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A FACT A DAY ABOUT CANADA

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FROM THE

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No. 1 - Telegraphy

Canada's first commercial telegraph line was set up in 1847, linking Toronto, Hamilton, St. Catharines, Niagara Falls and Buffalo. In the same year the Montreal Telegraph Company was organized, running a line between Quebec and Toronto. In the following year a line was built eastward to the Maritime Provinces and this was connected with the United States at Calais, Maine. Telegraphic connections between Montreal and Ottawa were made in 1850.

Several attempts were made during the next few years to establish a second line between Quebec and Buffalo, but all of these failed and were taken over by the original company in Montreal. By 1868 a company had been organized which built a line embracing all important points between Buffalo, Detroit and Quebec. The latter company and the Montreal Telegraph Company were consolidated to form the Great Northwestern Telegraph Company.

Additional telegraph service was provided a few years later when the Canadian Pacific Railway set up a telegraph system in connection with its railway facilities. The Canadian Northern Railway in 1915 acquired control of the Great Northwestern, which three years later with subsidiaries and with other co-ordinations, came into the hands of the Government, and were formed into the system now known as the Canadian National Telegraphs.

Today there is a vast telegraph net-work serving all but the most isolated sections of the Dominion. These facilities are operated by the telegraph departments of the Canadian National, Canadian Pacific, Northern Alberta, and Ontario Northland Railways; the North American Telegraph Company which operates north and west of Kingston and the Dominion Government Telegraph Department which operates lines in Nova Scotia, New Brunswick, Northern Quebec and the Western provinces up to the Yukon Territory and a small mileage in Ontario.

Tremendous strides have been made in the hundred years since the first commercial lines were established in Canada. Early figures show that in 1847 there were 540 miles of wire in use and that 33,000 messages were sent over them. By 1946, the wire mileage had been increased to 401,000 miles and there were 4,700 offices at which telegrams and cablegrams may be received or forwarded. These offices sent 16,222,000 telegrams in 1946 -- an all-time record -- and transferred by telegraph a total of \$9,247,000.

No. 2 - Canadian Fisher

The fisher is a fur-bearing animal belonging to the weasel family, and is the largest of the North American martens. It is sometimes called the pennant and even the black cat, but it is usually known in the fur trade as the Canadian fisher. Often attaining a length of over three feet and a weight of 20 pounds, it is powerful and agile, and for its size is the swiftest and most deadly of our fur-bearers. Its normal diet includes smaller martens, porcupines, rabbits, birds and frogs, but despite its name it is not a fish eater.

The production in Canada of fisher pelts has been on the up-grade during the last three or four years, rising from 2,165 in 1943 to 3,319 in 1944 and still further to 3,662 in 1945. The average value of fisher pelts is high, standing second only to the platinum fox. Both in 1944 and 1945 these pelts sold for an average of \$62.25, and in 1943 for \$76.21. The total value of fisher pelts for the three years averaged close to a quarter million dollars.

All but a few of the pelts sold in these years were from wild animals. These were

only 10 from ranch-raised animals in 1945 and these had an average value of \$54.40. While as yet limited, attempts at raising fisher on farms have been encouraging. The first venture in breeding them was made in 1923 and figures for 1945 show 16 fisher farms with 160 animals on them. During that year, 14 live fisher were sold for an average value of \$250, only \$25 an animal, less than that received for the high-priced chinchilla.

A large proportion of Canada's output of fisher pelts is exported to the United Kingdom and the United States, 3,384 going to the two countries in 1945, 4,501 in 1946 and 3,794 in 1947.

No. 3 - Watches and Clocks

Switzerland has produced fine watches for many years and the industry was introduced into that country by Voltaire. During the recent World War, according to a newspaper story, a Swiss watch manufacturer offered to send a watch to Allied officers in German prison camps on the understanding that the recipient would pay for it if circumstances permitted, the debt to be considered cancelled should circumstances render payment impossible. In response, the firm is said to have received and filled thousands of orders.

Canada has an important watch industry of her own. Before the war the yearly output of watches was between 500,000 and 600,000. It climbed to 875,000 in 1942, but fell to 12,000 in 1944 when watchmakers and their facilities were geared for war production. Watch cases are also made in large numbers, with production varying between 300,000 and 400,000 each year. During 1945, 976,600 clocks were manufactured, having a factory selling value of over \$1,000,000. In addition, electric clocks were produced to the value of \$5,000.

Many of the Canadian watches and clocks are made up from cases, movements and mechanisms imported from the United Kingdom, the United States and Switzerland. Imports of these parts amounted to over \$4,000,000 in 1945, and exceeded \$5,000,000 during 1946. Complete watches are also imported, with the large proportion coming from Switzerland. Imports of the latter totalled \$1,973,000 in 1944, \$2,858,000 in 1945, and \$1,850,000 in 1946, while imports of clocks in these three years amounted to \$106,000, \$217,000 and \$626,000, respectively.

No. 4 - Leather

The manufacture of leather is one of the oldest industries. Leather was made and used in China before the Christian era and samples of leatherwork have been found in the ancient tombs of Egypt. The Persians and Babylonians passed the art down to the peoples of the western world.

The hide or skin of an animal is made up of three sections -- the outer skin, the middle, and the inner skin. The outer skin cannot be tanned as it will not combine with tannin to produce leather. For this reason it is removed from the middle and inner skin at the same time that the hair, fur or wool is removed. The exposed middle skin is called the grain side, and this is the part that is tanned and made into leather.

In the process, the hide or skin goes through many different steps. The hide is prepared for tanning by washing and soaking, fleshing and washing again, and is then pickled in sulphuric acid and common salt. The real tanning process starts at this point when tannin or tannic acid is infused into the hide.

Oak bark was the original material used for this purpose; it is still employed but many others are also used today in Canada, the more important being hemlock, chestnut, chrome, gambier, myrabolans, quebracho, spruce, sumac and wattle. After being tanned, the skins are dried and then curried, which is the process of impregnating the leather with grease. After this they are dyed and then finished.

There are between 70 and 80 tanneries in Canada, and the value of their output totalled \$57,000,000 in 1946. This industry is centred in Ontario, the value of production in that province accounting for 86 per cent of the Dominion total, and the output of the province of Quebec for 12 per cent. Raw hides and skins are imported from the United Kingdom, the United States, New Zealand, Argentina, South Africa, India and a number of other countries.

No. 5 - Plastics

A growing scarcity of ivory for use in the manufacture of billiard and bowling balls eighty years ago had much to do with the development of a large section of the plastics industry as we know it today. Seeking to meet the problem arising from the scarcity, the games industry in 1868 offered a substantial cash prize for the development of a substitute for ivory, and with that incentive, a young printer, John Wesley Hyatt, developed a means of producing the first plastic billiard ball.

Actually the history of plastics started 20 years previously in Switzerland when Professor Schombain, a professor at Basle, discovered nitro-cellulose. Another type of plastic is casein, discovered by a German, Adolph Spitteler in 1890. Spitteler accidentally produced plastic casein by mixing formaldehyde with sour cow's milk. The third of the plastics discoveries was made in 1909 by Dr. Leo Baekeland of Yonkers, N.Y., who, after persistent research and study, developed a synthetic resin.

Plastics means something that can be shaped or moulded. The word "plastics" is indicative of a large group of materials, much as "metals" covers a great number of materials. Today all plastics are not necessarily moulded or formed but are also machined or fabricated.

There are two main classes of plastics, thermoplastics or heat softening, and thermosetting or heat hardening. Thermoplastics may be heated and shaped many times, while thermosetting plastics, after heating and curing, can only be worked once. There are many different varieties of each type; among the thermoplastics are cellulose nitrate, cellulose acetate, cellulose acetate butyrate, acrylic resins, polyethylene, vinyls and styrene, while the thermosetting plastics include phenol formaldehyde, melamine formaldehyde and urea formaldehyde.

The Canadian industry has made great advances from the time the first products were manufactured near Toronto in 1911 from phenol-formaldehyde and there are now many plants in various parts of the country producing the numerous types of plastics. In the secondary or moulding and fabricating section of the industry there has been much activity and many new plants have come into existence.

No. 6 - Canadian Life Expectancy

The expectation of life in Canada increased by nearly three years for males and over four years for females during the period 1931 to 1941, according to life tables compiled by the Dominion Bureau of Statistics on the basis of 1941 census population figures and mortality of 1940-42. At birth, males have in prospect 62.96 years of

future life as compared with 60 years in 1931, and females 66.30 years compared with 62.10.

Lengthening of the expected life span is common to all regions and both sexes, as indicated by the table which follows:

	Males		Females	
	1931	1941	1931	1941
Canada	60.00	62.96	62.10	66.30
Maritime Provinces	60.20	61.69	61.91	64.63
Quebec	56.19	60.18	57.80	63.07
Ontario	61.30	64.55	63.92	68.43
Prairie Provinces	63.47	65.43	65.49	68.19
British Columbia	62.15	63.65	65.34	68.96

At the age of ten, the average Canadian girl in 1941 might expect to live another 61.08 years, or 2.36 more than was the expectancy at the same age in 1931. Among the males of 10 years of age, there were 58.70 years in prospect compared with 57.96 in 1931, an extension of 0.74 years.

At 20 years of age, the average Canadian woman had 51.76 years of future life in prospect compared with 49.76 in 1931, an extension of two years. Among the men at that age, the longevity period in 1941 was 49.57 years as compared with 49.05 in 1931. On reaching her 30th year, the average woman might expect to live 42.81 years as compared with 41.38 in 1931, and the average man, 40.73 years compared with 40.55.

Life expectancy for women at 40 years of age averaged out at 33.99 years as compared with 33.02 in 1931, whereas the average 40-year-old man had 31.87 years in prospect compared with 31.98. At 50 years of age, the prospective life span for women averaged 25.46 years, and for men, 23.49 years. In 1931, the average for women at 50 years was 24.79 years and for men, 23.72 years.

In her 60th year the average Canadian woman had 17.62 years of life ahead, whereas in 1931 the average was 17.15 years. Among the men at 60 years of age, the life expectancy period was 16.06 years in 1941, being down slightly from the 1931 figure of 16.29 years. At 70 years of age, the average woman could expect to live 10.93 years as compared with 10.63 in 1931, and the average man, 9.94 years as compared with 10.06 in 1931.

Canadian figures compare favourably with those of other countries. Taking the white population of the United States only the expectation of life for 1939 to 1941 was lower than Canada's for males and only one year longer for females. The only countries in a list of 18 which exceed Canada's 1940-42 figures are New Zealand, Australia and Sweden, the latter by a negligible amount for males only. The expectations in Central European countries are mostly about 55, e.g., Austria, 1930-33, 54.5 years; Belgium, 1928-32, 56.0 years. In contrast, the differences with less advanced countries are more marked. The expectation of life in India, for example, is 26.9 years for males and 26.6 years for females. In Mexico, it is 32.4 years for males and 34.1 years for females. The figures for other countries of Asia and Latin America are of a similar order.

No. 7 - Tourist Trade (1)

The desire to travel is deep-rooted in mankind and while its earliest incentive was the search for new lands and products for the advancement of trade, modern travel is based rather on motives of education, curiosity, pleasure and health. Technological progress, coupled with better roads and new means of transport, shorter working hours and holidays with pay as well as better wages, and particularly the automobile, have all combined to change international travel from a luxury for the few to a commonplace for the many. This is especially true in the Western Hemisphere where the flow of travel between the United States and Canada is unmatched by any two countries in the world.

The tourist trade has become an important source of revenue to Canada, materially affecting the balance of trade. It represents the economic disposition of national assets in which Canada is particularly rich, namely: its picturesque scenery; its invigorating climate; its opportunities for hunting, fishing, and boating, as well as for winter sports -- for the exploitation of which a considerable capital expenditure has been made on hotel accommodation, improved highways, and other attractions.

The first estimate of expenditures in Canada in the year 1947 by tourists and other travellers from the United States, Newfoundland and overseas countries is \$242,000,000, an increase of \$19,000,000 over the amount spent in 1946. This gain may be compared with increases of \$46,000,000 in 1945 and \$57,000,000 in 1946. These figures indicate that the rapid growth in the tourist trade which characterized the immediate post-war period and reached a peak in 1946 had lost much of its momentum in 1947. The aggregate travel receipts from all countries consisted of \$230,000,000 from the United States and \$12,000,000 from overseas countries, including Newfoundland. The American expenditures are only six per cent higher than they were in the previous year, but the amount spent by overseas travellers shows a gain of 71 per cent.

The most encouraging feature of the tourist trade in 1947 is the strong showing made by the automobile traffic, which before the war formed the backlog of the tourist industry in Canada. American dollars brought in by motorists in 1947 almost equalled the aggregate amount brought in by train, boat, bus, aeroplane and other methods used to cross the international border.

No. 8 - Tourist Trade (2)

Expenditures of Canadian travellers in other countries during 1947 are estimated at \$167,000,000, just over twice the amount spent two years earlier and \$33,000,000 more than the previous record in 1946. The average expenditures for the period of ten years immediately preceding the war were \$73,000,000 and the pre-war high in 1929 was \$108,000,000.

Total Canadian expenditures of \$167,000,000 comprise \$152,000,000 spent in the United States and \$15,000,000 spent in other countries. The amount which went to the United States was 17 per cent more than the sum spent in that country in 1946, and the overseas expenditures almost four times their size in 1946. The increase in Canadian expenditures in the United States can be attributed not only to increased volume of traffic but to a rise in the average expenditure per person in almost all types of travel. Higher prices for practically all the goods and services bought by the traveller have contributed to the rise in expenditures, as have increased purchases of foreign merchandise declared by returning Canadians.

Active expansion in Canadian travel expenditures in the United States accompanied by retarded development in American expenditures in Canada cut net credits accruing to Canada in the international tourist trade with the United States from \$86,000,000 in 1946 to \$78,000,000 in 1947. Had it not been for restrictions on export of travel funds

imposed in the middle of November the credit balance would have been considerably smaller. Net credits of \$78,000,000 with the United States in 1947 may be compared with an all-time high estimated at \$103,000,000 in 1929 and a record low of \$51,000,000 in 1933.

No. 9 - Tourist Trade (3)

The year 1947 brought increases in the number of tourists and other travellers entering Canada from the United States by car, through bus and plane, and decreases in the number of entries by train and boat. Both permit and non-permit automobile traffic increased 12 per cent over 1946. Net entries by through bus and by plane, exclusive of in-transit traffic were up eight per cent and five per cent, respectively. Net entries by train, excluding in-transit traffic, were down six per cent, and boat traffic dropped one per cent.

When the volume of Canadian traffic in the United States in 1947 is compared with that in 1946, much the same pattern is observed as was seen in the case of American traffic in Canada. Automobiles remaining abroad for more than 24 hours increased in number by 25 per cent and those remaining for shorter periods by 16 per cent. The number of passengers travelling by through bus was up 14 per cent. There was practically no change in traffic by air, while the volume of travel by train and boat decreased four per cent and one per cent, respectively.

Shipping losses incurred during the war and priority for returning service personnel and their families held overseas travel to a minimum until 1947. In that year many reconverted transports were back in passenger service, carrying travellers to and from Canada directly and by way of New York and other American seaports. A rapidly growing trans-Atlantic air service helped to bring the overseas tourist trade close to pre-war levels in spite of restrictions on export of sterling and other currencies for pleasure travel.

No. 10 - Tourist Trade (4)

The recovery in highway traffic across the international boundary which began in 1944 continued in 1947 but with less vigour than was shown in the two preceding years. The greatest expansion in the number of foreign vehicles entering Canada occurred in 1946 with an increase over 1945 of 1,436,000 units, while in 1947 the increase over 1946 was down to 620,000. The annual gain in the number of Canadian vehicles returning from the United States also reached its maximum in 1946 when an increase of 566,000 over the previous year's traffic was recorded. The gain in 1947, at 293,000, was a little more than half that shown in 1946.

The total number of vehicles crossing the border in 1947 was 8,193,000 consisting of 6,001,000 foreign entries and 2,192,000 Canadian vehicles returning. The foreign entries comprised 1,664,000 traveller's vehicle permit holders, 4,143,000 non-permit or local visits and 194,000 commercial vehicles. The Canadian traffic was made up of 210,000 units remaining abroad more than 24 hours, 1,801,000 remaining for shorter periods, and 181,000 commercial vehicles.

The gain in the number of foreign vehicles entering Canada in 1947 was distributed in equal proportions between the traffic entering on traveller's vehicle permits and the non-permit or local traffic, the gain over 1946 in each case being about 12 per cent. When compared with the volume of traffic immediately before the war, the number of permit-holding vehicles shows a gain of 20 per cent over the peak year of

1937. Non-permit traffic at 4,143,000 visits was just over the previous record of 4,110,000 which **had** held since 1930.

The volume of Canadian motor traffic to the United States in 1947 exhibited a larger proportionate increase over the previous year than was shown by the volume of foreign vehicles entering Canada in the same year. The number of Canadian vehicles remaining abroad longer than 24 hours rose by 25 per cent over 1946, but did not reach the pre-war high established in 1939. The number of vehicles on shorter visits was up by 16 per cent.

No. 11 - Canada's Automobile Industry (1)

In the 40-odd years since the first automobile rolled off a Canadian assembly line, the industry has become one of the major units in the economy of the Dominion. In value of products, in labour directly and indirectly employed, and in capital investment it ranks high among the manufactures of the nation and exercises far-reaching influence on the affairs of the people.

In the period 1917-45 the automobile and automobile parts companies paid out more than \$1,000,000,000 in salaries and wages and spent over \$3,000,000,000 on manufacturing materials. Production to the end of 1945 totalled 4,500,000 complete cars worth \$3,250,000,000 at factory prices. Meanwhile, automobile registrations in Canada increased steadily, except during the war years, numbering 1,500,000 in 1945, or an average of one car to every **eight** persons.

The Canadian industry is, to a large extent, an off-shoot of the industry in the United States where manufacturing methods in this field have reached their highest state of development; the leading concerns in Canada are branches of the parent organization in the United States. It was in 1904 that the Ford Motor Company of Canada Limited was incorporated and commenced operations.

Another pioneer in the industry was the McLaughlin Motor Car Company Limited, Oshawa, Ontario, which was formed in 1907 with contracts for the right to make Buick cars in this country. Chevrolet rights were also acquired in 1915 and three years later the enlargement of the two McLaughlin Companies was effected to form the General Motors of Canada Limited, a subsidiary of the General Motors Limited of the United States.

The other member of the "big three" of the present Canadian industry is the Chrysler Corporation of Canada Limited, which entered the Canadian field in 1925 to take over the Windsor factory of the Maxwell Corporation of Canada Limited established in the previous year in succession to the Chalmers-Maxwell Motor Company of Canada. A few years later, about 1928, this Company absorbed the Dodge Motor Company Limited, which had operated in Canada from 1923.

In addition to the Ford, General Motors and Chrysler companies, there are three concerns making or assembling trucks in Canada. The International Harvester Company of Canada Limited, Chatham, Ontario, has operated continuously since 1923; the Reo Motor Company of Canada Limited has recently started to make trucks and buses at Leaside, Ontario; and the Hayes Manufacturing Company Limited, Vancouver, British Columbia, makes heavy-duty trucks and logging trailers.

No. 12 - Canada's Automobile Industry (2)

There were eight companies manufacturing or assembling motor vehicles in Canada in 1939. These concerns have seven plants in Ontario, two in British Columbia and one each in Quebec, Manitoba and Saskatchewan. They employed capital amounting to \$59,000,000 and gave work to a monthly average of 14,400 persons to whom \$20,500,000 was paid in salaries and wages. Their expenditure for fuel, electricity and materials for use in manufacturing totalled \$72,500,000.

Output of automobiles in that year totalled 155,400 units valued at \$99,174,000 at factory prices, including 108,400 passenger cars at \$71,101,000 and 47,100 trucks and commercial vehicles at \$28,073,000. Parts, accessories and other products were valued at \$8,289,000. Of the passenger cars, 75,100 units were intended for sale in Canada and 33,200 were for export; of the trucks, 24,100 were for the Canadian market and 23,000 were for export.

The pre-war record for the industry was established in 1929 when 17 plants made 262,600 cars and trucks valued at \$163,500,000 and parts at \$13,800,000, a total value for the industry of \$177,300,000.

No. 13 - Canada's Automobile Industry in Wartime (3)

The production of military vehicles was one of Canada's biggest war jobs. The industry received its first military order -- for gun tractors -- in the autumn of 1939, the delivery of the first tractor was made in March, 1940. The initial contracts were for Canadian requirements, but before production was fully in its stride, France had capitulated and the British armies had been forced to abandon a large part of their equipment on the beaches at Dunkirk.

It was then that Britain turned to Canada to replace the catastrophic losses suffered at Dunkirk. By 1941, Canada was the prime source of mechanized equipment for the British Commonwealth. Canadian-built trucks not only helped to bolster defences in the United Kingdom, but they played an important part in the East African campaign, in the reconquest of Abyssinia, in Italy, and later France, Belgium and Holland.

At the high point of output, more than 100 different types of motorized military equipment poured from assembly lines of Canada's major automobile plants at the rate of 3,500 units of mechanized transport and 30 fighting vehicles per week. The list included universal carriers, scout cars, artillery tractors and trailers, troop transports, ammunition trucks, service workshops, radio trucks, fire trucks and ambulances.

To co-ordinate the work on military orders, a Motor Vehicle Controller was appointed in February, 1941, and to make possible the tremendous output of war essentials and to conserve raw materials, the manufacture of passenger cars was stopped in June, 1942, and trucks were placed on a permit basis. Output of vehicles in recent years was as follows:

Year	Civilian		Military		Total	
	For Sale	For	For Sale	For	For Sale	For
	in Canada	Export	in Canada	Export	in Canada	Export
	No.	No.	No.	No.	No.	No.
1938	109,128	56,958	Nil	Nil	109,128	56,958
1939	99,203	56,223	Nil	Nil	99,203	56,223
1940	124,384	67,197	23,418	8,014	147,802	75,211
1941	116,253	33,568	42,317	78,053	158,570	111,621

Year	Civilian		Military		Total	
	For Sale in Canada	For Export	For Sale in Canada	For Export	For Sale in Canada	For Export
	No.	No.	No.	No.	No.	No.
1942	16,360	10,185	86,139	115,609	102,499	125,794
1943	4,086	2	75,204	98,772	79,290	98,774
1944	8,979	134	57,034	91,891	66,013	92,025
1945	21,021	25,017	33,591	53,016	54,612	78,033

In addition to the companies that make or assemble complete motor vehicles, there is a large number of establishments occupied in making parts and accessories for use in these central assembly plants. In 1945, there were 108 works in this parts-and-accessories industry, and the value of production was \$127,000,000. Output included such items as wheels, radiators, bumpers, bodies, spark plugs, starting motors, generators, springs, etc. Including tires, batteries and such other items made in other industries, the total output value of automobile parts and accessories was \$245,000,000 in 1945 and \$281,000,000 in 1944.

No. 14. - Apparent Supply of Automobiles

The apparent supply of motor-cars for the Canadian market may be determined approximately by adding the number of cars made for sale in Canada to the imports and deducting the re-exports of imported cars. On this basis the supply in recent years, excluding military vehicles, works out as follows:

Year	Passenger	Commercial	Year	Passenger	Commercial
	No.	No.		No.	No.
1938	99,202	24,938	1942	8,914	94,619
1939	91,523	25,744	1943	20	79,922
1940	109,874	54,792	1944	30	69,229
1941	84,589	77,663	1945	2,099	49,295

Statistics on retail sales were not collected for 1944 and 1945 because distribution was under strict control and releases were made only for essential users. Data for earlier years were as follows:

Year	Passenger Cars		Trucks and Buses	
	No.	\$	No.	\$
1938	95,751	105,006,462	25,414	30,005,446
1939	90,054	97,131,128	24,693	28,836,393
1940	101,789	114,928,833	28,763	33,916,445
1941	83,642	108,923,942	34,431	42,944,963
1942	17,286	23,899,745	13,070	18,979,777
1943	984	1,378,200	3,814	6,179,200

The number of cars scrapped or withdrawn from use in any year may be estimated by adding the apparent supply to registrations in the previous year and deducting current year registrations. In this compilation it is not possible to eliminate military vehicles, as they are included in registrations and a separate record is not available.

Apparently Withdrawn from Use			Apparently Withdrawn from Use		
Year	Passenger	Commercial	Year	Passenger	Commercial
	Cars	and Military		Cars	and Military
	No.	No.		No.	No.
1938	42,610	7,350	1942	71,500	82,005
1939	61,106	12,018	1943	23,143	69,705
1940	65,258	28,881	1944	16,319	60,867
1941	39,690	51,705	1945	19,599	36,430

No. 15 - Trade Following Confederation

Since 1867 when the provinces of Canada were federated, two countries, the United States and the United Kingdom, have played a dominant role in Canadian trade. Trade with the United Kingdom was a normal outgrowth of the mother country-colony relationship that existed prior to Confederation. The United Kingdom had supplied the original Canadian provinces with the bulk of their requirements and British goods continued to hold first place in the markets of the new Dominion for some years. Throughout the period the reverse flow of Canadian products to the United Kingdom consisted mainly of lumber, cattle, cheese, furs and fish, with the volume of trade showing a slow but gradual increase over the period 1868-90.

In the latter part of the nineteenth century radical changes began to appear in the direction and composition of Canadian trade. In 1883, the rapidly expanding republic to the south replaced the United Kingdom as the principal source of Canadian imports, and by 1896 over one-half of Canadian imports were of United States origin. Since that time United States dominance in the Canadian market has been maintained.

While the United Kingdom share of Canadian import trade was diminishing, its purchase of Canadian goods rapidly increased. Between 1886 and 1896 Canadian exports to the United Kingdom nearly doubled, and in another ten years had doubled again. The latter increase was due largely to wheat, the production of which had become, by 1906, the major Canadian export industry. The percentage of exports flowing to the United States remained relatively constant, increasing roughly in proportion to the general increase in Canadian export trade.

No. 16 - Trade Before War of 1914-18

Before the War of 1914-18, Canadian export trade consisted almost entirely of lumber, fish, furs and agricultural and mineral products. The growth of the wheat industry at the beginning of this century was the greatest single dynamic during that period. Between 1896 and 1914, total Canadian exports jumped from \$110,000,000 to over \$431,000,000, with the value of 1914 wheat and flour exports in the neighbourhood of \$140,000,000.

Imports during that period showed an even greater rate of expansion. In the decade immediately preceding the War, the requirements of a growing industrial organization and the rapid settlement of the West led to large increases in the imports of iron and steel products, machinery and coal, in addition to the consumer goods requirements of an expanding and relatively prosperous economy. The rapid increase in import volume was complemented by an inflow of capital, principally from the United Kingdom.

The War of 1914-18 spurred the already rapidly growing manufacturing industries and, for the first time, iron and steel products and other types of manufactured goods began to appear in volume in the list of exports. These manufactured goods consisted principally of ammunition and similar less complex types of war materials. Following the War, however, the proportion of manufactured goods dropped slightly and in 1920 the eight leading exports, with their aggregate value exceeding 50 per cent of total exports, were the products of primary industry -- wheat, meat, flour, planks and boards, cattle, wood pulp and fish.

No. 17 - Trade Between First and Second World Wars (1)

In the 20-year period between the two wars, primary products continued to dominate Canadian export trade. There was a definite trend towards an increased manufacturing content in the commodities exported, but manufacturing generally took the form of the further processing of raw materials, rather than a gradual development of a separate and integrated manufacturing industry such as in the United States.

One of the best examples is the pulp and paper industry, where the chief product can be exported in three forms: pulpwood, the basic raw material; wood pulp, an intermediate stage; and the finished product, newsprint. In 1910, the relative proportions of these three stages of the product were 44, 37 and 19 per cent, respectively. In 1920 the proportions had changed to 8, 40 and 52 and in 1930 to 7, 21 and 72. By 1939, newsprint formed 73 per cent of the combined total.

The structure of Canadian import trade according to the stage of production has remained surprisingly stable since the beginning of this century. Fully manufactured goods formed between 60 and 70 per cent of total imports, with raw materials approximately 25 per cent. The type of commodities imported showed a similar stability. Coal, farm and other machinery and heavy iron and steel products, and consumer goods in partly finished or fully manufactured form such as alcoholic beverages, raw cotton and textiles, wool and fabrics, sugar, rubber, vegetable oils, tea and coffee formed the principal items.

One new factor that did exert a significant influence on the commodity structure was the development of the automobile; by 1930 automobiles and parts and crude and refined petroleum made up 11 per cent of total imports.

No. 18 - Trade Between First and Second World Wars (2)

During the 1919-39 period, the unsettled world economic conditions produced violent swings in the volume and value of Canadian foreign trade. With the great dependence of Canada upon exports as a market for surplus domestic production, and upon imports as a source of many essential commodities, it was not surprising to find the internal level of prosperity in Canada reacting to fluctuations in economic conditions in other countries.

The close relationship between foreign trade and domestic prosperity was demonstrated in the great depression of the early 1930's. An early storm signal to Canada was the deficit on commodity account in 1929, the first since 1920. The deficit was caused by a decline in exports and a prosperity-generated increase in the volume of imports. In the next four years the fall in exports was rapid, and it was not until 1932 that the lagging imports caught up. The catastrophic nature of the drop can be seen from the following figures:

<u>Year</u>	<u>Imports</u> \$'000,000	<u>Domestic Exports</u> \$'000,000	<u>Year</u>	<u>Imports</u> \$'000,000	<u>Domestic Exports</u> \$'000,000
1927	1,087	1,211	1931	628	587
1928	1,222	1,339	1932	452	490
1929	1,299	1,152	1933	401	529
1930	1,008	864	1934	513	649

These figures show how rapidly the disease of world depression can be transmitted to a country greatly dependent on export trade and, in turn, spread from that country through a falling-off in the effective demand for imports. Trade during the latter 1930's improved gradually but not until the War of 1939-45 did it approach the level of the boom years 1928 and 1929.

No. 19 - Trade in the Period, 1939-45

The war of 1939-45 provided a stimulus to Canadian exports similar to that experienced in the War of 1914-18. With Canadian farms and factories working at maximum capacity to supply the demands of Allied Nations, the value of exports by 1943 was nearly four times as great as in 1938. Imports more than doubled in the same period.

The most significant difference in the impact of the two wars on trade was the condition of Canadian industrial development at the beginning of each. In 1914, the iron and steel and manufacturing industries in Canada were still in an embryonic state and the Canadian contribution to the Allied effort consisted mainly of food, forest and mineral products. By 1939, heavy industry had become well established and the transition to war production was accomplished with less difficulty. Although primary products still dominated the list of exports, military vehicles, guns, ammunition, tanks and aeroplanes formed a significant portion of the total.

One of the most interesting features of the growth in wartime exports was that it was accomplished with relatively little fall, if any, in the domestic standard of living. A large part of the costs of the War were met out of an expanding gross national product, which increased from \$5,495,000,000 in 1939 to a wartime peak of \$11,771,000,000 in 1944. The wartime volume of trade also showed the potential export capacity of the country, given a system where lack of purchasing power is not a bar to the movement of goods between countries.

Various devices were used to enable the continuation of necessary exports to the Allied countries unable to make payment. Early in the War the surplus of exports to the United Kingdom, which at that time was receiving upwards of 35 per cent of Canada's total exports, was financed by the accumulation of sterling and by the repatriation of British investment in Canada.

In 1942, the accumulated sterling balances were converted into a loan of \$700,000,000 and the balance of the sterling area deficiency was covered by a gift of \$1,000,000,000 to the United Kingdom to meet obligations arising out of its purchase of food and munitions in Canada. From 1943 to the end of the War, shipments to the United Kingdom and other Allied countries requiring assistance were financed by Mutual Aid, the Canadian equivalent of lend-lease.

The War had somewhat less of a dynamic effect on the volume and structure of imports than it did on exports. A rapid increase was shown from 1940 to 1942 as Canadian factories tooled up for war production. By 1942 wartime imports were valued at

more than twice the 1938 level, although the peak was not reached until 1944.

Throughout the War an increasingly larger proportion of Canadian imports came from the United States. For many years the United States had been the principal source of Canadian imports, and wartime factors combined to enhance its already strong position. The industrial segment of economy in particular leaned heavily on United States goods, and imports of iron and steel machinery, heavy capital equipment, producers' materials for war equipment, coal and petroleum reached unprecedented levels. With rising incomes in Canada, consumer goods imports also showed gains, and the elimination of some of the normal sources by the War increased the already strong demand for these products.

No. 20 - Canada's Trade in 1946

By 1946, post-war trends in Canadian trade had begun to emerge. The volume of exports held up well and was, in fact, only 20 per cent below the wartime peak in 1944. Canadian products continued high in world demand to alleviate the urgent needs of areas devastated during the War, with food products, approximately 37 per cent of total exports, the greatest single group in importance. Exports of forest products, at 27 per cent of the total, and base metals, at 10 per cent, illustrate the continuing importance of primary products in Canadian export trade.

In spite of the almost unlimited foreign demand for Canadian goods, that demand in many instances has not been backed by effective purchasing power. The need for maintaining a high level of employment in the great export industries which form the backbone of the Canadian economy, in addition to the humanitarian reasons for supplying countries ravaged by the War, has resulted in Government action to bridge this gap between Canadian capacity to produce and foreign demand. A series of loans and credits, with the United Kingdom the principal beneficiary, have underwritten a substantial portion of the exports.

The two countries which have dominated Canadian trade since exports and imports for the Dominion were first recorded maintained that position in 1946. Thirty-eight per cent of Canadian exports went to the United States and 26 per cent to the United Kingdom. One-half of purchases by the United States were forest products, with one item, newsprint, making up over one-quarter of the total exports to that country. Two-thirds of United Kingdom purchases were foodstuffs, one-half of which were wheat and flour.

Countries whose imports from Canada were financed chiefly by loans or UNRRA donations received a wide variety of Canadian goods, although the emphasis was on food products and on vehicles and ships for the rehabilitation of destroyed transport systems. The principal countries in this group were: France, \$74,400,000; Belgium, \$63,600,000; China, \$42,900,000; Netherlands, \$33,900,000; Poland, \$22,500,000; Italy, \$20,400,000; and Norway, \$19,300,000.

Canadian exports to the British Commonwealth, other than the United Kingdom, exceeded \$307,000,000 in 1946. Wheat, railway locomotives and cars, automobiles and parts, and lumber predominated, although the list of exports to these countries showed wide diversification. Principal exports to leading countries of this group were: South Africa, \$68,600,000; British West Indies, \$49,200,000; India, \$49,100,000; Australia, \$38,200,000; and Newfoundland, \$38,200,000.

A very large increase in the value of exports to Latin American countries was indicated by the 1946 export figures. Exports to the twenty countries in this group comprised both primary and manufactured goods. Exports to the four leading countries

in 1946 were as follows: Brazil, \$24,600,000; Argentina, \$14,000,000; Venezuela, \$11,100,000; and Mexico, \$10,500,000.

No. 21 - Canada's Foreign Trade in 1947

Foreign trade of Canada in 1947 aggregated \$5,385,700,000, the highest total for any year in history, being 26 per cent ahead of the 1946 figure of \$4,266,400,000 and almost three per cent higher than in 1944, the previous record year, and the only other twelve-month period in which the trade passed the five billion mark.

Canada ended the year 1947 with an over-all favourable commodity trade balance with all countries of \$237,800,000 as compared with \$411,900,000 in the preceding year. Debit balance with the United States during 1947 was \$918,100,000 compared with \$496,700,000 in 1946, while the favourable balance with the United Kingdom was \$564,300,000 compared with \$397,400,000.

Merchandise imports attained record values in 1947, totalling \$2,573,900,000 compared with \$1,927,300,000 in 1946, the previous peak year. In December, the first full month in which the import restrictions were in effect, imports declined from the levels of earlier months of the year, totalling \$194,200,000 as compared with \$229,100,000 in November, and \$254,500,000 in October. Total for the month was \$12,300,000 above that of December, 1946.

With domestic exports in December valued at \$266,200,000 third highest monthly figure for the year, Canada's total export trade in 1947 rose to \$2,774,900,000 an increase of \$462,700,000 or 20 per cent over 1946 and the highest for any peacetime year. The 1947 total has been exceeded only in the three war years, 1943, 1944 and 1945, which averaged \$3,209,900,000, and was three and a third times the total for pre-war 1938.

Re-exports of foreign commodities in 1947 were valued at \$36,800,000 compared with \$27,000,000 in 1946. Total for December was \$4,700,000 compared with \$2,900,000 in November and \$2,400,000 a year ago.

No. 22 - Merchandise Imports in 1947

Canada's merchandise imports in 1947 reached a record total value of \$2,573,900,000, one-third higher than the previous peak figure of \$1,927,300,000 for 1946 and close to four times the 1935-39 average value of \$684,600,000. Figures for each month of the year exceeded those for the corresponding month of 1946.

Imports in December, the first full month subject to the recently imposed restrictions, showed a substantial drop from the levels of preceding months, amounting to \$194,200,000 as compared with \$229,100,000 in November and the year's peak monthly figure of \$254,500,000 for October. The December value was the lowest for a month since February last year, but was \$12,300,000 above that for December a year earlier.

Imports from the United States in 1947 were valued at \$1,974,679,000 as compared with \$1,405,297,000 in the preceding year. In December the value was reduced to \$141,663,000 -- lowest monthly total since February last -- compared with \$174,388,000 in November and \$145,641,000 in December, 1946. Imports for consumption from the United Kingdom were valued at \$188,531,000 in 1947 as against \$141,341,000 in 1946, and in December, \$20,220,000 compared with \$17,816,000 in November and \$11,571,000 in December, 1946.

Venezuela was the next largest source of supply during 1947, imports from that country amounting to \$46,688,000 compared with \$26,886,000, followed by India at \$42,250,000 compared with \$27,877,000, Cuba \$23,751,000 compared with \$13,228,000, Argentina \$17,961,000 compared with \$14,372,000, Mexico \$16,980,000 compared with \$14,610,000, and British Malaya \$16,908,000 compared with \$5,871,000.

Imports from other leading countries in 1947 were as follows, totals for 1946 being in brackets: Australia, \$14,222,000 (\$19,754,000); Brazil, \$13,888,000 (\$14,018,000); British Guiana, \$12,358,000 (\$12,187,000); Switzerland, \$11,941,000 (\$11,149,000); Ceylon, \$11,653,000 (\$3,745,000); New Zealand, \$10,831,000 (\$11,956,000); Belgium, \$10,120,000 (\$4,429,000); Newfoundland, \$9,427,000 (\$9,268,000); Colombia, \$9,197,000 (\$9,708,000); Guatemala, \$9,488,000 (\$2,928,000).

Gains were widespread in 1947 among the commodity classifications, increases being recorded for eight of the nine main groups. Major advances were in iron and iron products, which rose to \$762,400,000 as against \$491,100,000 in 1946; non-metallic minerals, \$452,200,000 compared with \$332,600,000; fibres and textiles, \$390,600,000 compared with \$264,100,000; agricultural and vegetable products, \$356,300,000 against \$310,800,000; and non-ferrous metals, \$160,900,000 compared with \$120,300,000.

Imports of animals and animal products, wood and paper products, and chemicals and allied products showed marked but lesser gains. The miscellaneous group provided the single exception to the upward trend, declining to \$162,053,000 compared with \$181,700,000, due to a sharp falling-off in the value of Canadian goods returned.

No. 23 - Canada's Merchandise Exports in 1947

With domestic exports in December valued at \$266,200,000, third highest monthly figure for the year, Canada's total export trade in 1947 rose to \$2,774,900,000, an increase of \$462,700,000 or 20 per cent over 1946 and the highest for any peacetime year. The 1947 total has been exceeded only in the three war years, 1943, 1944 and 1945, which averaged \$3,209,900,000, and was three and a third times the total for pre-war 1938.

Countries of the British Empire took Canadian merchandise to the value of \$1,168,500,000 as compared with \$904,700,000 in the preceding year, an increase of 29 per cent, while shipments to foreign countries aggregated \$1,606,400,000 as compared with \$1,407,500,000, an increase of 14 per cent. December exports to British countries were valued at \$107,300,000 as compared with \$88,000,000 a year ago, and to foreign countries, \$158,800,000 compared with \$123,900,000.

The United States was Canada's largest market in 1947, purchasing goods to the value of \$1,034,226,000 as compared with \$887,941,000 in 1946, an increase of 16 per cent, followed by the United Kingdom at \$751,198,000 as compared with \$597,506,000, a gain of 27 per cent. In December, purchases by the United States amounted to \$105,972,000 as compared with \$83,868,000 a year ago, and the United Kingdom, \$72,542,000 compared with \$59,360,000.

With all countries of the group showing increases, the Latin American countries in 1947 purchased goods from Canada to a total value of \$129,771,000 as compared with \$92,603,000. Exports to Argentina rose from \$14,039,000 to \$31,697,000, Brazil from \$24,602,000 to \$31,660,000, Mexico from \$10,536,000 to \$11,701,000, and Venezuela from \$11,086,000 to \$12,989,000.

Among European countries, France was the largest individual buyer of Canadian goods in 1947 with a total of \$81,058,000 as compared with \$74,380,000, followed by the Netherlands with \$55,940,000 compared with \$33,883,000, Belgium \$52,749,000 compared with \$63,626,000, and Italy \$35,688,000 compared with \$20,387,000.

Exports to Australia in 1947 were valued at \$60,294,000 compared with \$38,194,000, New Zealand \$37,386,000 compared with \$16,110,000, Union of South Africa \$66,674,000 compared with \$68,633,000, Newfoundland \$55,085,000 compared with \$38,229,000, China \$34,984,000 compared with \$42,915,000, Trinidad and Tobago \$26,354,000 compared with \$19,140,000, and India \$42,947,000 compared with \$49,046,000.

No. 24 - Movement of Population in Manitoba

Eighteen per cent of Manitoba's population on June 1, 1946, five years of age and over, resided in a different city, town, village or rural municipality than on the corresponding date in 1941. For almost three-fourths of the movers, the change of residence was within the province only, while one-fourth were residents of other provinces in 1941, and the small remainder of two per cent were living in countries outside of Canada. Manitoba's non-migrant population five years of age and over totalled 520,823 persons. Of these, two-thirds were living in the same home as in 1941, while the remaining third were living in the same city, town, village or rural municipality, but had changed dwellings.

Close to three-fourths of the in-movers to Manitoba from other provinces during the period 1941-46 were residents of either the Province of Saskatchewan or Ontario in 1941. Of the 30,341 persons whose 1941 residence was in another province of Canada, 13,404 stated that such residence was in Saskatchewan, and 8,931, in Ontario. Almost 71 per cent of the 3,095 immigrants coming to Manitoba since 1941 were from the British Isles or other British countries. These were predominantly of the female sex, and a high proportion no doubt represented British wives of returned Canadian servicemen.

Comparisons of the communities of origin and destination reveal a noticeable trend in movement from rural farms to non-farm homes and also to homes in urban centres. Although 37,160, or 31 per cent of all migrants, were living in a farm home in 1941, it was the destination of only 21,370 or 18 per cent of the migrants. On the other hand, 22,718 or 19 per cent of the migrant population came from rural non-farm homes in 1941, but it was the destination of 36,989 or more than 30 per cent of the movers. Those living in urban centres in 1941 numbered 53,732, or 45 per cent of all migrants, and in 1946, 60,070 or 51 per cent.

Exact figures as to the number of out-migrants during the five-year period are not available since the 1946 Census enumeration covered only the Prairie Provinces. An estimate based on the expected population in 1946 through natural increase, as compared with the actual population, puts the net decrease through migration at 49,841. Adding to this figure the number of in-migrants at 33,436, the number of out-migrants from Manitoba is estimated to be in the vicinity of 83,000 for the period 1941-46.

No. 25 - Movement of Population in Saskatchewan

The population of Saskatchewan on June 1, 1946, was 832,688, including 84,308 children under five years of age. Of the population five years of age and over, 151,840 or 18 per cent were residing in a different city, town, village or rural municipality than on June 1, 1941. For 83 per cent of the movers, the change of residence was within the province only, while 15 per cent were residents of other provinces in 1941, and the

remaining two per cent were living in countries outside of Canada.

Saskatchewan's non-migrant population five years of age and over totalled 586,976 persons. Of these, three-fourths were living in the same home as in 1941, while the remaining one-fourth were living in the same city, town, village or rural municipality, but had changed dwellings.

One-half of the in-movers to Saskatchewan from other provinces during the period 1941-46 were residents of one of the two adjoining provinces of Manitoba or Alberta in 1941, while one-fourth were residents of Ontario. Of the 23,018 persons whose 1941 residence was in another province of Canada, 6,858 stated that such residence was in Manitoba, 4,744 in Alberta, and 6,078 in Ontario. The British Isles or other British countries was the 1941 residence of over 74 per cent of the 2,786 immigrants coming to Saskatchewan during the five-year period. These were predominantly of the female sex, and no doubt a high proportion represented British wives of returned Canadian service-men.

Comparison of the communities of origin and destination reveal a trend in movement from rural farm homes to homes in urban centres. Although 71,462 or 47 per cent of all migrants were living in a farm home in 1941, it was the destination of only 38,776 or 25 per cent of the migrants. On the other hand, 60,486 or 39 per cent of the migrant population came from urban centres in 1941 but it was the destination of 96,227 or more than 63 per cent of all movers. A very slight gain of less than 2 per cent was shown in the number of migrants moving to rural non-farm homes as compared with the 14,494 persons leaving homes in these localities.

Exact figures as to the number of out-migrants during the five-year period are not available since the 1946 Census enumeration covered only the Prairie Provinces. An estimate based on the expected population in 1946 through natural increase, as compared with the actual population, places the net decrease through migration at 123,906. Adding to this figure the number of in-migrants at 25,804, the number of out-migrants from Saskatchewan is estimated to be of the order of 150,000 for the period 1941-46. A further estimate indicates that this out-migrant population was roughly distributed as follows: 75,000 from rural farms, 25,000 from rural non-farm homes, and 50,000 from urban centres.

No. 26 - Movement of Population in Alberta

The population of Alberta on June 1, 1946 was 803,330, including 85,296 under five years of age. Of those five years of age and over 161,958 or 23 per cent were residing in a different city, town, village or rural municipality than on June 1, 1941. For 74 per cent of the movers, the change of residence was within the province only, while 23 per cent were residents of other provinces in 1941, and the remaining three per cent were living in countries outside of Canada.

Alberta's non-migrant population five years of age and over totalled 546,757. Of these, close to three-fourths were living in the same home as in 1941 while the remaining one-fourth were living in the same city, town, village or rural municipality but had changed dwellings.

Two-thirds of the in-movers to Alberta from other provinces during the period 1941-46 were residents of one of the two adjoining provinces of Saskatchewan or British Columbia in 1941. Of the 38,052 persons whose 1941 residence was in another province of Canada, 15,570 stated that such residence was in Saskatchewan, and 10,192 in British Columbia. The next largest contributors were Ontario with 5,380 and Manitoba with 4,243.

Almost two-thirds of the immigrants coming to Alberta since 1941 were from the British Isles or other British countries. These were predominantly of the female sex, and no doubt a high proportion represented wives of returned Canadian servicemen.

Comparisons of the communities of origin and destination indicate a trend of movement from rural farms to rural non-farm homes, and, in particular, to urban centres. Whereas 61,658, or 38 per cent of all migrants were living in a farm home in 1941 it was the destination of only 34,679, or 21 per cent of all migrants. On the other hand, 79,959 or 45 per cent of the migrant population were from urban centres in 1941, but it was the destination of 96,152, or almost 60 per cent of the movers. A total of 20,696 or 13 per cent of all migrants were living in rural non-farm homes in 1941, as against 31,127, or 19 per cent moving to homes in these localities by 1946.

Exact figures as to the number of out-migrants from Alberta during the five-year period are not available since the 1946 Census enumeration covered only the Prairie Provinces. An estimate based on the expected population in 1946 through natural increase, as compared with the actual population, places the net decrease through migration at 56,384. Adding to this figure the total number of in-migrants at 42,105, the number of out-migrants from Alberta is estimated to be of the order of 100,000 for the period 1941-46. A further estimate indicates that of this total out-migrant population roughly one-half migrated from homes on rural farms, and one-fourth from each of rural non-farm homes and homes in urban centres.

No. 27 - Ten Leading Causes of Death

There was a comparatively small increase in the number of deaths registered in Canada in 1946, the total rising to 114,931 compared with 113,414 in the preceding year. The general mortality rate, at 9.4 per thousand population, was unchanged from 1945, and was lower than the average for the 15-year period, 1931-45, which stood at 9.8.

The ten leading causes of death accounted for 80.3 per cent of all deaths in 1946, compared with 79.7 in 1945. Heart disease continued to be the principal cause, claiming 29,855 lives during the year as compared with 29,705 in 1945, followed by cancer at 14,767 compared with 14,439, and intracranial lesions of vascular origin third at 9,486 compared with 9,421.

Violent deaths took 8,197 lives in 1946 compared with 7,811, diseases peculiar to the first year of life 7,053 compared with 6,394, nephritis 6,822 compared with 6,926, tuberculosis 5,821 compared with 5,546, pneumonia 5,657 compared with 5,549, diabetes 2,409 compared with 2,417, and diseases of the arteries 2,230 compared with 2,210.

No. 28 - Years of Schooling in Manitoba

Of the population of Manitoba, five years of age and over on June 1, 1946, 97,140, or 15 per cent had attended school from one to four years, 261,009 or 40 per cent from five to eight years, 224,481 or 34 per cent from nine to twelve years, and 28,153 or four per cent for thirteen or more. An additional 43,284 or seven per cent reported no years of schooling. The majority of these were in the younger age groups, comprising children who had not as yet begun to attend school.

The population of Manitoba 5-14 years of age numbered 120,439 as compared with 129,320 on the same date in 1941. Years of schooling in this age group in 1946 with

1941 figures in brackets, were as follows: no schooling, 21,787 (20,641); 1-4 years, 54,345 (59,374); 5-8 years, 42,383 (47,334); 9-12 years, 1,919 (1,957).

Persons 15-24 years numbered 127,930 in 1946 as compared with 142,666 in 1941. Years of schooling for 1946, followed by figures for 1941 in brackets were: no schooling, 1,323 (1,516); 1-4 years, 2,613 (4,316); 5-8 years, 47,979 (57,220); 9-12 years, 70,152 (72,742); 13 years and over, 5,789 (5,578).

The population over 24 years of age in Manitoba at the 1946 Census amounted to 407,392 compared with 396,099 in 1941. Years of schooling for persons at this age level were as follows: no schooling, 20,174 (23,828); 1-4 years, 40,182 (44,162); 5-8 years, 170,647 (169,174); 9-12 years, 152,410 (133,857); 13 years and over, 22,364 (21,443).

No. 29 - Years of Schooling of Saskatchewan's Population

Of the total population of Saskatchewan five years of age and over on June 1, 1946, 119,197 or 16 per cent had attended school from one to four years, 332,335 or 44 per cent from five to eight years, 214,220 or 29 per cent from nine to twelve years, and 31,132 or 4 per cent for thirteen years or more. No years of schooling was reported by an additional 50,806 or 7 per cent. The majority of these were in the younger age groups, comprising children who had not as yet begun to attend school.

The population of Saskatchewan 5-14 years of age numbered 156,781 on June 1, 1946, as compared with 183,123 in 1941. Years of schooling for this age group in 1946, with 1941 figures in brackets, were as follows: no schooling, 30,054 (32,914); 1-4 years, 69,781 (83,313); 5-8 years, 54,703 (64,613); 9-12 years, 2,214 (2,162).

Persons 15-24 years numbered 155,765 in 1946, as compared with 181,106 in 1941. Years of schooling for 1946, followed by 1941 figures in brackets, were as follows: no schooling, 1,332 (1,525); 1-4 years, 3,048 (4,179); 5-8 years, 63,756 (82,969); 9-12 years, 80,086 (82,690); 13 years and over, 7,465 (8,389).

The population over 24 years of age in Saskatchewan at the 1946 Census amounted to 435,834. This compares with 446,810 at the Census of 1941. Years of schooling for persons at this age level were as follows: no schooling, 19,420 (22,913); 1-4 years, 46,368 (53,657); 5-8 years, 213,876 (221,947); 9-12 years, 131,910 (122,664); 13 years and over, 23,667 (22,635).

No. 30. - Years of Schooling of Alberta's Population

Of the 718,034 persons in Alberta five years of age and over, 100,579 or 14 per cent had attended school from one to four years, 281,317 or 39 per cent from five to eight years, 252,276 or 35 per cent, from nine to twelve years, and 39,005 or over 5 per cent, for thirteen years or more. An additional 44,581 or 6 per cent reported no schooling. The majority of these were in the younger age group, comprising children who had not as yet begun to attend school.

The population of Alberta 5-14 years of age numbered 145,373 on June 1, 1946 as compared with 153,551 in 1941. Years of schooling for this age group, with 1941 figures in brackets, were as follows: no schooling, 28,508 (29,148); 1-4 years, 62,993 (67,926); 5-8 years, 51,242 (54,135); 9-12 years, 2,685 (2,328).

Persons 15-24 years of age numbered 141,367 in 1946, as compared with 151,972 in 1941. Years of schooling for 1946, followed by 1941 figures in brackets, were as follows: no schooling 1,136 (1,195); 1-4 years, 1,985 (2,941); 5-8 years, 46,453 (57,674); 9-12 years, 84,045 (79,975); 13 years and over, 7,738 (9,135).

The population over 24 years of age in Alberta at the 1946 Census amounted to 431,294. This compares with 415,745 at the Census of 1941. Years of schooling for persons at this age level were as follows: no schooling, 14,937 (17,646); 1-4 years, 35,661 (39,688); 5-8 years, 183,622 (185,943); 9-12 years, 165,546 (142,659); 13 years and over, 31,267 (27,925).

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