

Great differences exist 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 of the products of one region for those of another.

Interprovincial trade in what is now Canada had its beginning, many years before Confederation, in the exchange of the furs and lumber products of Upper and Lower Canada for the fisheries and mineral products of the Maritimes. Indeed, it was thought at the time of Confederation that the coal fields of Nova Scotia would furnish sufficient fuel for the needs of all the eastern part of the Dominion. Later, manufacturers of Ontario and Quebec found markets from one end of the Dominion to the other in exchange for the farm, mineral and other products required by large urban communities and produced principally in western and northern regions. Thus, the principle of comparative advantage is seen operating in the increased trade between the economic regions of the Dominion, a trade which is principally carried on over the railways of the country, but also largely over its waterways. A comparatively new development is the inauguration of sea transport between Eastern Canada and British Columbia via the Panama Canal. (See pp. 702-703.)

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 (not the "on company service" freight), divided into 70 classes of commodities. The data also show the quantity of each class that originated and terminated in each province, and are of use in computing the imports and exports of each province for each of the 70 classes of commodities. These statistics show rail traffic only, a limitation which should be borne in mind in connection with the trade of provinces having water transportation. Summary figures for all commodities are given in Table 1.

The total revenue freight traffic movement on the steam railways of Canada fluctuates to a certain extent with the yield of the crops and with activity in the mining and construction industries involving heavy movements of low-grade freight. The general trend from 1921 to 1928 was upward, increasing from 83,814,436 tons of freight carried in 1921 to 119,227,758 tons in 1928. In 1929, however, a decrease to 114,600,778 tons and in 1930 a further decrease to 95,833,228 tons was reported and, with the continued industrial depression, there have been still greater decreases to 73,837,245 tons in 1931 and to 60,468,093 tons in 1932.

Statements similar to that in Table 1 may be compiled for any of the 70 commodities for which statistics are collected, showing the interprovincial trade by rail in these commodities. For details see "Summary of Monthly Traffic Reports of the Railways of Canada, 1932" obtainable from the Dominion Bureau of Statistics.