

CANADA'S LEADING IMPORTS  
(in millions of dollars)

	<u>1920</u>	<u>1930</u>	<u>1940</u>	<u>1943</u>
Machinery, farm implements, engines and boilers.....	64.	83.	115.	173.
Petroleum, refined and crude..	31.	64.	62.	86.
Rolling mill products.....	40.	47.	56.	66.
Coal.....	60.	57.	50.	101.
Automobile parts.....	13.	23.	48.	67.
Cotton and cotton goods.....	83.	36.	44.	86.
Rubber products.....	18.	13.	35.	23.

In pre-war years Canada was surpassed as a trading nation only by Great Britain, the United States and France. In 1937 Canada exported more goods per person than any other country in the world. Producing for war, Canada became the world's second exporting nation. Listed below are the comparative values of commodity exports and imports per person in some other countries in 1937, a representative pre-war year.

	<u>Exports</u>	<u>Imports</u>
	(in U.S. dollars)	
Canada.....	91	73
United Kingdom.....	52	97
United States.....	25	23
Industrial European countries...	33	40
Other European countries.....	13	14
Japan, Korea, Formosa.....	9	11
China.....	2	2
India.....	3	2
U.S.S.R.....	2	2

'Logistics' are a factor

To be a trader a country must be able not only to produce the goods but also to move them from place to place. Canada is nearly four thousand miles across and much foreign commerce involves the problem of transporting goods produced inland to tidewater and vice versa. Out of this need a colossal network of railways has grown, totalling about 42,000 miles of track. In addition, canals in the St. Lawrence River system make it possible to ship goods from almost two thousand miles inland down to the sea. For shipping on these inland waters Canada has a shallow draft fleet of 650,000 tons; for deep sea carrying, a war-swollen merchant fleet of over a million gross tons - fourth among the merchant fleets of the world.

The movement of goods in Canada, however, is conditioned to a certain extent by the climate. Of the six major Canadian ports, three are icebound, for five months of the year. Ice conditions also restrict the utilization of the shortest route to Europe through Churchill on the Hudson Bay.

How it grew

Canada's trade has been moulded by the character of its natural resources. These in turn are conditioned by climate and physiography. For instance, the great masses of Precambrian rock comprising large parts of Canada, are covered with a layer of soil too shallow to support agriculture but favourable to the growth of forests and fur bearing animals. Hence, trading in furs was bound to develop (in the 16th century), and later the timber trade - dealing in the long square timbers of pine needed for building wooden sailing vessels. The fishing trade grew early out of the presence on both coasts of a wide continental shelf with waters shallow enough to provide ample feeding grounds for large numbers of fish and cold enough to assure