

The main items shipped by the motor vehicles industry were approximately 340,000 passenger cars valued at \$639,852,000, 71,400 trucks valued at \$141,086,000, and 444 buses valued at \$8,583,000. Of the vehicles shipped, 21,600 passenger cars worth \$23,000,000 (including 5,900 chassis without bodies) and 7,000 trucks worth about \$7,000,000 were shipped for export. Imports included about 70,800 passenger cars, 8,200 trucks and 1,000 buses, with a total value of \$136,000,000. Taking into account production, imports and exports, the apparent supply of new vehicles in Canada in 1957 was 389,000 passenger cars and 74,000 commercial vehicles. This new supply was offset by the withdrawal from use of about 201,000 passenger cars and 33,000 commercial vehicles. Total registrations during the year covered 3,383,000 passenger cars and 1,041,000 commercial vehicles so that there was one passenger car for every five persons in the country. Taking all motor vehicles together, including motorcycles and tractors, there was one vehicle for every four persons. Ontario has one of the world's heaviest concentrations of automobile ownership. In that province, there was one motor vehicle for every 3.2 persons.

Fifth in value of factory shipments in 1957 was the slaughtering and meat packing industry. With shipments valued at \$907,000,000, it was the leading industry of the foods group. Butter and cheese factories ranked eighth with sales of \$470,000,000, the miscellaneous food preparations industry thirteenth with sales of \$336,000,000, and bakeries fourteenth with sales of \$331,000,000. 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 \$487,000,000 worth of fresh and frozen meats, \$137,000,000 worth of cured and smoked meats, and \$102,000,000 worth of sausage and cooked meats. Inedible by-products included \$105,000,000 worth of cattle hides. To produce these items, the industry slaughtered over 8,000,000 animals valued at \$516,000,000 in 1957.

Of the \$470,000,000 worth of shipments by butter and cheese factories in 1957, milk and cream sold as such brought in \$194,000,000, and ice cream \$39,000,000. About 286,000,000 lb. of butter and 120,000,000 lb. of cheese were shipped, together valued at \$210,000,000.

The miscellaneous food preparations industry, which ranked thirteenth with sales of \$336,000,000, 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 \$68,000,000 and those of tea at \$47,000,000 in 1957.

The bread and other bakery products industry, which came fourteenth among the industries in 1957, produced goods to the value of \$331,000,000, all for the home market. Bread sales accounted for \$198,000,000 of this total; the average per capita consumption of bread was 99.7 lb., which was 1.6 lb. more than in 1955 but still 5.7 lb. less than in 1953.

The primary iron and steel industry in Canada has expanded considerably in recent years and important technical developments have been pioneered in this country, including the continuous casting of steel shapes and a faster process for the use of oxygen in steel-making. In 1957, shipments valued at \$705,000,000 placed the industry sixth among the industries of the country. Production amounted to 5,068,000 tons of steel. Few of the steel ingots produced were sold as such, nearly all of them being further processed by the makers. About 23 p.c. of the 3,718,000 tons of pig iron produced was sold to other firms. The industry is dominated by four integrated plants, two of them at Hamilton, Ont., and one each at Sydney, N.S., and Sault Ste. Marie, Ont. There are also other steel plants across the country which feed their furnaces on purchased pig iron and scrap, and two blast furnaces which do not form part of an integrated steel plant. The industry uses a good deal of Canadian iron ore and coke from Canadian coal, but imported ore is