

Rubber Control.—Still vitally necessary for the carcasses of large Army, Air Force, and essential civilian truck tires, for surgical equipment, for certain cements, and for other purposes, natural rubber is in seriously short supply. As compared with a consumption of 60,000 tons in 1941, Canada was obliged to make 10,000 tons suffice in 1944. The normal pre-war consumption was about 35,000 tons. In 1944 the total consumption of rubber and its substitutes was on this basis: natural rubber, 18 p.c.; reclaim, 27 p.c.; synthetic rubber, 55 p.c.

The existing supplies of natural rubber, as well as the output of synthetics, were earmarked for direct and indirect war and essential civilian purposes.

As a result of measures adopted by Rubber Control, consumption of crude rubber for civilian purposes averaged in 1943 about 10 p.c. of what it was before the War.

Restrictive orders were not alone responsible for this saving of the priceless rubber supply. Much of it has been achieved by the use of substitutes and reclaim in the manufacture of hundreds of essential articles, including war supplies.

At the end of 1944, crude rubber was permitted only for a continually diminishing list of the most essential articles. On the other hand, the use of synthetic rubber is being steadily and rapidly extended for all purposes.

While the raw-material problem has been relieved to a considerable degree by the development of synthetic rubber production, problems of the rubber processing industries are still acute. In addition to possessing different physical properties, synthetic rubber takes longer to process and, with the demand for military truck tires still near its peak, manufacturing facilities at the close of 1944 were inadequate to supply the full demand for civilian tires.

Shipbuilding.—The Canadian shipbuilding program is a major phase of the war effort of the United Nations. Including, as it does, the expansion of shipyards, the repair and the building of naval and cargo ships, both large and small, its cost has approximated \$1,300,000,000.

Much of the expansion of the industry resulted from capital expenditures of the Government. In 1939 there were 14 fairly large yards with limited facilities and about 15 smaller boatworks. Since then the industry has been built up to comprise 21 major shipyards, four major outfitting yards, and approximately 65 smaller boatbuilding organizations. Existing yards have been greatly expanded and graving docks, piers, machine shops, marine railways, and a large floating drydock capable of berthing two ocean-going vessels at the same time, have been erected for ship repairs. In 1943 and until late in 1944, the industry employed more than 100,000 persons, including workers in the component and ancillary industries, and it had more than 50 berths capable of handling large ships.

To make the program possible, mines, plants, and factories in every corner of the Dominion have contributed the thousands of tons of steel shapes and plates, the engines, boilers, instruments, armament, motors, wire and cable, machinery, furnishings, and thousands of other components.

Up to Oct. 21, 1944, 1,000 vessels had been launched, including 352 freighters, tankers, victualling ships and maintenance vessels; 500 combat vessels and naval craft ranging from torpedo boats to tribal destroyers; and 148 special vessels, such as transport ferries, base ships, salvage vessels, railway barges, and large steel tugs. More than 900 of the 1,000 ships have been delivered.