

It is the duty of the Controller of Ship Repairs to see that Canadian ship-repair facilities are adequate and that they are put to the most effective use from the standpoint of the war program. To this end the Controller gives priority at all times to naval repairs and repairs to merchant vessels engaged in services essential to the war program. With respect to merchant shipping, major damage repairs which will tie up a drydock for several weeks are sometimes held up until routine drydockings are carried out on several vessels, the object being to make available the greatest volume of tonnage for loading cargo.

The Ship Repairs Controller co-operates with the British Ministry of Shipping, ship owners, agents, shipyards, drydocks, etc., to expedite the movements of ships from eastern Canadian ports. Construction work on piers, dredging for drydocks, and other necessary preparatory work was completed in 1941.

**Transport.**—The office of the Transport Controller was established in November, 1939, responsible to the Minister of Transport, and created to facilitate the orderly and expeditious transit of war materials, troops, etc., and to prevent congestion in freight terminals and at the seaboard. As noted above, the Transport Controller is also an ex-officio member of the Canadian Shipping Board, (see p. 578), and acts as Transport Advisor to the various Government Departments, including Munitions and Supply, National Defence, Transport, Agriculture, etc.

The Transport Controller exercises control of goods, including civilian and defence materials, moving between points in Canada, and to the various ports for export, and also supervises the movement of civilian passengers and Military, Naval and Air Force personnel.

*Transport of Goods for Export.*—All exports of defence and war materials move under permit from the Transport Controller to the seaboard, and in conjunction with the British Ministry of War Transport, the Controller secures the necessary space on vessels controlled by the British or Allied Governments, and acts generally as the shipping representative of all Government Departments.

For special movements, including those of Army, Navy and Air Force in the western hemisphere, the Transport Controller charts and makes the necessary arrangements, and has power to grant priorities at National Harbour Board facilities in Canada.

*Domestic Movement of Goods.*—While the Controller has control over domestic goods, it has not become necessary to issue permits except for rush or important shipments.

*Rates.*—It is the duty of the Transport Controller to negotiate rates, stop-overs and other special arrangements with the various railway companies on the movement of all war supplies and defence materials.

The Transport Controller also has power and authority to regulate and co-ordinate the movement of trucks owned or operated by the railways and express companies of Canada.

**Civil Transit of Passengers.**—Local transportation facilities such as buses, street cars, etc., in certain congested urban centres have also been heavily taxed as a result of the War. To control and relieve this situation as far as possible, a Transit Controller was appointed in August, 1941, responsible to the Minister of Munitions and Supply.