

mainly used. This is partly because some plants can ship ore more conveniently from United States mines than from Canadian mines, and partly because a blast furnace requires a range of different types of iron ore and must therefore rely on varied sources.

The lumber industry has been a mainstay of Canada's economy since the earliest days and in 1957 ranked as the seventh largest manufacturing industry of the country. In that year sawmill products shipped were valued at about \$556,000,000 and consisted mainly of lumber (\$466,000,000), shingles (\$14,000,000) and railroad ties (\$12,000,000). Of the lumber sawn, 60 p.c. by value was produced in British Columbia, 16 p.c. in Quebec, and 12 p.c. in Ontario. Softwoods made up 94 p.c. by quantity of the lumber sawn. Exports from Canada of planks, boards and shingles were valued at \$301,000,000 in 1957, as compared with \$414,000,000 in 1955. The decline in the export demand for Canadian sawmill products during the past few years resulted in a drop of about 14 p.c. in the physical volume of production of the sawmilling industry.

The production of aircraft and parts was a major industry in Canada during the Second World War but output declined abruptly afterwards. In 1950 production amounted to only \$55,000,000, but by 1957 total shipments had increased to \$424,443,000, including \$75,000,000 worth of parts alone, although this total remained well below the \$427,000,000 recorded in 1944. Part of the increase shown for 1957 was attributed to the inclusion for the first time of plants primarily engaged in the servicing and overhaul of aircraft, except for overhaul and servicing depots maintained by the major airlines and operated as part of their transport system. The postwar expansion of the industry began with the outbreak of hostilities in Korea in 1950 and has featured the development of an all-Canadian long-range fighter for northern defence 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 civilian aircraft developed to meet Canadian flying conditions, especially in the vast areas of the North, 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 components, such as aircraft instruments, needle bearings, and special alloys to withstand the heat of jet engines.

The railway rolling-stock industry, with shipments valued at \$387,000,000 in 1957, ranked tenth. In 1949 it ranked ninth, having declined in importance due to a drop of about 10 p.c. in volume of output. The fortunes of this industry are closely linked to those of the country's railways, since the demands made on it are dependent on the needs of the railways for new equipment and replacements.

The miscellaneous electrical apparatus and supplies industry, the main products of which are electric wire and cables, electric light bulbs and fluorescent tubes, made its first appearance among the top fifteen industries in 1954. In 1957 it was in eleventh place. This group includes only some of the electrical industries that have shown extremely rapid growth in recent years. While the miscellaneous industry shipped goods to the value of \$381,000,000 in 1957, the telecommunications equipment industry had a production valued at \$218,000,000, the heavy electrical machinery industry at \$301,000,000, the industries producing refrigerators, vacuum cleaners and appliances at \$136,000,000, and the batteries industry at \$42,000,000.

Twelfth in importance was the industrial machinery industry, with shipments valued at \$363,000,000 in 1957. Since 1952 this industry has experienced an increase of 23 p.c. in employment and 60 p.c. in the value of factory shipments, another reflection of the rapid industrialization of the past few years.

The rubber goods industry, fifteenth in the field with shipments of \$326,000,000 in 1957, depends mainly on the home market. It is heavily influenced by the automotive industry because tires and tubes together make up over half the shipments, the other major item being rubber footwear. Of the rubber used in 1957, 39.1 p.c. was imported natural rubber, 45.5 p.c. was domestically produced synthetic rubber and the remainder was reclaimed rubber.