

The use of pig-iron has been closely restricted. On June 9, 1941, all orders for pig-iron were cancelled and from that time all orders have had to be forwarded to the Steel Controller for approval on a preference basis. Maximum prices for various grades of steel and iron scrap have been established for the purpose of promoting the orderly movement of scrap to consuming centres.

Apart from the operations of the Steel Controller, the civilian use of steel has been limited by the operations of the Construction Controller (see p. 415), the Machine Tools Controller, the Motor Vehicle Controller and the Controller of Supplies (see below).

*Non-Ferrous Metals.*—A description of Government control of non-ferrous metals and their products appears at pp. 279-281, Chapter XII of this edition.

*Motor-Vehicles.*—One of the largest and most important of Canada's industries of which the production has been diverted to war purposes has been the motor-car industry.

Using United States-dollar content as the basis of a curtailment formula, production of passenger cars for domestic civilian use for the last nine months of 1941 was in effect limited to 80 p.c. of the production on the same basis for the corresponding period of 1940. Subsequently, in August, on the basis of a similar formula, 1942 production was limited to 50 p.c. of the 1941 output, which was equivalent to 44 p.c. of the 1940 production.

Early in January, 1942, however, the previously announced quota for that year was superseded by a much more drastic measure, namely, the entire prohibition of production of passenger cars for civilian use as soon as existing inventories of already fabricated parts had been used. On this basis, domestic civilian production ceased entirely by the end of March or early in April. Production of passenger cars for sale in Canada in recent years has been as follows: 1940 (no direct restriction), 94,633; 1941 (approximate figure), 81,700; 1942 (approximate figure), 7,900.

From the cars to be produced in 1942 from fabricated parts already in existence, the Motor Vehicle Controller has set aside a reserve as a 'bank' or 'pool' for emergency purposes. Vehicles from this pool will subsequently be released by the Controller on a strict essentiality basis.

With regard to trucks, domestic civilian production for the last six months of 1941 was, by agreement with the manufacturers, limited to 80 p.c. of like production in the first half of that year. Production quotas for domestic civilian truck production set for 1942 restricted the output of trucks under 10,000 pounds gross rating to 50 p.c. of the 1941 production. Trucks of 10,000 pounds or over gross rating were to have the same output as in 1941.

*Gasoline and Fuel Oil.*—A description of Government control of gasoline and fuel oil in war-time appears at pp. 281-282 of the Mines and Minerals chapter of this edition.

*Chemicals.*—In general, all chemicals manufactured in Canada, as well as those that in pre-war years were imported in adequate quantities from the United States or the United Kingdom, are now in short supply. Ethylene glycol, solvents for lacquers, etc., come within the latter category. Formaldehyde, coal tar chemicals, as well as all materials used in the plastic industry are scarce. Toluol has been rationed for some time due to the demand for explosives, and no civilian manufacturer can obtain a supply for non-war purposes. Glycerine is scarce, and hostilities