

this ocean terminal provide a short route to Europe for the products of the Prairie Provinces.

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. There is now a large trade of manufactured and raw materials between the economic regions of the Dominion, although large proportions of British Columbia's lumber, minerals, fish, and fruits; the Prairie Provinces' agricultural products; Ontario's minerals; Quebec's wood-pulp, paper, and asbestos; and the Maritime Provinces' lumber, potatoes, fruit, and fish are exported to foreign countries. The products thus exchanged are carried principally on the railways, and, to a lesser extent, on the St. Lawrence River and Great Lakes. In late years an increasing amount is being carried over the highways by motor-trucks.

Monthly and annual railway traffic reports, published by the Bureau of Statistics, show provincial and Dominion *revenue* freight traffic 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 class of commodity. These statistics show rail traffic only, a limitation that should be borne in mind in connection with the trade of provinces having water transportation. 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 the total for 1934 was 18 p.c. greater than for 1933. The rate of increase was reduced somewhat during the first half of 1935 but continued to the end of 1937. In 1938 the figures were back at about the 1936 level, but for 1939 another advance was shown.

1.—Railway Revenue Freight Traffic Movement by Provinces, 1938 and 1939.

Province.	Originating in Canada or Specified Province.		Received from Foreign Connections.		Totals, Freight Originating. ¹	
	1938.	1939.	1938.	1939.	1938.	1939.
	tons.	tons.	tons.	tons.	tons.	tons.
Prince Edward Island.....	115,878	146,150	212	252	116,090	146,402
Nova Scotia.....	6,189,425	6,895,499	115,446	97,229	6,304,871	6,992,728
New Brunswick.....	2,011,152	2,130,886	412,435	432,325	2,423,587	2,563,211
Quebec.....	7,823,779	8,761,871	3,346,158	4,038,587	11,169,937	12,800,458
Ontario.....	17,531,096	18,751,577	14,480,560	16,016,789	32,011,656	34,768,366
Manitoba.....	4,769,163	4,473,696	221,972	192,539	4,991,135	4,666,235
Saskatchewan.....	4,547,458	6,876,017	119,950	82,741	4,667,408	6,958,758
Alberta.....	8,267,940	8,590,823	65,735	51,023	8,333,675	8,641,846
British Columbia.....	5,328,044	6,164,073	433,952	477,744	5,761,996	6,641,817
Totals.....	56,583,935	62,790,592	19,196,420	21,389,229	75,780,355	84,179,821

¹For footnote, see end of table, p. 592.