

tariff preferences in the Canadian or Empire markets, others were on a larger and more permanent basis but failed to withstand the exigencies of this highly competitive industry. Willys-Overland Limited had a large works at Toronto, Ont., which operated continuously from about 1922 to 1933; Durant Motors of Canada Limited operated at Leaside, Ont., from 1922 to 1930, being taken over in the next year by Dominion Motors Limited which continued until 1933; and the Studebaker Corporation Limited had a substantial assembly plant at Walkerville, Ont., from 1922 until the beginning of the War. Other concerns in the passenger-car field included: Gray-Dort Motors Limited, Chatham, Ont., 1922-25; Graham Brothers, Toronto, Ont., 1926-28; Graham-Paige Motors (Canada) Limited, Walkerville, Ont., 1931-35; Hudson Essex of Canada Limited, Tilbury, Ont., 1931-37; Hudson Motors of Canada Limited, Tilbury, Ont., 1938-39; Packard Motor Car Corporation of Canada Limited, Windsor, Ont., 1931-37; and the Hupp Motor Car Corporation Limited, Windsor, Ont., 1939.

In addition to the Ford, General Motors and Chrysler companies, there are now three concerns making or assembling trucks in Canada. The International Harvester Company of Canada Limited, Chatham, Ont., has operated continuously since 1923; the Reo Motor Company of Canada Limited has recently started to make trucks and buses at Leaside, Ont.; and the Hayes Manufacturing Company Limited, Vancouver, B.C., makes heavy-duty trucks and logging trailers. Other concerns which at one time or another have made or assembled trucks in Canada are: the National Steel Car Corporation Limited, Hamilton, Ont., 1923-29; the White Company Limited, Montreal, Que., 1931-44; Eastern Motor Trucks, Hull, Que., 1922; Maple Leaf Manufacturing Company Limited, Montreal, Que., 1922; Barton and Rumble, London, Ont., 1922-23; Beaver Truck Builders Limited, Hamilton, Ont., 1922; Gotfredson Joyce Corporation, Windsor, Ont., 1922-29; Harmer-Knowles Motor Truck Company, London, Ont., 1922; Seagrave and Loughheed Company Limited, Sarnia, Ont., 1922-23; Canadian Yellow Cab Manufacturing Company, Orillia, Ont., 1924-25; Thornycroft (Canada) Limited, Montreal, Que., 1928-30; Trucks and Parts Limited, Windsor, Ont., 1929-30; Vancouver Engineering Works Limited, Vancouver, B.C., 1929; Leyland Motors Limited, Montreal, Que., and Toronto, Ont., 1931-37; Federal Truck Company of Canada Limited, Windsor, Ont., 1931-37; Gotfredson Trucks Limited, Windsor, Ont., 1931; and the Stewart Truck Corporation of Canada Limited, Fort Erie, Ont., 1932-35.

The Pre-War Industry.—In 1939 there were only eight companies manufacturing or assembling motor-vehicles in Canada. These concerns had seven plants in Ontario, two in British Columbia and one each in Quebec, Manitoba and Saskatchewan. They employed capital amounting to \$59,000,000 and gave work to a monthly average of 14,427 persons to whom \$20,500,000 was paid for salaries and wages. Their expenditure for fuel, electricity and materials for use in manufacturing totalled \$72,500,000.

Output of automobiles in that year totalled 155,426 units valued at \$99,173,916 at factory selling prices, including 108,369 passenger cars at \$71,101,204; 47,057 trucks and commercial vehicles at \$28,072,712. Parts, accessories and other products were valued at \$8,289,435. Of the passenger cars, 75,145 units were intended for sale in Canada and 33,224 were for export; of the trucks, 24,058 were for the Canadian market and 22,999 were for export.