practice of manufacturers and blenders to improve the volatility and gravity of their gasolines (other than premium priced) when sold for winter use in Ontario, by the admixture of light naphthas or absorption gasolines. Gasolines sold in winter are, therefore, lighter in gravity—as a general rule—than are the same gasolines when sold for summer use. The contention put forward by Canadian distributors that gasolines sold to the Canadian public are, as a whole, of superior grade to those sold in the United States of America is also partly, if not largely, explained by the fact—according to evidence given—that low grade gasolines containing kerosene distillates and light naphthas can be used with a greater or lesser degree of satisfaction in certain parts of the United States of America—particularly the Southern States—while with the more rigorous climatic conditions which obtain in Ontario, such gasolines would not be practicable of use there, except possibly for limited periods in each year.

Evidence given before me served to show that many retail dealers and consumers in Ontario are of opinion that the quality of a gasoline can be definitely determined by its quick starting qualities and gravity and that these two tests are adequate to clearly indicate the character of any gasoline they may buy. Expert testimony contended that such tests, while indications, were unreliable and not dependable in that it is easily possible to produce a gasoline of poor quality which will fulfil such requirements and still be inefficient in use. It was stated that among the poorer classes of gasolines which are saleable commercially, are those manufactured by the admixture of heavy naphthas or kerosene distillates with a proportionately large amount of absorption gasolines added to them. When it contains a sufficient proportion of absorption gasolines the gravity of such a blended gasoline may be made "64-66" or high test, and the absorption gasolines contained in it will give a quick starting point. With use such gasoline is not at all certain to give satisfactory service but—particularly if raw blended—the more volatile elements are apt to be first consumed—without the return of proportionate power—leaving the heavier ends to be consumed later when carbon deposits and precipitation are likely to occur; thus, while it would fulfil the tests mentioned, such gasoline would not be a good but a poor gasoline and one which would be likely to give inadequate service.

Until with comparatively recent years the distribution of gasolines was largely effected by the use of steel drums and barrels, to be followed next by the supply through tank wagons to hardware and grocery stores which—free from competition by manufacturers and wholesale distributors—made their own prices and obtained such margins on retail sale as they were able to. Automobile owners finding that they could buy direct from manufacturers then commenced to instal tanks in their garages whereafter large quantities of gasolines were distributed by tank wagon and direct sale to such owners in 50 and 100 gallon quantities, a limited amount continuing to be sold in this manner even to-day. Thereafter the curb pump, as presently employed, came into use and the idea of service stations was developed, with the result that the marketing of gasolines in Ontario is now effected—and practically exclusively—through the following avenues of distribution:

(*a*) By sale in tank car quantities to distributors, retailers and wholesale consumers,

(*b*) By distribution, with the use of tank wagons, to service stations, curb pumps and wholesale consumers, and

(*c*) By retail sale through curb pumps and service stations to the public.

In order to be able to handle gasolines in tank car quantities a dealer must control both railway trackage and tank capacity facilities and with this the case tank car business is largely limited in extent when compared with the aggregate volume of business done in gasolines in Ontario. Sales of gasolines in