

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, fixed gasoline and mileage ceilings for all trucking categories, and investigated and reported to Motor Vehicle Control on applications for new trucks, trailers, buses, passenger cars and all other motor-vehicle equipment.

The 35-mile limit on the operation of trucks was removed shortly after V-J Day, August, 1945, as were the Transit Control Regulations requiring a permit for milk and cream collections, and various Wartime Prices and Trade Board orders restricting wholesale and retail deliveries, pick-ups and deliveries by laundries and dry-cleaners and the use of vehicles by theatres for advertising purposes. With the end of gasoline rationing in August, 1945, all gasoline and mileage ceilings were removed.

### **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.

The Board consists of the Chairman, the 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, the Director of Shipping and Technical Advisers, most of whom are executives drawn from private shipping companies, serving for a nominal salary of one dollar per year. Representatives of the Board are stationed at London, England, and Washington, D.C., enabling the Board to maintain a close liaison with the United Kingdom Ministry of Transport and the United States Maritime Commission and War Shipping Administration. Representatives are also posted at Halifax, N.S., and Saint John, N.B., to assist in local shipping matters at these ports.

The principal functions of the Board, since its establishment in 1939, have been the control and direction of all Canadian ocean, coastal and inland waters shipping in order to see that it is used to maximum efficiency; advising the Government on matters relating to water transport; maintaining essential sea and inland waters commerce; and administration of its own regulations governing Canadian vessels.