

The pre-war record for the industry was established in 1929 when the 17 plants made 262,625 cars and trucks valued at \$163,500,000 and parts at \$13,800,000, a total value for the industry of \$177,300,000.

The Industry During the War Years.—The production of military vehicles was one of Canada's biggest war jobs. The industry received its first military order—for gun tractors—in the autumn of 1939, and delivery of the first tractor was made in March, 1940. The initial contracts were for Canadian requirements, but before production was fully in its stride France had capitulated and the British Armies had been forced to abandon nearly all their equipment on the beaches at Dunkirk. It was then that Britain turned to Canada to replace these catastrophic losses. By 1941, Canada was the prime source of mechanized equipment for the British Commonwealth. Canadian-built trucks not only helped to bolster defences in the United Kingdom, but they played an important part in the East African campaign, in the reconquest of Abyssinia, in Italy, and later in France, Belgium and Holland.

At the high point of output, more than 100 different types of motorized military equipment poured from assembly lines of Canada's major automobile plants at the rate of 3,500 units of mechanized transport and 30 fighting vehicles per week. The list included universal carriers, scout cars, artillery tractors and trailers, troop transports, ammunition trucks, service workshops, radio trucks, fire trucks and ambulances.

To co-ordinate the work on military orders, a Motor Vehicle Controller was appointed in February, 1941, and to make possible the tremendous output of war essentials and to conserve raw materials, the manufacture of passenger cars was stopped in June, 1942, and trucks were placed on a permit basis. Output of vehicles in recent years was as follows:—

Year	Civilian		Military		Total	
	For Sale in Canada	For Export	For Sale in Canada	For Export	For Sale in Canada	For Export
	No.	No.	No.	No.	No.	No.
1938.....	109,128	56,958	Nil	Nil	109,128	56,958
1939.....	99,203	56,223	Nil	Nil	99,203	56,223
1940.....	124,384	67,197	23,418	8,014	147,802	75,211
1941.....	116,253	33,568	42,317	78,053	158,570	111,621
1942.....	16,360	10,185	89,139	115,609	102,499	125,794
1943.....	4,086	2	75,204	98,772	79,290	98,774
1944.....	8,979	134	57,034	91,891	66,013	92,025
1945.....	21,021	25,017	33,591	53,016	54,612	78,033

In addition, the automobile industry produced a tremendous volume of repair parts and accessories and also participated in other phases of the over-all war program, such as in the manufacture of gun carriages and gun parts. Employment in the industry increased from 12,997 in September, 1939, to a peak of 25,549 in December, 1942, and at the end of 1945 stood at 13,886. In value of output, the peak was reached in 1943 at \$352,000,000. In 1945 the output value was \$229,000,000.

The Industry at the Close of the War.—In 1945 there were only six plants in the automobile industry as follows: Chrysler Corporation of Canada Limited, Windsor, Ont.; Ford Motor Company of Canada Limited, Windsor, Ont.; General Motors of Canada Limited, Oshawa, Ont.; International Harvester Company of Canada Limited, Chatham, Ont.; Reo Motor Company of Canada Limited, Leaside, Ont., and Hayes Manufacturing Company Limited, Vancouver, B.C.