

9.—Apparent Consumption of Beer, Years Ended Mar. 31, 1937-46

NOTE.—Figures for the years 1924-36 are given at p. 533 of the 1941 Year Book.

Year	Production	Add Quantities Entered for Consumption from Warehouses	Add Imports	Deduct Quantities Placed in Warehouses	Deduct Domestic Exports	Deduct Re-Exports of Imported Goods	Apparent Consumption
	gal.	gal.	gal.	gal.	gal.	gal.	
1937.....	60,308,148	912,436	97,725	914,614	112,902	Nil	60,290,793
1938.....	67,361,250	765,187	104,778	809,089	156,053	"	67,266,073
1939.....	63,331,620	675,909	97,374	678,425	123,726	"	63,302,752
1940.....	66,496,129	646,399	92,873	753,067	192,612	32	66,289,690
1941.....	79,006,028	533,470	98,403	751,781	256,970	2	78,629,148
1942.....	101,081,682	755,456	86,122	6,777,839	5,639,946	Nil	89,505,475
1943.....	108,980,613	1,197,658	85,211	6,813,251	5,839,905	"	97,610,326
1944.....	104,062,427	726,817	61,634	7,536,054	6,604,977	"	90,709,847
1945.....	122,530,269	6,177,745	76,225	12,591,822	5,968,602	"	110,223,815
1946.....	138,941,170	2,596,574	26,550	6,910,528	4,567,667	"	130,086,099

10.—Apparent Consumption of Wines, Years Ended Mar. 31, 1937-46

NOTE.—Figures for the years 1924-36 are given at p. 533 of the 1941 Year Book.

Year	Native		Imported		Apparent Consumption, Native and Imported
	Apparent Consumption	Imports	Less Re-exports	Apparent Consumption	
	gal.	gal.	gal.	gal.	
1937.....	2,693,456	472,887	173	472,714	3,166,170
1938.....	3,120,381	507,669	107	507,562	3,627,943
1939.....	3,010,981	450,953	67	450,886	3,461,867
1940.....	3,544,910	468,098	91	468,007	4,012,917
1941.....	4,310,295	502,354	35	502,319	4,812,614
1942.....	3,733,449	434,888	1,094	433,794	4,167,243
1943.....	4,192,903	434,699	35	434,664	4,627,567
1944.....	3,314,260	290,691	11,005	279,686	3,593,946
1945.....	3,409,303	303,153	Nil	303,153	3,712,456
1946.....	3,979,857	595,732	12	595,720	4,575,577

PART II.—THE MOVEMENT AND MARKETING OF COMMODITIES

Section 1.—Interprovincial Freight Movements*

Statistics on interprovincial trade are difficult to collect because there are no barriers to this trade. The only comprehensive statistics available are the loadings and unloadings of freight carried by the railways. The railway traffic is segregated into 76 classes of freight and the differences between loadings and unloadings are the imports and exports *by rail* for the respective provinces. But freight might be imported by rail and exported by water, such as western grain moved to the Ontario ports of Fort William and Port Arthur. Consequently, the statistics of Table 1 must not be taken as a measure of total interprovincial trade: they indicate only the interprovincial movement of railway freight which is one aspect of that trade.

* Revised by G. S. Wrong, Director, Transportation and Public Utilities Division, Dominion Bureau of Statistics.