

supplies of synthetic rubber became available and until its use as a substitute for crude rubber could be developed.

Early in 1940 the government organized an extensive campaign to collect scrap needed for reserves and to feed the two reclaim plants in Canada--one in Montreal and a smaller one in Toronto--and the United States reclaim plants which were then supplying 75% of Canadian requirements.

The campaign was initiated by a separate Scrap Rubber Division of the Department of Munitions and Supply, but this division was merged with the Fairmont Company on July 1, 1942. Assisted in its drive by organized salvage groups in all parts of Canada, Fairmont had received 45,167 tons of scrap rubber by February, 1944, bought at fixed prices, anywhere in Canada.

In 1941 a total of 22,179,755 pounds of reclaim rubber was used in Canada. In the following year this rose to 32,694,000 pounds and to 31,346,000 pounds in 1943.

Canadian scrap rubber was sold to the United States until heavy collections in that country made further shipments no longer necessary. Two yards were opened to store scrap which Canadian reclaimers were unable to accommodate. Arrangements were made with H. Muehlstein and Company Limited to operate the yard in Montreal; and with Federated Rubber Graders Limited to operate the Toronto yard, both on a strictly non-profit basis to the operators.

Measures of control over scrap and reclaim have closely paralleled those over crude rubber. On March 23, 1942, use of reclaim was limited to the same essential articles as those for which natural rubber could be used. In many articles its use was made mandatory and in others manufacturers were compelled to use a specified proportion of reclaim.

When synthetic rubber became available the restrictions on use of reclaim were gradually relaxed and by August, 1944 all "procurement and use" restrictions had been removed.

Fairmont ceased to purchase scrap rubber on February 15, 1944, when increasing amounts of synthetic rubber were being successfully substituted in a wide range of products. In May 1944, Fairmont's sales orders on hand covered 10,500 tons for shipment up to the end of September, approximately 1,000 tons of which had already been delivered. During the period of its dealing in scrap rubber, Fairmont turned about 35,000 tons of scrap over to processors and had only 10,000 tons on hand in May, 1944.

From 650 to 700 tons of scrap rubber are needed to make 500 tons of reclaim rubber. Reclaim rubber, made by grinding scrap, treating the mass to dispose of foreign materials and adding fillers to make the resulting product easily handled, is processed in Canada at the rate of about 7,000 tons a year. A similar amount is imported annually from the United States.

Little reclaim has gone into tires within the last two years, the bulk being directed into production of less essential rubber articles. This rubber is not a 100% substitute for crude rubber, and its pre-war use was largely confined to lower-priced tires and manufactured articles.

Now passenger tires were not made in 1942. Beginning in January, 1943, such tires were made from reclaim rubber, but only for essential civilian vehicles under strict rationing restrictions. Altogether,