

remainder, together with about 502,000 tons of other material (mainly waste paper), was turned into 8,000,000 tons of paper including 6,196,000 tons of newsprint and 861,000 tons of paperboard; 5,763,000 tons of the newsprint were exported.

The non-ferrous smelting and refining industry, Canada's second largest manufacturing industry, shipped products to the value of \$1,212,000,000 in 1955. 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 is the world's leading exporter of non-ferrous metals.

Many of the country's most important base-metal ore bodies were discovered before the turn of the century, but their complexity prevented early exploitation. Unlike important deposits in other countries, 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 was the result of considerable skill and enterprise. The industry operates smelters and refineries that rank among the largest and most highly integrated of their kind in the world. Cheap water power located near the ore bodies is another advantage that enabled the industry to sell in world markets at competitive prices. The industry is based largely on Canadian ores, with the major exception of the aluminum plants which import bauxite and alumina, depending on cheap electric power for their success in international trade.

Exports of products of this industry in 1955 included nickel in various forms (\$215,000,000), aluminum in primary forms (\$199,000,000), copper in primary forms (\$110,000,000), zinc slab or cake (\$47,000,000) and pig lead (\$22,000,000). These together amounted to about \$593,000,000, or 49 p.c. of the total value of the industry's shipments.

The petroleum products industry was the third largest of Canadian manufacturing industries, recording sales of \$1,049,000,000 in 1955. The industry used about 6,800,000,000 gal. of crude oil, of which 55.4 p.c. was from Canadian wells. The refineries of Quebec and the Maritimes continued to operate on imported oil because of their distance from Canada's western oil fields. However, the recent construction of pipelines has resulted in heavy consumption of Canadian crude by refineries in Ontario.

This industry has grown considerably in the past few years, keeping pace with general Canadian expansion. Special studies made of the net use of energy in Canada showed an increase from about 1,088,000,000,000 British thermal units in 1926 to about 2,171,000,000,000 in 1952. This growth was partly a result of the increase in population but the wider use of energy caused an increase in the net amount used per head of population from 115,000,000 B.t.u. in 1926 to 151,000,000 in 1952. The part played by liquid petroleum fuels in the total energy picture increased considerably over the period; in 1926, they supplied about 9 p.c. of Canada's net consumption of energy and in 1952 about 37 p.c. The advance resulted from increased use by industry, a large increase in the consumption of fuel oil for heating homes and buildings, and the conversion of the railroads to diesel locomotives.

Three of Canada's fifteen largest manufacturing industries are occupied in the production of transportation equipment; the motor vehicles industry ranked fourth in 1955 with sales of \$907,000,000, the aircraft and parts industry ninth with sales of \$354,000,000, and the motor vehicle parts industry fourteenth with sales of \$285,000,000.

The main items shipped by the motor vehicles industry were approximately 375,000 passenger cars valued at \$611,000,000, 78,000 trucks valued at \$136,000,000, and 557 buses valued at \$7,100,000. Of the vehicles shipped, 25,700 passenger cars worth \$20,000,000 (including 13,300 chassis without bodies) and 9,400 trucks worth about \$9,000,000 were shipped for export. Imports included about 48,500 passenger cars, 8,900 trucks and 500 buses, with a total value of \$114,000,000.