver–Nelson.
T. H. Chamings, Lumby	Lumby–Vernon (express only).
D. Chapman & Co. Ltd., Kelowna	Kelowna–Penticton.
City Transfer (1945) Ltd., Powell River	Cranberry Lake–Stillwater.
Clinton Taxi & Transfer Co., Clinton	Clinton–Gang Ranch.
Lyle F. Cody, Alberni	Sproat Lake–Great Central Lake–Port Alberni.
Continental Carriers Ltd., Vancouver	Vancouver–Crowsnest (serving Alberta points).
Cordova Bay Freight (R. H. Holt), Victoria	Victoria–Cordova Bay.
E. M. Cottrell, Hope	Vancouver–Yale.
Country Freight Lines Ltd., Vancouver	Vancouver–Kelowna via Spences Bridge and Merritt, or via Hope and Princeton (serving also Oliver and Osoyoos).
Courtenay-Kelsey Bay Freight Ltd., Campbell River	Kelsey Bay–Courtenay.
R. E. Crellin, New Denver	New Denver–Sandon.
Crosstown Carriers, Vancouver	North Vancouver–Vancouver (motor-cycle).
Arthur F. Currier, Trail	Nelson–Rossland.
T. E. Davies, Rossland	Rossland–Trail.
Delta Freight Lines Ltd., Ladner	Ladner–Vancouver.
Dench of Canada Ltd., Calgary, Alta.	Cranbrook–Kimberley.
	Cranbrook–Crowsnest.
	Cranbrook–Creston via Kingsgate.
John W. Dennery, Louis Creek	Skwaom Bay–Louis Creek.
T. and C. Edmondson, Agassiz	Harrison Lake and Agassiz–Chilliwack and Sardis.
Neal Evans Transportation Co. Ltd., Shalalth	Pioneer mine–Shalalth.
Expressway Truck Lines Ltd., Vancouver	Vancouver–Kelowna via Penticton.
Albert Fagg, Black Pines	McLure–Kamloops via Westsyde and North Kamloops.
Ferguson's Transport Co., Vancouver	Vancouver–Horseshoe Bay (West Vancouver).
	Vancouver–Deep Cove (North Vancouver).
Raymond J. Flaherty, Fawn	93-Mile House–Bridge Lake Store.
William J. Fleming, Chilliwack	Chilliwack–Vancouver.
Leonard S. Forry, Lavington	Lumby–Cherryville.
Fraser Transfer Ltd., Vancouver	Vancouver–New Westminster.
Mrs. N. Garrison, Princeton	Princeton–Copper Mountain via Allenby.
Cecil C. Golding, Ewings Landing	Vernon–Fintry.
William B. Grant, Oliver	Osoyoos–Vancouver via Oliver and Penticton.
Arthur W. Green, Agassiz	Vancouver–Harrison Hot Springs and Agassiz.
A. S. Gripich, Lardeau	Lardeau–Gerrard.
Haney-Hammond Motor Freight Ltd., Port Haney	Haney–Vancouver.
L. P. and N. L. Hansen, Sechelt	Sechelt–Vancouver.
Hodgson Bros., Williams Lake	Williams Lake–Kleena Kleene.
	Kleena Kleene–Tatlayoko Lake.
	Kleena Kleene–Anahim Lake.
Hole & Clark Transportation Co. Ltd., Coal Harbour	Coal Harbour–Port Hardy.
Hope Freight Lines Ltd., Hope	Vancouver–Hope.
Houlden Transfer Ltd., North Vancouver	Vancouver–Horseshoe Bay (West Vancouver).
Claude Huston, Williams Lake	Quesnel–Williams Lake.
Roderick M. Inglis, Gibsons	Vancouver–Gibsons.
Innis Service Ltd., 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 via Kimberley.

Name and Address of Operator	Route
Island Freight Service Ltd., Victoria	Various routes on Vancouver Island as described in schedule of routes 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–Likely.
Johnson Transfer, Vanderhoof	Prince George–Vanderhoof–Smithers. Prince George–Hansard.
Kamloops-Okanagan Freight Lines Ltd., Kamloops	Kamloops–Vernon via Falkland.
Kamloops Transport Co. Ltd., Kamloops	Kamloops–Clinton (serving also Ashcroft). Kamloops–Williams Lake.
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.
Thomas Edward Kinvig, Keithley P.O.	Williams Lake–Keithley Creek.
Ladner Transfer Ltd., Ladner	Ladner–Vancouver via Ladner Ferry. Ladner–New Westminster–Vancouver.
J. A. B. Lamarche, Vernon	Vernon–Salmon Arm (express service).
Langley Freight Lines Ltd., Langley Prairie	Langley Prairie–Vancouver.
Lee's Transport Ltd., Vancouver	Vancouver–Fort St. James (serving also Nechako Dam-site).
Lillooet Cartage Co. Ltd., Lillooet	Lillooet–Yalakom.
Lindsay's Cartage & Storage Ltd., Prince Rupert	Prince Rupert–Port Edward. Prince Rupert–Terrace and Copper River.
Los Angeles-Seattle Motor Express, Inc., Vancouver	Vancouver–International Boundary (operates to Seattle and points south).
J. H. McAuliffe, Upper Hat Creek	Ashcroft–Upper Hat Creek.
W. A. McCabe, Reid Lake	Reid Lake–Prince George.
J. H. and J. McEwan, Sorrento	Notch Hill–Anglemont.
Alec MacLean, Nelson	Procter–Nelson.
Mabel Lake Resorts Ltd., Enderby	Mabel Lake–Enderby.
Merritt-Salmon Arm Freight Lines Ltd., Kamloops	Kamloops–Salmon Arm. Kamloops–Merritt.
Millar & Brown Ltd., Cranbrook	Kimberley and Cranbrook–Vancouver.
Joseph R. Miller, Nelson	Nelson–Nakusp.
Mission City Freight Lines Ltd., Mission	Vancouver–Mission.
George T. Morrison, Lumby	Vernon–Mabel Lake Village and to south end of Mabel Lake via Lumby.
Muir's Cartage Ltd., Vernon	Vernon–Revelstoke–Arrowhead.
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–Fort Nelson. Dawson Creek to northern boundary of B.C. (operates to Whitehorse, Y.T.).
North River Coach Lines Ltd., Kamloops	Kamloops–Vavenby.
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 Grande Prairie and Edmonton, Alta.)
O.K. Valley Freight Lines Ltd., Penticton	Penticton–Osoyoos. Penticton–Salmon Arm. Penticton–Princeton (extension to Allenby or Copper Mountain when required). Vancouver–Penticton. Vancouver–Salmon Arm. Vancouver–Osoyoos.
Olsen Transport Ltd., Fort St. John	Fort St. John to B.C.-Alberta Boundary at Tupper Creek (operates to Edmonton, Alta.).
Overland Freight Lines Ltd., Chilliwack	Chilliwack–Vancouver.

Name and Address of Operator	Route
Robert N. Oxtoby, New Westminster	New Westminster–Coquitlam Municipality lying south of C.P.R. main line, and to Fraser Mills.
Pacific Inland Express Ltd., Vancouver	Vancouver–International Boundary at Blaine, Wash. (B.C. portion of service to Winnipeg, Man.).
Harold H. Perkins and H. R. Weaver, Buffalo Creek	Exeter–Canim Lake.
A. G. Perry, Notch Hill	Notch Hill–Sorrento.
Hillary H. Place, Dog Creek	Dog Creek–Williams Lake.
	Dog Creek–Ashcroft (when required).
H. R. L. and A. M. Potter, Oliver	Oliver rural mail route (express).
Public Freightways Ltd., Vancouver	Vancouver–Crescent Beach and White Rock.
	Vancouver–Cloverdale.
	Vancouver–Langley Prairie.
	Vancouver–Abbotsford.
	Vancouver–Pitt Meadows.
	Vancouver–Chilliwack.
	Vancouver–Agassiz.
	Vancouver–Hope and Princeton and extension to Allenby and Copper Mountain.
Orlo Reid, Fort St. John	Fort St. John–Dawson Creek.
Richmond Transfer, Vancouver	Vancouver–Steveston.
Michael Ryan, Dawson Creek	Dawson Creek–Groundbirch.
Saanich Freight Service, Sidney	Deep Cove (Saanich)–Victoria.
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.
L. R. Stevenson, Langley Prairie	Willoughby–Vancouver.
John M. Stewart, North Pine	North Pine–Dawson Creek.
Thomas H. Stewart, Ashcroft	Ashcroft–Vancouver.
Stoltze Motor Freight, Vancouver	Vancouver–Stave Falls.
R. H. E. Taylor, Pemberton	Pemberton–Wilson's gate.
Terminal Cartage Ltd., Vancouver	Vancouver–New Westminster.
T. & H. Cariboo Transport Ltd., Vancouver	Williams Lake–Vancouver.
Triangle Transport Ltd., Vancouver	Vancouver–Lillooet via Lytton.
United Trucking & Storage Ltd., Trail	Salmo–Trail via Fruitvale.
	Nelson–Rossland.
Vancouver-Alberta Freightlines Ltd., Vancouver	Vancouver–Crowsnest (serving Alberta points).
Vancouver Island Transportation Co. Ltd., Victoria	Courtenay–Kelsey Bay.
Vancouver-Kamloops Freight Lines Ltd., Vancouver	Vancouver–Kamloops.
J. A. and R. W. Wade, Quesnel	Quesnel–Prince George.
	Quesnel–Barkerville.
	Quesnel–Williams Lake.
	Quesnel–Kamloops.
West Coast Freight Ltd., Port Alberni	Port Alberni–Nanaimo.
White Transport Co. Ltd., Vancouver	Vancouver–Kelowna via Kamloops and Salmon Arm, or via Kamloops and Falkland.
	Vancouver–Vernon via Hope, Princeton, Penticton, and Kelowna.
Mrs. Janet P. Williamson, Fort St. John	Fort St. John–North Pine.
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, AS AT MARCH 1ST, 1952.

Victoria–Patricia Bay Airport, V.I.
Campbell River–Comox Airport, V.I.
Courtenay–Comox Airport, V.I.
Nanaimo–Cassidy Airport, V.I.
Duncan and Ladysmith–Cassidy Airport, V.I.
Tofino and Ucluelet–Tofino Airport, V.I.
Port Hardy and Coal Harbour–Fort Rupert Airport, V.I.
Vancouver–Sea Island Airport.
North Kamloops, Kamloops and District–Fulton Field Airport.
Penticton–Penticton Airport.
Kelowna–Penticton Airport.
Trail and Castlegar–Brilliant Airport.
Nelson–Brilliant Airport.
Cranbrook–Cranbrook Airport.
Kimberley–Cranbrook Airport.
Bralorne–Big Gunn Lake.
Quesnel–Quesnel Airport.
Prince George–Prince George Airport.
Vanderhoof–Vanderhoof Airport.
Smithers–Smithers Airport.
Terrace–Terrace Airport.
Terrace–Lakelse Air Base.
Prince Rupert–Prince Rupert Seaplane Base.
Dawson Creek–Fort St. John Airport.
Fort St. John–Fort St. John Airport.
Fort Nelson–Fort Nelson Airport.
Old Fort Nelson–Fort Nelson Airport.
Dawson Creek–Dawson Creek Airport.

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