

Prices are governed by the Maximum Prices Regulations and the Board's rulings thereunder. Due to uncontrollable increases in the laid-down cost of some imported coals, it will be necessary in certain cases to provide a subsidy to enable the price-ceiling to be maintained.

The Dominion Fuel Board, for nearly two decades, has maintained a close study of the industry and has administered the various measures of Government assistance for the industry. In the autumn of 1941, to ensure complete and unified control, the staff and functions of the Dominion Fuel Board were taken over by the Coal Administrator until further notice. (See also p. 307).

*Crude Petroleum, Gasoline and Fuel Oil.*—As in the case of the coal industry, Canada is dependent in large measure upon imports to satisfy the tremendous war-time requirements for oil and gasoline. Owing to the shortage of tankers for the shipment of oil, these imports have necessarily been curtailed. An Oil Controller was appointed in June, 1940, to conserve existing supplies and to increase domestic production.

Various measures have been put into effect to supply a maximum amount of crude oil to Canadian refineries. All pipelines, tankers (ocean and lake), and tank-cars owned or controlled in Canada are being used with this end in view. The oil companies are co-operating to obtain maximum efficiency in the distribution of products and the elimination of 'cross hauls' wherever possible. This has been facilitated by the formation of advisory committees representative of the industry. Through an authorized increase in the price of crude oil from Turner Valley and by other means, domestic production and the search for new oil fields has been stimulated. During 1941, refinery runs were changed, where possible, to give maximum yields of heavy and light oil.

A series of measures were taken to conserve gasoline and fuel oil, among these being a form of rationing by quota deliveries to service stations. In August, 1940, an Order provided that no additional gasoline pumps or storage tanks were to be sold or installed for retail purposes. From June, 1941, any additions to existing oil-burning equipment, or installations of such new equipment were prohibited. From July, 1941, the hours of sale of motor fuel were restricted to 7.00 a.m. to 7.00 p.m. on week days with no sales on Sundays. Price-ceilings on motor fuels, fuel oils and lubricating oils were established by the Oil Controller in October, 1941.

As from Apr. 1, 1942, the sale of motor fuel in Canada was subjected to the provisions of a coupon-rationing plan. Under this rationing system, gasoline for use in civilian motor-vehicles was made obtainable only on presentation of the coupons. For the purpose of operating this plan, every motor-vehicle was listed as belonging in one of seven categories. Category "A" comprised cars driven for non-essential purposes. Inclusion in any category other than "A" was made only on the basis of proven eligibility. Coupons permit the purchase of a designated number of units of gasoline according to the category of the vehicle for which they are issued. Special provision is to be made for tourists, varying with their length of stay in Canada.