

a large part of British Columbia lumber, minerals, fish, and fruits, Prairie Provinces agricultural products, Ontario minerals, Quebec wood-pulp, paper, and asbestos, 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 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 continued through to the end of 1937. Except for a rise in September and October, 1938 freight traffic was considerably below that of 1937.

**1.—Railway Revenue Freight Traffic Movement in Canada, by Provinces, calendar years 1936 and 1937.**

Provinces.	Originating in Canada or Specified Province.		Received from Foreign Connections.		Totals, Freight Originating. <sup>1</sup>	
	1936.	1937.	1936.	1937.	1936.	1937.
	tons.	tons.	tons.	tons.	tons.	tons.
Prince Edward Island.....	186,392	176,952	396	432	186,788	177,384
Nova Scotia.....	6,643,220	7,501,465	137,972	178,391	6,781,192	7,679,856
New Brunswick.....	1,849,825	2,540,200	423,327	532,028	2,273,152	3,172,228
Quebec.....	8,530,254	10,335,360	3,157,279	3,916,673	11,687,533	14,252,033
Ontario.....	16,444,910	19,430,154	16,024,858	16,872,489	32,469,768	36,302,643
Manitoba.....	3,926,548	4,422,607	163,103	215,662	4,089,651	4,641,269
Saskatchewan.....	6,200,044	3,308,823	290,565	256,758	6,490,609	3,565,581
Alberta.....	6,969,960	6,815,343	216,081	135,857	7,186,041	6,751,200
British Columbia.....	3,881,847	4,868,280	454,365	583,677	4,336,212	5,451,957
<b>Totals.....</b>	<b>51,633,000</b>	<b>59,300,184</b>	<b>20,576,946</b>	<b>22,604,977</b>	<b>75,609,946</b>	<b>81,905,161</b>

For footnote, see end of table, p. 568.