

The assembly plants formerly operated by the Ford Motor Company at Toronto, Ont., Winnipeg, Man., and Vancouver, B.C. were closed during the War as was also the plant of the General Motors of Canada Limited at Regina, Sask.

For most of 1945, the industry was still occupied on military orders and it was not until October that the first post-war passenger car came off the assembly line. For the entire year only 1,868 passenger cars were produced, while the output of trucks totalled 130,777 units of which 85,677 were for military use. The total value of output in 1945, including automobile parts and other products, was \$229,000,000, and the average employment was 17,915.

In early 1946 the post-war reconversion brought further important developments to the industry. The Studebaker Corporation of Canada Limited purchased the large plant at Hamilton, Ont., which had been used by the Otis Fensom Elevator Company Limited, for the manufacture of anti-aircraft guns during the War. This plant is being tooled up for the manufacture of cars on an extensive scale. The Canadian Car and Foundry Company Limited re-equipped its aircraft factory at Fort William, Ont., and is turning out transit-type buses. The White Company Limited is building an extensive truck plant at Montreal, Que., and the Reo Motor Company of Canada Limited has taken over part of the Research Enterprise Limited at Leaside, Ont., to make complete buses.

The Automobile Parts Industry.—In addition to the companies that make or assemble complete motor-vehicles, there is a large number of establishments occupied in making parts and accessories for use in these central assembly plants. In 1945, there were 108 works in this parts and accessories industry, and the value of production was \$127,000,000. Output included such items as wheels, radiators, bumpers, bodies, spark plugs, starting motors, generators, springs, etc. Including tires, batteries and such other items as are made in other industries, the total output value of automobile parts and accessories was \$245,000,000 in 1945 and \$281,000,000 in 1944.

Apparent Supply of Automobiles, 1938-45.—The apparent supply of motor-cars for the Canadian market may be determined approximately by adding the number of cars made for sale in Canada to the imports and deducting the re-exports of imported cars. On this basis the supply in recent years, excluding military vehicles, works out as follows:

<u>Year</u>	<u>Passenger</u>	<u>Commercial</u>	<u>Year</u>	<u>Passenger</u>	<u>Commercial</u>
	No.	No.		No.	No.
1938.....	99,202	24,938	1942.....	8,914	94,619
1939.....	91,523	25,744	1943.....	20	79,922
1940.....	109,874	54,792	1944.....	30	69,229
1941.....	84,589	77,663	1945.....	2,099	49,295

Retail Sales of New Motor-Vehicles.*—Statistics on retail sales were not collected for 1944 and 1945 because distribution was under strict control and releases were made only for essential uses. Data for earlier years were as follows:

<u>Year</u>	<u>Passenger Cars</u>		<u>Trucks and Buses</u>	
	No.	\$	No.	\$
1938.....	95,751	105,006,462	25,414	30,005,446
1939.....	90,054	97,131,128	24,693	28,836,393
1940.....	101,789	114,928,833	28,763	33,916,445
1941.....	83,642	108,923,942	34,431	42,944,963
1942.....	17,286	23,899,745	13,070	18,979,777
1943.....	984	1,378,200	3,814	6,179,200

* The figures shown in Table 22, p. 834 are not comparable with the above since the latter are total retail sales for the automotive group of industries which covers a much wider field than the sale of passenger and commercial cars.