

was \$28,900,000, a gain of nearly 9 p.c. over the preceding year. The Atlantic deep-sea fisheries produced 5,449,300 cwt. compared with 5,201,000 cwt. in 1938, a gain of 4.8 p.c. in volume (but 2.6 p.c. in value). Conditions on the Pacific Coast were not so favourable, and the total production for the Dominion showed a slight decrease.

Measured by the export trade, the fur industry was slightly more than maintained in 1939. The outward shipment of furs was valued at \$14,600,000 during the preceding year. Present world conditions are unfavourable and export trade to Great Britain and Europe is adversely affected. Prices, particularly of luxury furs, are expected to decline.

**Transportation.**—Railway earnings have benefited from the upward swing in business activity and the heaviest crop in Western Canada since 1928. A considerable demand for transportation facilities has also developed in connection with Canada's war effort and much additional equipment was purchased during 1939. Railway freight shipments recorded a good increase over the preceding year, the total having been 2,548,964 cars compared with 2,428,526. In the first eight months of war, the revenues of the two main railway systems registered advances of nearly 25 p.c. for the C.N.R. and 16 p.c. for the C.P.R. as compared with the same months of the preceding year. Carloadings in the first thirty weeks of 1940 totalled 1,521,000 cars, a gain of over 221,000 cars or 17 p.c. over the same weeks of 1939.

Rapid strides in air transportation were made in Canada during 1939. The Trans-Canada Air Lines inaugurated main-line passenger flights from Moncton to Vancouver with feeder lines to the principal cities in each province and a daily mail service is now available. Assistance has been given to municipalities desiring to construct or improve existing airports. Nearly 2,000,000 pounds of mail and 22,000,000 pounds of freight were estimated to have been transported during the year.

**Shipping.**—Unsettled international conditions greatly disturbed the shipping world during 1939-40 and considerable confusion as to rates, insurance risks, embargoes, and controls has played havoc with normal movements. Shipping using the harbour of Montreal showed a decline of 12 p.c. in 1939 as compared with 1938, due in part to a late spring and to the increased use of nearby ports. Total inland shipping on the canal systems registered general improvement in 1939. The heavy movement of iron ore and wheat through the Sault Ste. Marie locks increased the total tonnage from 40,000,000 tons in 1938 to nearly 70,000,000. At Welland the reduction in the movement of corn and barley more than offset gains in coal, iron ore, iron and steel, and petroleum, the net result being a decline of 900,000 tons or 7 p.c. The St. Lawrence system also reflected the decline at Welland, the total dropping from 9,236,318 tons in 1938 to 8,340,165 tons. Statistics for the early months of 1940 show a further considerable advance in shipping through Canadian canals.

**Construction.**—The amount of new business obtained by the construction industry in 1939 was virtually maintained at the level of the preceding year. The total was \$187,178,500, of which \$82,600,000 was placed in Ontario. New construction and additions made up 12.2 p.c. of all construction for the year. The sum of \$23,565,400 in awards for roads was an increase of 40.8 p.c. over 1938.

Building permits were \$59,500,000 as compared with \$60,900,000 in 1938, a decline of 2.3 p.c. It is probable that building operations will not experience a notable slump such as occurred in 1915, in view of the extensive construction program contemplated for war purposes apart from private building. In the first six months of the current year, contracts awarded advanced 50 p.c. over the same months of