

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 totals, however, give no indication of how the imports of manufactures are offset by the exports of grain, coal, etc., in particular provinces. Such analyses are possible only from the detailed data.

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 an increase over the corresponding month of 1933 and the total for the year was 18 p.c. greater than for 1933. The rate of increase was reduced somewhat during the first half of 1935 but there was a fairly steady increase thereafter, the total tonnage moved during 1936 being 9.5 p.c. heavier than in 1935 and during the first eleven months of 1937 being also 9.5 p.c. above that for the eleven months of 1936.

1.—Railway Revenue Freight Traffic Movement in Canada, by Provinces, calendar years 1935 and 1936.

Province.	Originating in Canada or Specified Province.		Received from Foreign Connections.		Totals, Freight Originating. ¹	
	1935.	1936.	1935.	1936.	1935.	1936.
	tons.	tons.	tons.	tons.	tons.	tons.
Prince Edward Island.....	231,013	186,392	176	396	231,189	186,788
Nova Scotia.....	6,123,028	6,643,220	120,271	137,972	6,243,299	6,781,192
New Brunswick.....	1,731,056	1,849,825	384,171	423,327	2,115,227	2,273,152
Quebec.....	7,756,547	8,530,254	2,903,861	3,157,279	10,660,408	11,687,533
Ontario.....	14,153,264	16,444,910	14,225,258	16,024,858	28,378,522	32,469,768
Manitoba.....	3,584,771	3,926,548	143,142	163,103	3,727,913	4,089,651
Saskatchewan.....	5,719,438	6,200,044	185,934	299,565	5,905,372	6,499,609
Alberta.....	7,247,605	6,969,960	237,223	216,081	7,484,828	7,186,041
British Columbia.....	3,824,218	3,881,847	297,839	454,365	4,122,057	4,336,212
Totals.....	50,370,940	54,633,000	18,497,875	20,876,946	68,868,815	75,509,946

For footnote, see end of table, p. 593.