

approximately 126,000 of these reclaim tires were manufactured.

As synthetic rubber gradually became available, synthetic passenger tire production got under way on a small scale about the middle of 1943. By the end of August, 1943, the use of reclaim in tire production was discontinued and new passenger tires were made from synthetic. It is thus seen that reclaim rubber served only as a stopgap in a period when the shortage was the most acute.

In short, reclaim rubber played an important part in the solution of problems caused by scarcity of crude rubber in the early stages of the war when the outcome of the synthetic rubber program was indefinite. After the Polymer plant went into successful operation on September 29, 1943, the use of reclaim in the production of rubber articles decreased, in view of progress made in production of synthetic rubber, a highly superior product.

TIRES AND TIRE RATIONING

Three-quarters of Canada's rubber goes into the production of tires and tubes, whether in time of peace or in war.

When Japan entered the war, existing stocks of rubber were frozen and rationed tightly until supplies of synthetic rubber became available for replacement.

One of the first restrictions was a ban on the manufacture of new passenger tires and tubes. Dwindling stocks of used tires and tubes made it necessary to modify the ban after being in effect for a year, if essential cars were to be kept on the road. This was done, but reclaim instead of crude rubber went into the passenger tires made. These tires had to be driven slowly and carefully, but served the purpose of easing the situation brought about by shortage of crude rubber until supplies of synthetic became available for essential civilian tires.

The first tire restriction order, passed on January 5, 1942, replaced the freezing order. It permitted the purchase of new tires and tubes by essential users, upon completion of an essentiality certificate. It soon became apparent that this procedure could be improved and on May 15, 1942 it was replaced by the establishment of tire rationing which has remained in force ever since.

Under the new order a tire rationing representative, whose function was to investigate applications for new and retreaded tires, retreading services and new and used tubes, was appointed for each of the Wartime Prices and Trade Board local and regional offices throughout Canada.

Each such application has to be accompanied by a certificate from an authorized dealer stating that the turned-in tire was so worn that it could not perform its required service. Tire ration permits are issued only to those whose vehicles were included in the list of eligibles.

The following basic points are observed in defining "essential vehicles" for the purpose of determining eligibility under rationing restrictions: