40.—Products Handled by Marketing and Purchasing Co-operatives, Crop Years Ended July 31, 1955 and 1956—concluded

	1955		1956	
Product	Associa- tions ¹	Value of Sales	Associa- tions ¹	Value of Sales
	No.	\$	No.	\$
Merchandising	1,664	228, 446, 485	1,602	258,751,870
Food products	923	61,462,672	798	68, 172, 755
Food products. Clothing and home furnishings.	538	9,320,715	592	9,888,878
Petroleum products and auto accessories	606	38, 450, 953	608	43,777,255
Feed, fertilizer and spray material	839	75,070,507	864	88,986,254
Machinery and equipment	330	8, 256, 808	421	10,615,777
Machinery and equipment	650	17,949,866	605	17, 122, 552
Miscellaneous	979	17,934,964	1,003	20, 188, 399
Totals	2,694	932, 493, 552	2,612	1,009,374,779

¹Duplication exists in this column as some associations market produce as well as handle supplies. Some associations market more than one product and some handle many of the supplies listed.

Fishermen's co-operatives, while small in number, are an important factor in the lives of Canadian fishermen. They had a membership of over 9,500 in 1956.

Service co-operatives reported revenues of \$13,000,000. This revenue was obtained by 552 organizations providing housing, medical insurance, transportation and other services. Fire and life insurance associations are not included in these figures.

The financial structure of marketing and purchasing co-operatives includes assets of \$464,000,000 and members' equity of \$205,000,000.

The ten co-operative wholesales in operation reported a business volume of nearly \$188,000,000 and assets of \$55,000,000.

Section 5.—Interprovincial Freight Movements*

Statistics on interprovincial trade are difficult to collect because there are no controls or barriers to it. The only comprehensive statistics available are the loadings and unloadings of freight carried by the railways. Railway freight traffic is segregated into 99 classes and the differences between loadings and unloadings are the imports and exports by rail for the respective provinces. However, freight can be imported by rail and exported by water, as with western grain which may be 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; these figures indicate interprovincial movement of railway freight which is one aspect only of that trade.

41.—Railway Revenue Freight Movement by Province 1954 and 1955

Province	Loaded		Received from Foreign Connections		Totals Originated ¹	
	1954	1955	1954	1955	1954	1955
	tons	tons	tons	tons	tons	tons
Newfoundland	1,148,093	1,334,374	95	30	1,148,188	1,334,404
Prince Edward Island	296,338	305,773	26	_	296,364	305,773
Nova Scotia	9,401,113	10,761,398	141,076	150,779	9,542,189	10,912,177
New Brunswick	4,105,558	4,445,986	619,937	620,182	4,725,495	5,066,168
Quebec	20,705,415	30,469.062	7,770,050	8,056,108	28, 475, 465	38,525,170
Ontario	34,637,419	40,619,626	22, 495, 868	25, 125, 212	57, 133, 287	65,744,838
Manitoba.	7,043,262	7,227,710	586,493	532,790	7,629,755	7,760,500
Saskatchewan	12,759,920	12,142,281	283,275	247,958	13,043,195	12,390,239
Alberta British Columbia	11,014,527	11,347,667	49,645	74,766	11,064,172	11,422,433
Columbia	11, 186, 822	12,802,992	1,173,123	1,391,848	12,359,945	14, 194, 840
Totals	112,298,467	131,456,869	33,119,588	36,199,673	145, 418, 055	167,656,542

For footnote, see end of table, page 970.

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