

Since its inception, the Control has broadened in scope until it now takes in more than 300 items ranging from quinine, dealt with in ounces, to soda ash and sulphuric acid, dealt with in hundreds of thousands of tons. Much of the allocation and other control work has been accomplished without issuing formal orders.

Motor Vehicles.—In peace-time the automobile industry was one of the five largest Canadian industrial enterprises. To divert the facilities of the industry from civilian to war needs and to arrange for the maintenance of essential passenger cars and trucks, a Motor Vehicle Controller was appointed in the Department of Munitions and Supply on Feb. 13, 1941.

Early in 1942, the production of passenger automobiles was stopped. To take care of the needs of physicians, nurses, firefighting and police departments, and others in essential classifications, 4,500 new cars were set aside for a Government "bank". Cars from this reserve pool are released only for essential purposes on a permit from the Motor Vehicle Control. To the end of 1943, about 800 cars were released from the "bank". By January, 1942, demands from the Armed Forces had increased to a point where drastic curtailment of civilian truck production became necessary. A ban on the making of trucks and buses, except by permit, went into effect on Mar. 14, 1942. However, the expansion of business activities and increased transportation resulting from the war program made it necessary to meet the needs of essential commercial firms for transportation equipment. Trucks and equipment were diverted from non-essential to essential work, and restrictions were imposed on trucking and delivery services. This diversion met most of the needs during 1942, but it was obvious that a broader program would have to be developed.

A study was made of the specifications of vehicles being produced for military equipment, and models were selected of such basic design that they would meet civilian requirements. Manufacturers were then permitted to divert from military schedules certain models which were to be stripped of all military equipment and produced as commercial units. Prospective purchasers had to prove their essentiality to the Motor Vehicle Control before a truck could be released.

Controls Exercised by the Wartime Prices and Trade Board.*—An outline of the principles and procedure in Board controls is given in the Prices Chapter at pp. 776-783. Some details of control over a few types of manufactured goods coming under the jurisdiction of the Board are given in the following paragraphs:—

Agricultural Implements.—During 1942 the production and importation of agricultural implements were made subject to increasingly restrictive quotas for various types and kinds, but because of the critical need for new implements and parts to meet the large food production goals, quotas were gradually raised in 1943. Provisions were made for conservation of materials and for planning of production in accordance with the relative urgency of need for different implements. Rationing of farm implements was adopted Oct. 6, 1942.

Production plans for 1943 as revised in January, 1943, called for the manufacture of farm machinery at 35 p.c. of 1940 levels, and of repair parts at 165 p.c. In July, 1943, quotas for the 1943-44 production season for farm machinery and equipment were set about 130 p.c. higher than previously (77 p.c. of the average of the 1940-41 output). Large increases were permitted in certain lines such as

* Prepared in the Economics Branch, Research Division of the Wartime Prices and Trade Board.