

essential users to purchase new tires and tubes on completion of an essentiality certificate. The weakness of this procedure soon became apparent, and it was superseded on May 15, 1942, by a rationing order.

Under the new order, a tire rationing representative was appointed for each of the Wartime Prices and Trade Board prices and supply offices throughout Canada. The function of the representative was to investigate all applications for new and retreaded tires, retreading services, and new or used tubes. Each such application had to be supported by a certificate from an authorized dealer to the effect that the turn-in tire was so worn that it could not perform its required service. Tire ration permits were issued only to those whose vehicles were included in a specified list of eligible vehicles.

At first, tire ration permits were required only for new tires, new tubes, retreaded tires, or retreading services. Used tires could be bought by anyone on the eligible list, merely by filling in a form in which the purchaser certified that the tire was essential in his work. However, used tires soon became scarce, and in July, 1943, dealings in such tires were placed on a permit basis.

Late in 1943, with the advent of fair supplies of buna-S rubber, it became possible to provide more camelback for retreading, and rationing of retreading services came to an end. Sales of new and used tires and tubes remain under permit.

*Coupon rationing* is designed to divide the available supplies among all users on an equal per capita basis. Consumers are provided with ration coupons which entitle them to purchase a specified amount of the rationed commodity, and the flow-back of these coupons, or their equivalent in other ration documents, controls the flow of the commodity through the regular channels of distribution. Special quota arrangements are made for large-scale users such as hotels, restaurants, hospitals, bakeries and other food manufacturers. In the case of sugar, tea, coffee and butter, amounts served to individual customers in restaurants have been limited.

A short résumé of the commodities rationed by coupon with the date rationing was introduced, the amount of the ration and other special features, is given below.

*Gasoline*.—At the height of the Battle of Britain and the Battle of the Atlantic, the necessity arose for gasoline conservation.

Gasoline stations were prohibited from selling petroleum products between 7 p.m. and 7 a.m. or at any time on Sunday. As a temporary measure, quota restrictions of deliveries of gasoline to service stations were undertaken in the summer of 1941. A coupon-rationing plan was introduced effective Apr. 1, 1942, and Regional Oil Control offices established to administer it. Each vehicle owner was required to register his vehicle with the Oil Controller and to obtain a gasoline licence and ration book. Each ration book permitted the purchaser a designated number of units of gasoline, according to the category of the vehicle for which it was issued. At the outset the unit represented the right to purchase 5 gallons of gasoline. After progressive reduction, the unit value stood throughout Canada at 3 gallons on Oct. 17, 1942, and has remained at that figure ever since.

The 1942 plan classified every vehicle within one of seven categories: "A", "B", "BX", "C", "D", "E" and "Commercial". Under each category with the exception of the "Commercial", three classes, grouped by makes of cars, were provided, and to each of these classes was assigned a different number of units. This distinction between types of passenger cars was abolished in 1943.

A new plan went into effect on Apr. 1, 1943, and with only minor changes this same system remains in effect during the rationing year 1944-45. This plan provides a basic allowance for every passenger car, plus an extra allowance, tailored to meet