

farm must be further processed in meat-packing plants, in canning factories, in milk, cheese and butter establishments or in flour mills. The value of production of the slaughtering and meat-packing industry, which ranks second, rose from \$757,000,000 in 1950 to \$892,000,000 in 1951; butter and cheese production was valued at \$331,000,000 in 1950 and \$374,000,000 in 1951; flour milling reported a rise in gross value of production from \$247,000,000 in 1950 to \$281,000,000 in 1951; over the same period miscellaneous food preparations advanced from \$180,000,000 in 1950 to \$260,000,000 in 1951; the bread and other bakery products industry showed a gain from \$215,000,000 in 1950 to \$245,000,000 in 1951. In the post-war years, despite the virtual completion of war relief and emergency feeding programs, the food industries have continued to forge ahead. In 1951 farm income was the highest on record and agriculture's contribution to the gross national product of Canada was 30 p.c. higher than in 1950.

The third leading industry—non-ferrous smelting and refining—had a gross value of production of \$670,000,000 in 1950 which rose to \$861,000,000 in 1951. Canada has been the world's leading exporter of non-ferrous metals for over a decade and is also one of the world's leading producers of non-ferrous metals, standing first in the production of nickel, second in aluminum and zinc and fourth in copper and lead. The most important base-metal ore-bodies, at Sudbury, Ont., and Kimberley, B.C., were discovered before the turn of the century. They contain ores of two or more base metals intimately associated and frequently containing appreciable quantities of precious metals such as gold, silver and platinum. Present-day extraction methods are a triumph of modern techniques. Important new discoveries of non-ferrous metals include copper in the Gaspé Peninsula, copper-zinc ores at Chibougamau and zinc in Barraute Township in northwestern Quebec, titanium at Allard Lake on the Gulf of St. Lawrence and nickel-copper at Lynn Lake in northern Manitoba.

The manufacture of motor-vehicles was Canada's fourth largest industry in 1951 and the motor-vehicle parts industry ranked thirteenth. Gross value of production of motor-vehicles rose from \$676,000,000 in 1950 to \$743,000,000 in 1951 when the productive capacity of the industry was nearly three times the pre-war capacity. In 1951 a record number of over 415,000 vehicles of all types were produced; in the same year retail sales of passenger cars amounted to \$683,000,000 and sales of commercial vehicles to \$267,000,000, both record highs. The trend of passenger-car ownership reflects the rising standard of living and the growth of the motor-vehicle industry: in 1939 there were 9.5 persons for each passenger car in the country and in 1951 an estimated 6.7 persons per passenger car. The development of the motor-vehicle parts industry also moved upward, production rising from \$227,000,000 in 1950 to \$263,000,000 in 1951.

The fifth leading industry—petroleum products—grew from \$512,000,000 in 1950 to \$599,000,000 in 1951. In many respects petroleum has been Canada's most outstanding post-war development. Crude petroleum production almost quadrupled from 1947 to 1951 and refining capacity increased by 50 p.c.

For the Canadian lumber industry, 1951 was a year of near-record activity, the output of sawmills advancing from \$497,000,000 in 1950 to \$592,000,000. For most of the period since the end of the War, demand for sawmill products continued to exceed the available supply and, as a reflection, lumber prices more