

Taking into account production, imports and exports, the apparent supply of new vehicles in Canada in 1955 was 398,000 passenger cars and 79,000 commercial vehicles. This new supply was offset by the withdrawal from use of about 151,000 passenger cars and 21,000 commercial vehicles. Total registrations during the year covered 2,935,000 passenger cars and 938,000 commercial vehicles so that there was one passenger car for every 5.3 persons in the country. Taking all motor vehicles together, including motorcycles and tractors, there was one vehicle for every 4.0 persons. Ontario has one of the world's heaviest concentrations of automobile ownership. In that Province, there was one car for every 4.0 persons, one motor vehicle for every 3.2 persons, or 0.98 automobile for each family. By 1956 the latter figure had increased to 1.02 per family.

The production of aircraft and parts was a major industry in Canada during the Second World War, but output declined abruptly afterwards and as recently as 1950 amounted to only \$55,000,000. By 1955, however, its total shipments had increased again to \$354,000,000, including \$73,000,000 worth of parts alone, though this total was still well below the \$427,000,000 recorded in 1944. The recent growth in the industry 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 and the production of several types of defence aircraft designed in the United States or the United Kingdom. The industry, however, is not dependent entirely on the defence program. Several types of aircraft have been developed to meet Canadian flying conditions, especially in the vast areas of the North, and these have also met with a good response from users abroad. The expansion of aircraft production has been accompanied by the establishment of facilities for producing many component items, some of them new to Canadian manufacturing, such as aircraft instruments, needle bearings, and special alloys to withstand the heat of jet engines.

The slaughtering and meat packing industry, which came fifth in 1955 with shipments valued at \$809,000,000, was the largest industry in the foods group. Also included among the fifteen leading industries were butter and cheese factories which came eighth with sales of \$427,000,000, the miscellaneous food preparations industry twelfth with sales of \$304,000,000, and bakeries thirteenth with sales of \$289,000,000. In terms of value added by manufacture, these industries, except for bakeries, would be considerably lower on the list. Their products are not so highly processed as are those of many other industries and much less is added in the manufacturing process to the value of their raw materials. Shipments by the slaughtering and meat packing industry included \$432,000,000 worth of fresh and frozen meats, \$120,000,000 worth of cured and smoked meats, and \$84,000,000 worth of sausage and cooked meats. Inedible by-products included \$8,900,000 worth of cattle hides. To produce these items, the industry slaughtered over 8,400,000 animals valued at \$467,000,000 in 1955.

Of the \$427,000,000 worth of shipments by butter and cheese factories in 1955, milk and cream sold as such brought in \$159,000,000, and ice cream \$36,000,000. About 306,000,000 lb. of butter and 81,000,000 lb. of cheese were shipped, together valued at \$202,000,000.

The miscellaneous food preparations industry ranked twelfth with sales of \$304,000,000. This industry depends largely on imported materials but sells almost entirely in the domestic market. Over one-third of the industry's activities are concerned with the roasting and packing of coffee, and the blending and packing of tea. Shipments of coffee were valued at \$73,000,000 and those of tea at \$47,000,000 in 1955.

The bread and other bakery products industry, which came thirteenth among the industries in 1955, produced goods to the value of \$289,000,000, all for the home market. Bread sales accounted for \$175,000,000 of this total; the average per capita consumption of bread was 98.1 lb., which was 7.3 lb. less than in 1953 and 2.4 lb. less than in 1954.

The lumber industry has been a mainstay of Canada's economy since the earliest days and in 1955 ranked as the sixth largest manufacturing industry of the country. In that year sawmill products shipped were valued at about \$644,000,000 and consisted mainly of lumber (\$542,000,000), shingles (\$30,000,000) and railroad ties (\$9,000,000).