

The Transit Controller has the power to issue and cancel permits or licences and to fix schedules of fares or rates for agencies transporting passengers for hire, including street cars, buses, taxicabs and ferries. He may also regulate the parking of vehicles. The Transit Controller is further empowered to stagger working hours in order to relieve transportation congestion. He may accordingly order any employer to arrange or alter the hours of employment of his employees, in order that such number of employees as the Controller may fix will, as far as possible, arrive or depart from their places of employment at such times as may be directed.

Local Wartime Transit Committees have been set up in nearly all the large cities in Canada for the purpose of implementing staggered hours and other adjustments to assist the public transit systems. In most centres the facilities are now loaded to capacity in rush hours and the demand is still increasing steadily. Changes in working hours must be still further expanded if the car and bus lines are to handle the loads.

The Wartime Industrial Transit Plan has been applied to war industries to make use of private passenger cars to transport those employees not adequately served by public transit. The Plan constitutes in effect a transportation facility supplementary to the public systems.

Subsection 2.—Control of Shipping

The Canadian Shipping Board.—The Canadian Shipping Board was established in December, 1939, as an autonomous war-time body reporting to the Government through the Minister of Trade and Commerce. The former Ship Licensing Board which had been set up on Sept. 5, 1939, was incorporated in it as the Ship Licensing Committee. The members appointed were senior representatives of the Departments of External Affairs, National Defence for Naval Service, National Revenue, Trade and Commerce and Transport. In addition, the Transport Controller (see p. 568) was made a member and the Manager of the Shipping Federation of Canada was appointed Director of Shipping, and later Chairman. In December, 1941, the President of Wartime Merchant Shipping, a company established by the Department of Munitions and Supply to carry out Canada's merchant shipbuilding program, was added to the membership.

To facilitate close liaison with the United Kingdom Ministry of War Transport and with the United States Government shipping agencies (i.e., the United States Maritime Commission, the War Shipping Administration and the Office of Defence Transportation), the Board appointed representatives at London, England, and at Washington, D.C. Representatives were later appointed at Vancouver, B.C., Halifax, N.S., and Saint John, N.B., to assist the Board in matters relating to local shipping. Four experienced private shipping officials were appointed, in October, 1941, and subsequently, as technical advisers to assist the Director of Shipping.

The principal functions of the Board are to advise the Government on matters relating to water transport, to see that Canada's merchant marine is used to maximum efficiency in the war effort, to maintain essential sea and inland waters commerce and to administer, not only its own regulations governing Canadian vessels, but, in co-operation with the United Kingdom Ministry of War Transport and the United States War Shipping Administration, other measures designed to encourage neutral shipping to operate in the interests of the United Nations.

The Board exercises wide powers over Canadian merchant shipping in the war emergency. It has employed the small merchant marine that Canada possessed in the early stages of the War, to the greatest advantage.