

**40.—Supply, Distribution and Civilian Consumption of Meats and Lard, 1945-48,  
with Averages, 1935-39—concluded**

Meats and Lard		Average 1935-39	1945	1946	1947	1948 <sup>1</sup>
<b>Offal—</b>						
Estimated production.....	'000 lb.	64, 611	107, 096	99, 503	91, 768	90, 083
Imports.....	"	..	—	—	2, 623	30
Totals, Supply.....	"	64, 611	107, 096	99, 503	94, 391	90, 113
Exports.....	"	..	10, 839	5, 264	4, 060	6, 860
Used for canning.....	"	583	25, 550	27, 191	9, 033	5, 513
Used by non-civilians.....	"	—	2, 000	242	—	—
TOTALS, CIVILIAN CONSUMPTION.....	"	64, 028	68, 707	66, 806	81, 298	77, 740
Civilian consumption per capita.....	lb.	5·8	6·0	5·5	6·5	6·0
<b>Lard—</b>						
Estimated production <sup>2</sup> .....	'000 lb.	63, 237	94, 328	79, 023	81, 123	88, 380
On hand, Jan. 1.....	"	2, 685	4, 961	972	1, 459	3, 267
Imports.....	"	56	—	5, 000 <sup>3</sup>	13, 700 <sup>3</sup>	35
Totals, Supply.....	"	65, 978	99, 289	84, 995	96, 282	91, 682
Exports.....	"	19, 485	3, 110	442	779	569
Used for canning.....	"	75	8, 990	2, 694	1, 223	247
On hand, Dec. 31.....	"	2, 963	972	1, 459	3, 267	3, 331
Used by non-civilians.....	"	—	1, 000	500	—	—
TOTALS, CIVILIAN CONSUMPTION.....	"	43, 455	85, 217	79, 900	91, 013	87, 535
Civilian consumption per capita.....	lb.	3·9	7·5	6·6	7·2	6·8

<sup>1</sup> 1948 figures subject to revision.      <sup>2</sup> Edible meat excluding offal.      <sup>3</sup> Basis cold dressed carcass weight.  
<sup>4</sup> Includes edible offal of beef and veal.      <sup>5</sup> Quantity small; included with beef weight.  
<sup>6</sup> Edible meat excluding fats and offal.      <sup>7</sup> The positive changes represent deductions from the available supply during a given year and therefore are subtracted; similarly, negative changes represent an increase in disappearance. Where no changes are indicated it is assumed that stocks at the beginning and end of period were the same.      <sup>8</sup> Estimated.      <sup>9</sup> Includes rendered pork fat.

## Section 7.—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. Freight can, however, be imported by rail and exported by water, as is the case with western grain moved to the Ontario ports of Fort William and Port Arthur. Consequently, the statistics of Table 41 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 in the Transportation Division, Dominion Bureau of Statistics.