

4. *The Western Fishing, Mining and Lumbering Region*, comprising the western portion of the province of Alberta, the whole of British Columbia and the southern portion of the Yukon Territory.

5. *The Northern Fishing and Hunting Region*, extending from the regions of permanent settlement northwards to the Arctic Circle and from the coast of Labrador to the Pacific and to the Alaskan boundary. This vast region is sparsely inhabited by indigenous nomadic tribes engaged in fishing and hunting for their own support, for exchange with the fur-trading companies and with individual whalers and traders who visit some parts of the region.

In addition, a division may be made between the industrial areas of Ontario and those of Quebec and the Maritime provinces by which the southern Ontario region is separated from the eastern areas and a division made between the English-speaking, unionized labour forces and the larger manufacturing units of the former and the largely-French, less highly organized labouring community and the generally smaller manufactures of Quebec and New Brunswick.

Great differences are apparent between the products of these various regions; even the fisheries and lumber products of the east are quite distinct from those of British Columbia. The needs of the people throughout the country are met to a great extent by the exchange between regions of the products of one for those of another.

Internal trade in Canada had its basis many years before Confederation in the exchange of the furs and lumber products of Quebec and Ontario for the fisheries and agricultural products of the Maritimes. It had been thought that the coal fields of Nova Scotia would furnish sufficient fuel for the needs of all the eastern part of the Dominion (bringing in return the products of the inland provinces), a trade which, if not entirely, has nevertheless been partly consummated. Later, the manufactures of Ontario and Quebec found markets from one end of the Dominion to the other, bringing back in exchange the farm, mineral and other products required by large urban communities and produced for exchange principally in western and northern regions. A further stimulus to the trade between east and west over the barren areas north of lake Superior may result from the recently increased production of the Alberta coal fields.

Thus, while many of the smaller communities and areas, like the primitive agriculturist, produce only for their own needs and are economically independent, the principle of comparative advantage is seen in the increased trade between the economic regions of the Dominion and so between provinces just as it has been between the nations of the world.

A monthly traffic report of the railways of Canada is published by the Transportation Branch of the Dominion Bureau of Statistics showing, for each province and for the Dominion as a whole, the total revenue freight traffic of all railways, divided into 70 classes of commodities. The data also show the quantity of each class that originated and terminated in each province. The reports are of use in computing the imports and exports of each province for each of the 70 classes of commodities. For example, if the total tonnage unloaded in Alberta during 1923, as shown in Table 27, is deducted from the loaded tonnage, the remainder of 4,724,868 tons represents the net exports from Alberta for the year 1923. The comparative figure for 1922 was 3,697,147 tons. These statistics show rail traffic only, a limitation which should be borne in mind in connection with the trade of provinces favoured with facilities for water transportation.