

manufacturers of Ontario and Quebec found markets from one end of the Dominion to the other in exchange for the farm, mineral and other products required by large urban communities and produced principally in western and northern regions. Thus the principle of comparative advantage is seen operating in the increased trade between the economic regions of the Dominion, a trade which is principally carried on over the railways of the country, but also largely over its waterways. A comparatively new development is the inauguration of sea transport between Eastern Canada and British Columbia *via* the Panama Canal. (See pp. 706-707.)

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 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 increases over 1933 and the total for the year was 18 p.c. greater than for 1933. Due mainly to a light movement of grain in 1935, traffic for the first eight months was slightly less than in the same months of 1934 although it was 24 p.c. heavier than in those of 1933.

1.—Railway Revenue Freight Traffic Movement in Canada and the Provinces, calendar years 1933 and 1934.

Province.	Originating in Canada or Specified Province.		Received from Foreign Connections.		Totals, Freight Originating. ¹	
	1933.	1934.	1933.	1934.	1933.	1934.
	tons.	tons.	tons.	tons.	tons.	tons.
Prince Edward Island.....	159,739	194,629	1,174	1,364	160,913	195,993
Nova Scotia.....	4,643,910	6,330,423	100,371	115,222	4,744,281	6,445,645
New Brunswick.....	1,289,648	1,659,283	357,951	385,428	1,647,599	2,044,711
Quebec.....	5,908,230	7,362,735	2,438,334	2,889,957	8,346,564	10,252,692
Ontario.....	10,028,089	13,297,004	12,434,555	14,256,779	22,462,644	27,553,783
Manitoba.....	3,037,628	3,572,822	116,731	133,168	3,154,359	3,705,990
Saskatchewan.....	5,642,056	5,572,700	269,369	260,824	5,911,425	5,833,524
Alberta.....	7,175,141	7,384,298	93,638	137,881	7,268,779	7,522,179
British Columbia.....	3,229,828	3,895,255	172,719	231,727	3,402,547	4,126,982
Totals.....	41,114,269	49,269,149	15,984,842	18,412,350	57,099,111	67,681,499