

## PART I.—THE MOVEMENT AND MARKETING OF COMMODITIES

### Section 1.—Interprovincial Trade\*

Canada may be divided into the following five economic regions, each deriving its specific character from the predominant occupations of its people:—

1. *The Eastern Fishing, Lumbering and Mining Region*, comprising the River Valley and Gulf of the St. Lawrence, together with the Atlantic Coast; in other words, the greater part of the Maritime Provinces, the northern part of the Province of Quebec (excluding the former District of Ungava) and a portion of northern Ontario.

2. *The Eastern Agricultural and Industrial Region*, comprising the cultivated portions of the Maritime Provinces and of the Provinces of Quebec and Ontario. In the latter provinces the cultivated areas extend along the banks of the St. Lawrence and its tributaries.

3. *The Central Agricultural Region*, extending from the Red River Valley to the Rocky Mountains and from the International Boundary to about 56° N. lat.

4. *The Western Fishing, Mining and Lumbering Region*, comprising the western portion of the Province of Alberta, the whole of British Columbia and the southern portion of Yukon.

5. *The Northern Fishing, Mining and Hunting Region*, extending from the regions of permanent settlement northwards, and from the boundary of Labrador to the Pacific and to the Alaskan boundary. This vast region is sparsely inhabited by indigenous nomadic tribes engaged in fishing and hunting for their own support or for exchange with the fur-trading companies, and with individual traders who visit the region. In recent years mining activity has been developing in this region, especially along its southern fringe and in the basin of the Mackenzie River. The improvements in air navigation have greatly facilitated access to many parts of this vast region and have aided in a growing knowledge and development of its resources.

Great differences exist between the products of these various regions and 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 Dominion Bureau of Statistics, show provincial and Dominion *revenue* freight traffic in 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

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