

Truck Control.—Within recent years the development of commercial-truck transport has been of great importance, both for local and for inter-urban transportation of goods. With the War, manufacture of new trucks was cut off and the use of tires and gasoline restricted. These factors, taken together with the increased traffic produced by the War and the fact that other transportation agencies such as the railroads were also over-loaded, made it necessary to introduce controls over trucking.

To conserve trucks, gasoline and rubber, jurisdiction over truck transport was first lodged with the Administrator of Services of the Wartime Prices and Trade Board who, early in 1942, was given power to regulate and control transportation of goods by vehicle, rates to be charged, routes to be followed, loads to be carried, empty or dead running time and the kinds of goods that might be transported as well as to direct or arrange for the pooling of facilities. Immediately thereafter, orders were issued by the Wartime Prices and Trade Board restricting retail and wholesale deliveries generally and deliveries by various specialized types of operators such as laundries, ice, bread, milk and cream pick-up, construction supplies, etc. In July, 1942, it was ordered that no private commercial vehicle, with specified exceptions, could be operated more than 35 road miles from its normal home station except under permit.

In September, 1944, control over certain truck deliveries was transferred to the Transit Controller, Department of Munitions and Supply, in a move towards centralizing, under the same authority, the control over motor-vehicle transportation of both passengers and goods. Transit Control, in co-operation with Oil Control, fixes gasoline and mileage ceilings for all trucking categories, and investigates and reports to Motor Vehicle Control on applications for new trucks, trailers, buses, passenger cars and all other motor-vehicle equipment.

Control of Shipping

The Canadian Shipping Board.—The Canadian Shipping Board was established in December, 1939, as an autonomous wartime 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. In March, 1945, the headquarters of the Board were transferred from Ottawa to Montreal. This change is expected to facilitate the Board's work, since the Transport Controller, Park Steamship Company, the British Ministry of War Transport, and many steamship operators, exporters and importers have their offices in Montreal.

The Board consists of the Chairman, who is also Director of Shipping, the Transport Controller, and senior representatives of the Royal Canadian Navy and the Departments of External Affairs, National Revenue, Trade and Commerce and Transport. The day-to-day operations of the Board are conducted by its Chairman and Technical Advisers, most of whom are executives drawn from private shipping companies, serving for a nominal salary of \$1 per year.

To facilitate its close liaison with the United Kingdom Ministry of War Transport and with the United States Government shipping authorities (i.e., the United States Maritime Commission, the War Shipping Administration and the Office of Defence Transportation), the Board has representatives at London, England, and Washington, D.C. There are also representatives at Bombay, India, Vancouver, B.C., Halifax, N.S., and Saint John, N.B., to assist the Board in matters relating to local shipping.