

- belting or hose, for fire departments, transportation companies and public services.
5. Component parts, not otherwise specifically mentioned, made wholly or partly of rubber for incorporation in articles of various kinds, if the use of rubber is necessary in their manufacture.
 6. Rubber compounds for use in making essential insulated wire and cable.
 7. Suction and gasoline hose.
 8. Essential plumbers' supplies.
 9. Tires and tubes, including bicycle tires, as directed by the controller.
 10. Tire and repair materials, other than tire repair kits.
 11. Camelback for retreading.
 12. Automotive parts, if the controller has first stated in writing that the use of rubber is necessary.
 13. Rubber cement for the shoe trade, on a restricted basis, or for such other purpose as may be determined by the controller.
 14. Staple black lines of waterproof footwear.

USE AVAILABLE SUPPLIES

The proportionate use of rubber supplies, both natural and synthetic, during 1943, was as follows:

<u>Item</u>	<u>Percentage</u>
Airplane tires	1.0
Bicycle tires	.1
Other tires	81.9
Repair material, including camelback	1.1
Automotive parts	.3
Bogey wheels	4.7
Airplane parts	.5
Belting	.9
Hose	.0
Gas masks	.5
Mechanical goods	1.4
Wire and cable	1.9
Waterproof footwear	3.7
Medical supplies	.4
Protective clothing	.2
Cements	.4
Miscellaneous	.1
	100.00%

The foregoing table covers war and civilian consumption lumped together. With all of Canada on a wartime footing, with virtually all non-essential uses of rubber prohibited, it is not possible to distinguish between military and essential civilian consumption.

SCRAP AND RECLAIM RUBBER.

One of the principal reasons for initiating the scrap rubber campaign was to ensure a continuous supply of reclaimed rubber until adequate