

in Quebec and Alberta are numerous and Ontario's 42 rural medical services co-operatives are providing prepaid hospital services for thousands of farmers and their families. Membership in 156 service-type co-operatives in 1949 numbered 58,714 and total revenue from services rendered was \$2,500,000.

**Fishermen's Co-operatives.**—In 1949, over 100 fishermen's co-operative associations reported a total membership of 16,300 and total business of \$16,729,765. The increase over 1947-48 is accounted for by the inclusion of seven associations in Newfoundland and ten others reporting for the first time.

The greatest number of fishermen's co-operatives is found in the Atlantic Provinces and Quebec but by far the largest volume was reported by seven co-operatives in British Columbia. The \$9,000,000 of business reported by these co-operatives was 54.5 p.c. of the total for all provinces.

**Insurance.**—There were 410 organizations classified as farmers' mutual fire insurance companies active in Canada in 1948. The net admitted assets amounted to \$24,453,274 and assets in the form of unassessed premium noté residue totalled \$33,883,924. The net amount of insurance at risk was over \$2,000,000,000 and losses paid in 1948 amounted to \$5,552,594.

A co-operative life insurance company with headquarters at Regina, Sask., now operates in six provinces. It reported coverage on the lives of 38,000 Canadians in 1949 and the amount of insurance in force was \$25,800,000—an increase of \$8,000,000 over the amount in force in 1948.

### Section 6.—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. 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 34 must not be taken as a measure of total interprovincial trade: these figures indicate interprovincial movement of railway freight which is one aspect only of that trade.

\* Revised in the Transportation Section, Public Finance and Transportation Division, Dominion Bureau of Statistics.

#### 34.—Railway Revenue Freight Movement, by Provinces, 1948 and 1949

Province	Loaded		Received from Foreign Connections		Totals Originated <sup>1</sup>	
	1948	1949	1948	1949	1948	1949
	tons	tons	tons	tons	tons	tons
Prince Edward Island.....	326,103	325,425	—	—	326,103	325,425
Nova Scotia.....	10,445,111	9,772,383	136,904	152,062	10,582,015	9,924,445
New Brunswick.....	4,554,814	3,608,216	890,155	686,630	5,444,969	4,294,846
Quebec.....	20,178,284	17,585,453	9,341,393	7,190,859	29,519,677	24,776,312
Ontario.....	39,356,353	37,271,401	29,154,810	24,010,262	68,511,163	61,281,663
Manitoba.....	6,994,456	6,979,045	441,788	436,071	7,436,244	7,415,116
Saskatchewan.....	9,279,715	10,080,500	671,320	223,328	9,951,035	10,303,828
Alberta.....	12,313,280	13,027,215	322,496	123,364	12,635,776	13,150,579
British Columbia.....	9,387,878	9,295,214	937,549	1,099,555	10,325,427	10,394,769
<b>Totals.....</b>	<b>112,835,994</b>	<b>107,944,852</b>	<b>41,596,415</b>	<b>33,922,131</b>	<b>154,432,409</b>	<b>141,869,833</b>

For footnote, see end of table.