and continued active in the following period. By 1939 Canadian salmon, bacon, flour and canned fruits and vegetables were being shipped to Europe in large quantities and the United States also provided an attractive market for a great variety of processed foods. During World War II producers turned out bacon, canned meats, cheese and dried milk and eggs in record quantities to meet Allied requirements but in the postwar period Canada's growing population and increased per capita consumption have reduced the amount left for export.

The non-ferrous metal smelting and refining industry, the second largest manufacturing industry in Canada, had a gross value of production of $871,000,000 in 1953. Canada is one of the world's leading producers of non-ferrous metals, standing first in the production of nickel, second in aluminum, third in zinc, fourth in lead, and fifth in copper. These figures do not include the metallic content of exported ore. Canada has been the world's leading exporter of non-ferrous metals for over a decade. The most important of this country's base-metal ore bodies were discovered before the turn of the century but their complexity prevented early exploitation. Unlike many important deposits elsewhere, which consist largely of oxides or of sulphides of a single metal, they were found to contain ores of two or more base metals intimately associated and frequently containing appreciable quantities of precious metals, such as gold, silver and platinum. Their development has been one of the most notable triumphs of Canadian skill and enterprise. During World War I and throughout the 1920's, large sums of money were spent on the discovery and improvement of smelting and refining techniques. Later, as the success of these processes was assured, plants were built that ranked among the greatest and most highly integrated of their kind in the world. Once in operation these establishments were in a position to reap the economies of large scale production. Cheap water power, numerous byproducts and locations near the ore bodies were other advantages which enabled Canadian firms to sell large tonnages of refined metal in the world's markets at competitive prices. Unfortunately they were soon to be faced with the general decline in industrial demand for metals which characterized the early 1930's. High United States tariffs also restricted sales in that country. It was not until about 1935 that industrial recovery and the first stages of rearmament in Europe led to production again approaching capacity. During World War II many ore bodies were "high graded", removing the best ore and losing the lower grade deposits. After the War production declined owing not only to a fall in demand but also because of a return to better conservational practices. Improved technology has permitted the treatment of rock which formerly would have been classified as waste. However in the past few years a renewed defence demand and a greatly expanded civilian economy have been reflected in the output of base metals which reached a postwar peak in 1953. Although production of copper was down 2 p.c., output of all other major base metals was up from the previous year. Nickel production increased by 2 p.c., lead production by 15 p.c., zinc by 8 p.c., aluminum by 10 p.c., and iron ore by 23 p.c.

The transportation equipment group includes four of Canada's largest industries: motor vehicles ranked third with sales of $836,000,000, aircraft and parts eighth with $399,000,000, railway rolling stock tenth with $338,000,000 and motor vehicle parts eleventh with $308,000,000. The establishment and rapid growth of the motor vehicle industry in Canada was particularly influenced by early tariff policies and by the strong demand for North American type vehicles in many Commonwealth countries and the existence of trade preferences granted by some of these territories to Canada. Another characteristic of the industry has been American ability to supply relatively low-cost components and sub-assemblies, patent rights, technical and managerial skill, research facilities and large amounts of investment capital. During the postwar period the Canadian motor vehicle industry has more than trebled its sales. In 1939 there was one passenger car for every 9·5 persons in the country; in 1953 there was one for every 5·9 persons. The 1953 ratio for all types of motor vehicle was one for every 4·3 persons.

The aircraft and parts industry had its growth accelerated by the defence production program which began with the outbreak of war in Korea in 1950. Features of the expansion were the development of an all-Canadian long-range fighter for defence in the North