

and Maritime Provinces lumber, potatoes, fruit, and fish are exported to foreign countries and the central manufacturing provinces import the greater part of their coal, there is a large trade of manufactured and raw materials between the economic regions of the Dominion. This trade is carried principally on the railways and, to a lesser extent, on the St. Lawrence river and Great Lakes and in late years an increasing amount is being carried by motor trucks.

Monthly railway traffic reports and an annual summary report are published by the Transportation and Public Utilities 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 76 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 net imports and exports of each province for each of the 76 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 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 was reported and, with the industrial depression, there were still greater decreases to 57,099,111 tons in 1933, but traffic began to improve during the last six months of 1933 and each month of 1934 showed increases over 1933 and the total for the year was 18 p.c. greater than for 1933. The same rate of improvement was not maintained during the first half of 1935 but the last six months, particularly October and December, showed substantial increases and the year ended 10 p.c. above the 1934 total. Each month in 1936 also recorded increases over 1935 and the total at the end of October was 8 p.c. above the corresponding total in 1935.

**1.—Railway Revenue Freight Traffic Movement in Canada and the Provinces, calendar years 1934 and 1935.**

Province.	Originating in Canada or Specified Province.		Received from Foreign Connections.		Totals, Freight Originating. <sup>1</sup>	
	1934.	1935.	1934.	1935.	1934.	1935.
	tons.	tons.	tons.	tons.	tons.	tons.
Prince Edward Island.....	194,629	231,013	1,364	176	195,993	231,189
Nova Scotia.....	6,330,423	6,123,028	115,222	120,271	6,445,645	6,243,299
New Brunswick.....	1,659,283	1,731,056	385,428	384,171	2,044,711	2,115,227
Quebec.....	7,362,735	7,756,547	2,889,957	2,903,861	10,252,692	10,660,408
Ontario.....	13,297,004	14,153,264	14,256,779	14,225,258	27,553,783	28,378,522
Manitoba.....	3,572,822	3,584,771	133,168	143,142	3,705,990	3,727,913
Saskatchewan.....	5,572,700	5,719,438	260,824	185,934	5,833,524	5,905,372
Alberta.....	7,384,298	7,247,605	137,881	237,223	7,522,179	7,484,828
British Columbia.....	3,895,255	3,824,218	231,727	297,839	4,126,982	4,122,057
<b>Totals.....</b>	<b>49,269,149</b>	<b>50,370,940</b>	<b>18,412,350</b>	<b>18,497,875</b>	<b>67,681,499</b>	<b>68,868,815</b>

For footnote, see end of table, p. 588.