

vehicles in excess of the requirements of priority users become available to the general public without a priority certificate. With the production of trucks at full capacity, the abolition of the regulations governing the distribution of trucks should not be far distant. No passenger cars were produced during the war years, which means that the job of conversion is not as easy as in the case of trucks. Obviously it will be necessary to retain some control of distribution during the early stages of production, and a priority system was introduced on November 15 for this purpose. At the outset passenger cars may be sold only to those holding priority certificates, but as soon as the first rush of demand from the highest essentiality users has been met this control will be substantially relaxed or removed entirely.

Construction control. Since the first of the year construction control has been following a policy of steady relaxation designed to encourage home building and to assist industry to convert from war to peace-time production. Many types of projects are now being licensed which were not licensed a few months ago, and the remaining restrictions apply chiefly to certain types of commercial and institutional projects. The control's policy of relaxation will be continued.

Priorities branch. Operations of the priorities branch, which have been closely tied in with the priorities system in the United States, have already been reduced greatly. The services of this branch will, however, continue to be necessary to protect the requirements of certain types of housing projects for veterans.

Coal control. Canada is dependent on the United States for a part of her supply of bituminous coal, and at present, since shipments from the United Kingdom have virtually ceased, for almost her entire supply of anthracite. We have been aware for some time that shipments from the United States would not meet the current demand, and steps have been taken to warn the people of Canada to take all possible conservation measures because of the shortage which will exist this coming winter. Recently the United States removed its control on the distribution of anthracite. It is not yet possible to say what effect this will have on the supply to Canada, but there is no reason to believe that there will be any improvement over present shipments. Coal control restrictions will certainly have to be retained throughout the heating season of 1945-46. It is impossible at this time to make any accurate prediction as to what the situation will be in the heating season of 1946-47.

Power control. While all restrictions on the use of electric power have been removed, the power controller is still regulating the use of natural gas in southwestern Ontario. This regulation will continue during the coming winter. Maintenance of these restrictions has been made necessary by the falling off in production of the natural gas wells and the shortage of other fuels.

As I said at the outset, the controls of the Department of Munitions and Supply were an essential part of the war production programme. I think it will be obvious that the continuation of certain of these controls is also essential in terms of an orderly transition to peace-time production.

Mr. COCKERAM: The minister gave the break-down of the \$25 million, and before he finished it was decided to cut out those items. In a haphazard fashion I added the figures the minister gave, and although I have not all the figures, my total comes to \$25,962,000. With the items I did not take down, I am sure it would be a great deal more than that. Would the minister state how his figures are made up?

Mr. HOWE: I think what happened was this: I was asked what subsidies referred to coal production. I had already given one or two items under production subsidies, and there was some overlapping, in that I included the same items under coal production.

Mr. COCKERAM: All right. The next question has to do with priorities. Does the minister deal with priorities on the railroads and Trans-Canada which prevent people from getting transportation? The war is over, but apparently when government officials want to get somewhere in a hurry other people are denied the right to travel.

Mr. HOWE: Priorities have been reduced greatly. Only the most urgent business will enable one to get a priority on Trans-Canada, and there are no priorities on the railroads.

Mr. COCKERAM: A great many men have returned from this war and would like to go into the trucking business. They have placed orders with General Motors, Chrysler or Ford for trucks. They have made down payments as well as completing their application to the transit controller or the motor vehicles controller to obtain a licence to carry on business. These licences have been denied, and I think a great injustice is being done to these men who want to establish themselves in business. It is time the motor vehicles controller had some regard for these men who have served in the army and who want to reestablish themselves. I do not know of any other department of government that is so arbitrary. I