

effort would be met and since then many important measures have been put into effect. The chief agencies of transportation control are the Canadian Shipping Board, and the Controllers of Ship Repairs, Transport and Transit and the Administrator of the Wartime Prices and Trade Board. The organization and functions of these agencies are described in the following subsections.

Subsection 1.—Control of Interior Transportation

Transport.—The office of the Transport Controller, who is responsible to the Minister of Transport, was established in November, 1939, and created to facilitate the orderly and expeditious transit of war materials, troops, etc., and to prevent congestion at freight terminals and at the seaboard. The Transport Controller is also a member of the Canadian Shipping Board, the United Kingdom Ministry of War Transport, the Shipping Priorities Committee, Wartime Industries Control Board, the Fairmont Co., Ltd. (the Crown company dealing in rubber for war-time industries) and of various committees dealing with the movement of essential and critical materials, 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.

The work of the Office has grown to the point where a division of duties between the Executive Office and the actual supervision of rail and ship movement has become necessary. The Executive Office, assisted by committees of railway traffic and operating officials, deals with the more general questions and has issued orders curtailing the movement of civilian passenger traffic by the abolition of cheap fares for excursions, holidays, weekends and large parties. Improvement in the handling of Armed Forces personnel travelling in Canada has also been studied and, in conjunction with the Transit Controller, efforts have been made to induce employers to arrange staff vacations so that the stress of this travel is more evenly distributed. Other activities of the Controller are the regulation of the use of tank and refrigerated cars and of the maximum loading of freight cars and the chartering of passenger and freight vessels for essential war projects.

The supervision of ship and rail movement which is done in combination with the U.K. Ministry of War Transport, has necessitated the organization of the work into 10 divisions, 5 of which deal directly with the export of: (1) Foodstuffs to the order of the U.K. Ministry of Food; (2) Army vehicles and landing craft; (3) Explosives, guns, aeroplanes and general Government cargo; (4) Ammunition and agricultural implements; (5) Canadian military stores for overseas. The other 5 divisions deal with: (1) Office of Defence Transportation Permits, Aluminum and General Average matters; (2) Transportation arrangements for projects in Labrador, Newfoundland, etc., and the chartering of vessels for such projects; (3) The Maximum Carloading Division; (4) The Carloading Inspection Bureau; (5) The Superintending Sea Transport Officer.

Civil Transit of Passengers.—Local transportation facilities such as buses, street cars, etc., in many 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.