

and of various committees dealing with the movement of essential and critical materials, and acted as Transport Adviser to the various Government Departments, including Munitions and Supply, National Defence, Transport, Agriculture, etc.

The Transport Controller exercised control of goods, including civilian and defence materials moving between points in Canada and to the various ports for export, also supervised the movement of civilian passengers and military, naval and air force personnel.

Since V-J Day, Aug. 14, 1945, relaxation of Transport Control Orders and transfer of Transport Control traffic responsibilities have been under way in an orderly manner. Canadian Government Departments or agencies, and Allied missions, etc., which have established traffic departments, are now responsible for their own railway and ocean freight traffic problems respecting shipments for overseas.

It has also been possible to revoke Transport Control orders affecting railway passenger traffic, and the railways in Canada were thereby empowered to remove restrictions, established during the war period, curtailing civilian passenger travel in order to conserve railway equipment, motive power and fuel, and to ensure maximum use of railway facilities for the prompt and continuous movement of essential traffic.

Transport Control freight orders governing maximum carloading, and fruit and vegetable regulations affecting refrigerator cars, are still in effect, because of the heavy volume of freight traffic moving and the short supply of railway equipment both in Canada and the United States.

Civil Transit of Passengers.—Local transportation facilities, such as buses, street cars and taxicabs were required to handle record traffic during the war period 1939-45. Faced with an emergency situation, the Department of Munitions and Supply appointed a Transit Controller in August, 1941. The Controller placed the transit facilities under strict regulation, and took supplementary measures such as the staggering of hours of work. Under what was known as the Wartime Industrial Transit Plan, special gasoline and tire privileges were given to those who transported fellow employees to and from work.

In July, 1944, the 50-mile limit, previously imposed on inter-urban bus operation, was removed and, with the end of the War in Europe in May, 1945, all restrictions of the Transit Controller on the schedules and routes of bus operations were cancelled. Coincident with the abolition of gasoline rationing, after the end of hostilities in the Pacific in August, 1945, all remaining Transit Control restrictions on the operation of taxicabs, buses and drive-yourself cars were revoked. The Wartime Industrial Transit Plan also went out of operation immediately thereafter, and Transit Control Regulations calling for the staggering of daily working hours were rescinded.

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. During the war years 1939-45, 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.