

Parliament during 1949, and to Apr. 30, 1951, in 1950. At the time of the renewal of the Act in 1950, it was announced that no further extensions would be requested. On Mar. 31, 1950, the steel and timber controls and the system of building materials priorities were ended as a result of the better supply position of these materials.

There has been a steady and substantial growth of Canadian industry during the post-war period. The greater part of this growth has been brought about by already established firms. Nevertheless, in the period 1945-49 about 600 new businesses each employing over 10 persons and with an annual output in excess of \$50,000 were established in the manufacturing industries alone. Approximately one in four of these businesses were of foreign origin. In 1949, approximately 90 sizable manufacturing businesses were started. These new industries manufacture a great variety of products ranging from diesel electric engines to drilling equipment and from mixed mortar to perfume essence.

Among the industries that started encountering serious difficulties in 1948 were the shipbuilding and merchant shipping industries. To provide work for them, permission was given to sell ships acquired from War Assets Corporation out of Canadian registry on condition that the funds realized, with exceptions, should be applied to replacing the ships with more efficient modern ships built in Canadian yards. The Canadian Vessel Construction Assistance Act, passed in 1949, makes provision for special rates of depreciation for income-tax purposes on vessels constructed or altered in a major way in Canadian shipyards. Also, during 1949, the Government placed orders with Canadian shipyards for the building of a number of naval and other vessels for government departments operating floating equipment. It was announced by the Government late in 1949 that legislation would be introduced in 1950 to provide \$3,000,000 to subsidize the operation for one year of more than 40 vessels remaining under Canadian registry, and to permit the transfer of other ships from Canadian registry under conditions that would assure their being available to Canada and her allies in the event of an emergency.

Agricultural prices supports were extended on the 1948-49 crops of apples in British Columbia and Nova Scotia and of potatoes in New Brunswick and Prince Edward Island. During 1949 and continuing into 1950, the prices of butter, dry skim milk and cheddar cheese were also supported. The maximum funds required for financing the operations amounted to about \$40,000,000, but the net cost after outstanding surpluses are disposed of will probably be less than \$10,000,000. The Fisheries Prices Support Board, to relieve the plight of inland fishermen, purchased some 3,400,000 lb. of their winter catch. In 1948 the Federal Government enacted legislation extending to oats and barley the same powers that the Canadian Wheat Board exercises with respect to wheat. After concurring legislation was passed by the three Provincial Governments concerned, the Board became the sole marketing authority for western oats and barley for the crop year 1949-50.

Assistance has been granted by the Government for many years on the movement of Canadian coal from Eastern and Western Canada to markets in the Central Provinces. During 1949, provision was made by Order in Council P.C. 1094 of Mar. 15 to extend the assistance already available on the movement of coal from British Columbia to export markets other than the United States to cover coal from Alberta. On Apr. 26, Orders in Council P.C. 1653 and 1654 authorized the payment of assistance on the movement by rail of coal from certain types of mines in Nova Scotia and New Brunswick to Quebec at a special rate of 50 p.c. of the freight rate instead of the regular rate of 30 p.c. of the freight. This special provision