

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: (a) Office of Defence transportation permits, aluminum and general average matters; (b) Transportation arrangements for projects in Labrador, Newfoundland, etc., and the chartering of vessels for such projects; (c) The Maximum Carloading Division; (d) The Carloading Inspection Bureau; (e) The Superintending Sea Transport Officer.

Civil Transit of Passengers.—Local transportation facilities, such as buses, street cars and taxicabs, in many congested urban centres have been required to handle record traffic as a result of the War. Faced with an emergency situation, the Department of Munitions and Supply appointed a Transit Controller in August, 1941.

In peacetime any increase in public transit traffic can be handled by a corresponding increase in vehicles. But with the manufacturing facilities, raw materials, and manpower of North America concentrated on the output of war supplies, only a limited number of new passenger vehicles have been available for replacement and expansion of civilian services. However, much of the excess load is being handled by private automobile. Under a scheme, known as the Wartime Industrial Transit Plan, approximately 53,000 employee-owners are given special gasoline and tire privileges in return for transporting fellow employees to and from work. Designed not only as a partial solution of the transit problem, but also as a conservation measure, the plan has proved a success. Under it, fewer cars are being driven by employees going to work; as of Oct. 31, 1944, a total of 209,566 passengers were being carried each working day. The gasoline saving has been substantial.

Since the autumn of 1941, the Transit Control has placed all buses, street cars, taxis, drive-yourself cars and ferries under strict regulation. The Control has staggered hours, reduced street-car stops, assisted in improving the repair facilities of transit operators, sponsored the rearrangement of seating in existing vehicles, helped hard-pressed operators to obtain new equipment, endeavoured to solve parking problems, restricted non-essential bus operation and reallocated the buses thus made available.

At the end of August, 1944, in some 19 centres all across Canada the hours of approximately 424,000 office, factory and store employees, including 39,000 Government employees in Ottawa, were staggered.

In an effort to meet war needs, drastic curtailments were made in duplicative and comparatively unessential city and inter-urban bus services. The restrictions on the inter-city lines alone resulted in the diversion of one-third of the total annual mileage to direct services for war industries and the Armed Forces. By the end of September, 1944, it had been possible to establish 248 new bus services for the employees of war industries, and 94 for the Armed Services, as well as to add some 800 vehicles to runs already serving war industries and concentrations of Armed Forces.

As a result of arrangements made by the Control, a new ferry was purchased to serve North Vancouver war industries, and an additional ferry was put into service between Halifax and Dartmouth, N. S.

Wartime transit committees have been set up in nearly all the large cities in Canada to advise the Controller on local conditions.