

The following table compares the distribution of primary shapes between major steel using industries in Canada, the U.S. and the U.K. for 1949. It illustrates the dependence of the Canadian primary iron and steel industry on the railways and the construction industry. Motor vehicles and machinery are less important due to the importation of finished parts. Mining concerns also obtain a large percentage of their supplies from foreign sources.

TABLE I

Year 1949

Per Cent

Industry	Canada	U.S.A.	U.K.
Construction	28	17	13
Railway Rolling Stock & operating	20	8	8
Other Machinery and Equipment	11	12	23
Mining (including gas & oil)	8	10	8
Containers	8	9	7
Motor Vehicles	6	22	10
Electrical Machinery & Equipment	5	9	6
Shipbuilding	2	1	9
All Other	12	12	16
<b>TOTAL</b>	<b>100</b>	<b>100</b>	<b>100</b>

Over the last 50 years, the long-term rate of growth in Canadian demand for primary iron and steel has been in the order of 4 per cent per annum. Therefore, if it is assumed that this trend will continue over the next 10 years, domestic requirements in 1960 will be around 4.5 million tons of rolling-mill products or 1.3 million tons greater than they were in 1950. When new demands arising out of defence and resource-development programmes, and greater participation in the consumer-durables field, are also taken into account, these estimates of future requirements appear to be on the conservative side.

The following table outlines the relative importance of domestic production, imports and exports of primary iron and steel since 1939:(1)

Note: (1) It includes value of all primary products including iron, steel castings and steel rolling mill products.