

and these people make up 24 p.c. of all employees in manufacturing. Manufacturing establishments using products of farm origin constitute 27 p.c. of all plants and include firms engaged in the manufacture of bakery products, the preserving of fruits and vegetables, the manufacture of dairy products, flour milling, feed preparation, meat packing and tobacco manufacturing; 24 p.c. of the manufacturing plants use products of Canadian farm origin only.

The farming community is a large consumer of industrial products, the production of which provides employment for an ever-widening group of workers. The farm machinery and repair parts industry annually does \$330,000,000 worth of business at wholesale prices, employs 11,000 people in 69 factories, and pays average annual wages and salaries of \$4,800. Farmers are large users of fertilizers and agricultural limestone, supporting an industry doing more than \$105,000,000 worth of business annually, and the quantity sold is rising each year. There are 42 fertilizer plants in Canada producing mixed fertilizers and employing 1,200 workers earning an average wage of \$4,700. Farmers buy large quantities of gasoline and diesel fuels for the 1,000,000 or more motor vehicles and tractors on farms. In 1961, there were 358,000 automobiles on farms, or 1.1 per farm reporting; 68 p.c. of the farmers had cars and more than half of them had trucks. Farmers' cars represent over 8 p.c. of total Canadian automobile registrations and farm trucks are equal in number to more than one quarter of all commercial cars and trucks. Motor fuels are used, as well, in other items of farm equipment such as self-propelled combines and swathers. Electrical equipment is also important on Canadian farms, over 85 p.c. of which have electric power. Average consumption per "farm service" customer is over 4,300 kwh. a year.

**Transportation.**—The movement of farm products to domestic and export markets is an important part of the business of common and private carriers in Canada. One fifth of the gross revenue of the railways, trucks and inland water carriers in 1962 was from this source. The proportion was highest for trucks (for hire and private intercity), about 27 p.c.\* compared with approximately 19 p.c. for inland water carriers (wheat only)† and 13 p.c. for the railways. The total gross revenue of all three carriers from freight traffic in 1962 was approximately \$2,000,000,000 and the revenue from agricultural products was over \$373,000,000.

Of the total volume of traffic tonnage on the St. Lawrence Seaway in 1962, including cargoes to and from United States and Canadian ports, products of mineral origin comprised 45 p.c. followed by agricultural products with 35 p.c. Wheat alone made up 15 p.c. of the volume of all traffic.

The transportation companies are important employers of labour in this country and, as was shown, about one fifth of their business is the result of agricultural production. Railway employees in 1962 numbered 137,000 and their average weekly wages and salaries amounted to \$89.41. Truck transportation workers numbered 35,000, earning an average weekly wage of \$83.13. Employment provided by the inland water carriers represents 32,000 jobs (including services incidental to water transportation), paying an average of \$85.23 a week in wages and salaries.

**Marketing.**—The marketing of farm products in Canada is performed by a variety of agencies and private companies. The agencies include government boards, producer boards and co-operative marketing associations. Canada was among the first countries to develop bulk handling of grain. Today, this country has one of the world's most modern and efficient country and terminal elevator systems. The prairie country elevators, to which the farmer makes delivery, have an average capacity of 70,000 bu. each. At mid-1962 there were 5,226 licensed country elevators with a capacity of 367,000,000 bu. Terminal elevators, located at Fort William/Port Arthur, Vancouver and Churchill, numbered 46 with an average capacity of 3,400,000 bu. The 25 mill elevators had storage for 13,000,000 bu. and the 30 eastern elevators averaged 3,600,000 bu. storage capacity.

\*Includes some United States farm products not separable.

†Excludes shipments destined for overseas countries and carried in ships of foreign registry.