

The powers of the Board with regard to air transport were transferred to the Air Transport Board on Sept. 11, 1944, following a proclamation of the Governor in Council which put into force the Act of Parliament, 8 Geo. VI, c. 28 (1944), which amends the Aeronautics Act and creates the Air Transport Board.

Subsection 2.—Wartime Controls*

The extensive transportation systems of Canada were, in peacetime, capable of handling a much greater volume of traffic than conditions required. However, since the outbreak of war in 1939, the vastly increased movements of raw materials to the factories, and of munitions, troops, etc., to the theatres of war, have placed a heavy burden on existing transportation facilities. Early in the War, the Government took steps to ensure that the vital transportation requirements of the war 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.

Control of Interior Transportation

Transport.—A Transport Controller, responsible to the Minister of Transport, was appointed in November, 1939, 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 has *ex officio* membership on: 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 wartime industries) and of various committees dealing with the movement of essential and critical materials, and acts as Transport Adviser 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 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 refrigerator 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

* This material has been compiled in co-operation with the Department of Transport, the Canadian Shipping Board, and from reports published by the Department of Munitions and Supply. The data have been brought up to Apr. 30, 1945.