

The 'universal carrier' is, in reality, a baby tank; it has continued in production at the rate of 900 per month, and approximately 23,000 had been delivered by the end of 1943. This efficient little armoured combat vehicle travels at a speed of over 30 miles an hour on caterpillar tracks and is easily manoeuvrable on almost any terrain.

The variety of vehicles built demanded the production of over 60 different types of bodies. When war broke out, the Canadian industry had very limited facilities and very little experience in this field. To meet the heavy demand of the automotive industry, manufacturers in this field co-ordinated their resources for the production of bodies and trailers and the resulting organization, known as the Steel Body Manufacturers' Association, achieved a degree of success which could not have been realized by any other method.

When war was declared in 1939, very little preparation had actually been planned to facilitate the production of military-type tires. As military requirements for motor-vehicles expanded so did tire production, and from the beginning of the War up to 1943, nearly 3,000,000 tires were produced by the tire industry for military-type vehicles.

*Motor-Vehicle Control.*—In peacetime the automobile industry was one of the five largest Canadian industrial enterprises with many millions of dollars invested in plants and equipment. Supplies and materials to feed this vast industry came from hundreds of subsidiaries, employing thousands of employees. A nationwide organization of dealers and distributors handled the finished products, and an army of mechanics kept these products in running order.

To divert the facilities of the industry from civilian to war needs and to assist in the mechanical maintenance of essential passenger cars and trucks, a Motor Vehicle Controller was appointed on Feb. 13, 1941.

Three major problems confronted the Control: the provision, as quickly and economically as possible, of war supplies; provision for maintaining the supply of essential civilian requirements; and the determination of the rate at which conversion from peacetime to wartime needs could be accomplished in order to conserve materials, manpower, and manufacturing facilities.

Early in 1942, the production of passenger automobiles was stopped but to take care of the needs of physicians, nurses, firefighting and police departments, and other essential classifications, 4,500 new cars were set aside as a Government 'bank'.

By January, 1942, demands from the Armed Forces had increased to a point where drastic curtailment of civilian truck production became necessary. In November, 1941, the making of trucks and buses had been placed on a quota basis, and on Mar. 14, 1942, such manufacture was banned except by permit.

Later, careful 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. Thus, all new trucks for civilian purposes were released at the expense of the Armed Forces. Prospective purchasers had to prove their essentiality to the Motor Vehicle Control before a truck could be released. During 1943 only 3,600 civilian trucks were manufactured and in the first ten months of 1944 the number was 7,500.