

26-201
1946
C.I.

Published by Authority of the Hon. James A. MacKINNON. M.P.,
Minister of Trade and Commerce

CANADA
DEPARTMENT OF TRADE AND COMMERCE
DOMINION BUREAU OF STATISTICS
INTERNATIONAL PAYMENTS BRANCH

CANADA'S INTERNATIONAL TOURIST TRADE
PRELIMINARY ESTIMATES OF TOURIST
EXPENDITURES, 1946
AND
REVISED STATISTICS
1945



OTTAWA
1947

DEPARTMENT OF TRADE AND COMMERCE
DOMINION BUREAU OF STATISTICS - CANADA
INTERNATIONAL PAYMENTS BRANCH

Dominion Statistician:	Herbert Marshall
Chief, International Payments Branch:	C. D. Blyth
Statistician:	R. A. Brown.

CANADA'S INTERNATIONAL TOURIST TRADE.

Mankind's urge to travel has its roots deep in antiquity and the earliest incentives were primarily the desire to find new pastures, to discover new products and trade routes and to explore the unknown and foreign lands. There is an inherent curiosity in man to see other lands and peoples and the natural fulfillment of this inherent desire is best found in travel. The more curiosity there is engendered in the outside world towards exploring the Canadian scene, the more successful and remunerative will be our tourist trade. Canada has a great wealth of varied attractions to offer the tourist - a panorama of unmatched beauty from east to west and from south to north, accessible by road, rail, boat or plane.

Canada's tourist industry has come a long way from the first tourist, - Marc Lescarbot a French gentleman of leisure and Parisien lawyer who visited Port Royale, Acadia in 1606 and was one of the founders of the Order of Good Cheer - "L'Ordre du Bon Temps". He was an object of great curiosity to the early settlers who were puzzled by the presence of a countryman who just came to visit and enjoy himself among the industrious makers of Canada, whiling away his time in short tours, writing poetry, taking copious notes on life and manners and generally living a life of ease. The millions of tourists that visit Canada annually are no longer objects of curiosity but have come to be accepted as inevitable and welcome as the return of the birds.

Canada's tourist industry is young and vigorous. It is susceptible and sensitive to the unpredictable rise and fall of conditions of prosperity and employment in the United States and generally world prosperity. It flourishes best under peace, full employment and international freedom. The visitor industry, when taken in all its ramifications, appears no less important than that of gold mining, lumbering, fishing, electric power and so on. It has a product to sell and the product must be advertised abroad even though it be not exported.

Canada's tourist trade is exceeded only by exports of newsprint as a single contributor of American currency to the national economy. Receipts from U.S. travel in Canada help to make possible the large volume of Canadian travel to the United States and other hard currency areas for reasons of pleasure, business or health.

PRELIMINARY ESTIMATES OF TOURIST EXPENDITURES IN 1946.

The year 1946 definitely established a new record for tourist expenditures in Canada, as well as a new maximum for Canadians travelling abroad, mainly to the United States. Revised preliminary expenditures of travellers to Canada from the United States are placed at a new high of two hundred and fourteen million dollars, while tourists from overseas countries and Newfoundland are estimated to have spent about seven million dollars during their visits on Canadian soil. The aggregate expenditure of \$221 millions for all travel to Canada represents an increase of 33 p.c. or \$55 millions over the revised total of \$166.3 millions for 1945 and is over 2½

times the wartime low of \$82 millions in 1942. The 1946 record compares with the previous high of \$198 millions for all travel in 1929 when touring costs were on a somewhat similar plane and overseas visitors were much more numerous. Pre-war levels of \$166 millions in 1937 and \$149 millions in 1938 and 1939 have been well surpassed. Expenditures by United States tourists in 1946 now estimated at \$214 million compare with a revised total of \$163.3 million in 1945, an increase of nearly \$51 million or 31 p.c. This new record reflects favourably from the previous high of \$184 millions 1929 and the pre-war figure of \$149 million in 1937 and \$137 millions in 1939 for U.S. visitors to Canada.

One of the important developments of international travel during 1946 has been the great increase in the expenditure of American dollars by Canadians travelling to the United States. With the easing of restrictions on U.S. currency authorized to Canadians for travel, the dropping of gasoline and tire rationing, with more leisure and money available, Canadians are estimated to have expended a new record of \$135 millions on travel beyond our borders, with \$121 millions on United States account. This expenditure naturally represents a severe drain on the Canadian supply of American currency and the net balance or credit on travel account with the United States, despite the record expenditures in Canada of Americans was limited to about \$82 million dollars, a minor increase from the \$82 million credit of 1945.

The volume of border crossings and expenditures by Canadians during the year illustrates that on a per capita basis, the unrestricted Canadian is currently the most prolific border crossing national on earth and likewise on a per capita basis his travel expenditures exceed those of his more affluent neighbours in the United States. This is due in part to the expensive winter travel to southern resorts as well as to higher travel costs and price levels prevailing south of the border particularly in travel to metropolitan centres. If Americans travelled to Canada in the proportion that Canadians visit the States we should have a tourist trade many times its present magnitude. Canadians currently spend over \$10 per capita on travel to the United States while Americans contribute but \$1.50 per capita for travel to Canada. The Canadian tourist industry while a husky infant is still in swaddling clothes, capable of considerable growth and expansion.

In 1946, American automobile travel to Canada continued the expansion resumed during the preceding year. Some 5,371,200 foreign vehicles were checked through the 156 Canadian border ports stretching from the Maritimes to the Pacific and the Yukon. Of this immense international cavalcade, unparalleled anywhere in the world, some 1,492,000 vehicles entered on tourist car permits, 3,696,000 were non-permit or local traffic and 183,000 commercial vehicles. It is estimated that expenditures of tourists by automobile were \$82 millions in Canada during the year while the short-term visitors by car accounted for some \$12.7 millions more for a total of \$96 million compared with some \$57 million in 1945, a gain of 68 p.c. in the year.

In comparison with the American automobile traffic experienced in 1945, the all important tourist permit class advanced from 859,915 cars to a new record at 1,492,106, up 73.5 p.c., while the short term traffic rose 27.8 p.c. Tourist cars at over 1,492,000 compare with previous highs of 1,470,497 in 1931 and 1,384,488 in 1937, and since the average number of passengers per car was nearly three, an estimated 4,400,000 tourists visited Canada by motor car during the year. An assembly of these tourist cars would stretch in line from coast to coast.

Due to the wider use of automobiles as a means of international travel, the net number of tourists entering Canada by train during 1946, exclusive of in-

transits, declined to about 686,000 a decrease of 13 p.c. from the all time record established in 1945, but still over 80 p.c. above 1939 levels. Tourists by rail to Canada have high average expenditures and their contribution to the total outlay placed at nearly \$62 millions compared with over \$64 millions in 1945.

Bus companies operating international services cater to those of moderate means and have displayed a remarkable growth in the volume of passengers carried into Canada during the last decade. Close co-operation exists between Canadian and American interests. During 1946 there were more than 316,000 net tourist entries on long distance buses compared with about 262,000 in 1945 and more than double the entries in 1941. Tourists by bus are estimated to have spent about \$16 million in Canada during 1946.

The aeroplane continues to increase in importance as a carrier of international tourists. In 1946 net tourist entries from the United States by plane were almost 99,000 compared with a net of about 59,000 in the preceding year and this high average expenditure group are estimated to have contributed over \$10 million in tourist expenditure during their visits to Canada. In addition the overseas service of the Trans-Canada Airlines transported more than a thousand visitors from overseas and Newfoundland in addition to those coming by American airlines from Asia on the northern circle and via U.S. airports from overseas. The aeroplane holds great promise as a contributor to our tourist trade and makes it possible for distant peoples to holiday in Canada without using up their precious time in long ocean voyages. Similarly, private or chartered planes can reach remote back country lakes and hunting regions with ease and speed. Commercial planes now make it possible for New Yorkers to enjoy a week-end skiing in the Laurentians and return in time for work Monday morning. Good skiing and winter sports may thus still be enjoyed in April by Americans even when the tulips are in bloom to the south.

Tourist travel to Canada by boat was rudely interrupted by the war and travel particularly along the eastern seaboard was drastically curtailed, but tourist entries by boat during 1946 at over 339,000 were well in excess of pre-war levels, with notable increases along the west coast and on inland lakes and rivers. The return of boat transportation between Nova Scotia and the eastern United States should give a decided impetus to boat entries during 1947. Tourists entering Canada by steamer in 1946 are estimated to have spent over \$16 million, principally in British Columbia and Ontario. This compares with an expenditure of about \$13 millions by 323,786 boat passengers from the United States in 1945 and is not inclusive of arrivals from overseas. With the close proximity of many Canadian cities to centers of American population it is only natural that a great interflow of local visits should occur. These millions of short visits represent the close social and economic ties which bind the two nations in kinship and close harmony. While expenditures of Americans on brief stays in Canada cannot be truly regarded as in the nature of tourist expenditure, they do in the aggregate represent the inflow of a considerable amount of money during a year. It is estimated that the group conveniently called "Other Travellers" - those coming by foot, bicycle, local bus, taxis, motorcycles, horse drawn vehicles etc. expended \$14 million in Canada during 1946 on nearly 5,000,000 visits to Canadian soil compared with 3,940,000 in 1945.

Summarizing the year 1946 it is noted that the total volume of non-resident entries to Canada across the United States border reached the impressive sum of over 21,100,000 compared with 17,100,000 in 1945 and 16,600,000 in 1939. Although short term visits by motorists and by "other travellers" accounted for a considerable part of the 4,000,000 increase over 1945, the bona-fide tourist contributed a fair share of the advance.

A preliminary estimate of U.S. tourist expenditures during 1946 by province of entry, while admittedly subject to certain reservations, indicates that the province of Ontario secured roughly \$109 million or 51 p.c. of the total U.S. expenditure in Canada compared with nearly \$96 millions in 1945. The province of Quebec garnered an estimated \$45 million or 21 p.c. of the national total of \$214 millions. British Columbia with its year round attractions is estimated to have acquired \$34 millions or 16 p.c. Tourist entries into the Maritimes, principally through New Brunswick ports, represented an expenditure of \$13.5 million or 6.3 p.c. of the national total. Tourist travel across the 49th parallel into the Prairie provinces accounted for a total of \$12.4 million or 5.8 p.c., the advance for the area over 1945 indicating a doubling in tourist business during the year and reflects the re-opening of famous resort hotels and camps.

It must, of course, be emphasized that these provisional estimates are not designed or intended to accurately measure expenditures actually made in the provinces concerned. All estimates are based on ports of entry only and make no allowance for Americans travelling from one province to another once they have entered Canada. For example, American tourists by rail and auto to Alberta resorts usually enter Canada through British Columbia or eastern ports. A considerable number of the heavy inflow of tourists by air into Dorval Airport, Montreal likely visit other provinces. Motorists and train travellers entering by Quebec or Eastern Ontario ports may visit both provinces during their sojourn in Canada. The estimates do not represent the total value of a province's tourist trade as such an aggregate would include the expenditures of tourists from Overseas and Newfoundland as well as those from other Canadian provinces. While there is no satisfactory method of ascertaining an exact dispersal of U.S. expenditure by provinces, inter-regional or interprovincial touring by automobile was still limited to fairly small proportions in 1946 as in the war years. Thus for general comparisons and in lieu of more detailed information the following may be considered roughly indicative of the provincial distribution of U.S. tourist expenditure in Canada during 1946.

Table 1. ESTIMATED DISTRIBUTION OF U.S. TOURIST EXPENDITURES IN CANADA BY PROVINCE OF ENTRY, DURING 1946.

Province of Entry	Expenditure	Preliminary
	Millions \$	P.C. of Total
Maritimes (x)	13.5	6.31
Quebec	45.0	20.99
Ontario	109.1	50.95
Manitoba	6.6	3.07
Saskatchewan	3.0	1.40
Alberta	2.8	1.32
British Columbia (X)	34.2	15.96
Total	214.2	100.0

(x) Entering mainly through N.B. ports.

(X) Includes an estimated \$43,300 on Yukon account.

Canadian travel expenditures in the United States during 1946 reached an all time high of \$131 millions and the increase from the \$81 millions expended in 1945 represents an advance of over 61 p.c. The present outlay by Canadian tourists is double the 1936-1939 average and is in line with the rise in total net personal incomes of Canadians which climbed from \$3,973 millions in 1938 to an estimated \$9,172 millions in 1946.

United States currency has been made available to Canadians for any reasonable travel expenditures in the United States since May, 1945. In September 1946 there were further relaxations in the procedure of obtaining United States currency for travel, and residents were permitted to hold up to \$100 dollars in United States currency.

The premium on exchange was removed when Canadian currency was restored to parity early in July. A much greater number of Canadians were able to enjoy holidays during the first year of peace, augmented by over 750,000 young people returned from overseas and released from the services. But travel costs particularly for food, accomodation and amusement were at record levels throughout the United States. The post war tourist received much less for his tourist dollar than pre-war, the cost-of-living index on the 1935-39 = 100 basis, having averaged 139.1 in the United States during the year.

The volume of Canadian motor traffic to the States has recovered rapidly since the cancellation of gasoline and tire restrictions. Canadian cars which remained abroad over 24 hours totalled 167,197 in 1946 compared with 79,954 in the preceding year up 109 p.c. but were still below pre-war levels, the 1939 total having been tentatively estimated at over 375,000. The average age of the Canadian car in use has increased greatly due to non-production during the war years and deferred obsolescence. Canadian motorists remaining abroad over 24 hours are estimated to have spent some \$16.4 millions during 1946 while the short term motorist expended about \$5.3 million for a total contribution of \$21.7 million by Canadians journeying to the United States by motor car.

The short stay Canadian traffic to the States during 1946 increased by some 479,000 cars or 44.7 p.c. over 1945 and totalled 1,550,694 with significant gains at Fort Erie, Niagara Falls and Windsor. Canadian travellers returning from the United States by train aggregated 592,600 during the year with a heavy volume in the first and third quarters. Average expenditures were heavy particularly for those returning in the first four months and total expenditures by this group were nearly \$50 million compared with about \$39.4 millions in 1945.

Tourists returning to Canada by long distance bus were considerable at over 442,000 with the heavy movement in the summer months and their expenditures are estimated to have exceeded \$28 million, an increase of some \$11½ million over 1945.

Canadians returning from the United States by air rose in number from 35,589 in 1945 to 63,608 in the year under review and are many times the pre-war traffic when fewer services by air existed. These air passengers represent on the average a heavy spending clientele and probably expended in the neighbourhood of \$9 million in the United States during 1946, double the preceding year.

Tourists using boat services to the United States exceeded 100,800 during 1946 and expended about \$3.2 million. While the number of passengers registered a minor gain over 1945, average expenditures were considerably larger.

The number of Canadians in the group "Other Travellers", making short visits to American soil surpassed the volume of such travel to Canada by Americans and reached the surprising total 7,725,000 during 1946 compared with about 5 million short visits by their American cousins. This international movement attains huge proportions at Windsor, St. Stephen, Niagara Falls, Fort Erie and at other ports adjacent to American towns and cities. The average amount of money spent on these short visits however is relatively small but in the aggregate totalled over \$19 million during the year compared with \$11 million in 1945. Expenditures by Canadian travellers on U.S. merchandise were much greater in 1946 than in preceding years, the amounts declared under the \$100 exemption privilege extended to tourists totalled \$9,122,000 compared with only about \$2 million in 1945 and \$9 million in 1939. Radios, tires and tubes, automobile accessories, boots and shoes, clothing and furniture and household appliances were the main items and such imports were increasing in the latter part of the year.

The grand total number of all Canadians returning from the United States during 1946 reached 13,900,000 compared with total American entries of about 21,100,000 - a creditable showing for a nation of over 12 $\frac{1}{4}$ million souls compared with a neighbour peopled by over 140 million. We must sell more Americans the idea of visiting us oftener.

The U.S. Dept. of Commerce estimates that U.S. tourists spent \$430 million in foreign countries during 1946, nearly half of it in Canada. Foreigner visitors were estimated to have spent about \$218 millions in U.S. currency in travel to the United States, of which Canadians in turn accounted for about half. Total U.S. expenditures of \$430 million in 1946 on all foreign travel compare with \$483 million in 1929 and \$348 million in 1937. In view of the great increase in net personal income of U.S. citizens and in their expenditures on consumers goods and services (as illustrated in Page 47 of this report) it is apparent that American expenditures on foreign travel might well be expected to be much greater, particularly in Canada.

REVISED ESTIMATES OF TOURIST EXPENDITURES, 1945 AND PRELIMINARY 1946.

Revised estimates of international travel expenditures in the year 1945 indicate that Canadians spent nearly \$83,000,000 on ten and a half million visits to other countries, while persons from other countries spent about \$166,000,000 on over 17 and a quarter million entries into this country. When compared with corresponding data for the year 1944 the number of Canadian trips abroad shows an increase of 26 p.c. and the number of foreign entries an increase of over 37 p.c., while Canadian expenditures abroad have risen by 40 p.c. and foreign expenditures in Canada have risen by 37 p.c. in the same comparison.

Although the movement of Canadians abroad had not yet regained pre-war levels in 1945, it represented nearly 38 p.c. of the combined movement of all persons into and out of Canada, approaching the proportion of 41 p.c. which it represented in 1939. Under the influence of wartime restrictions, Canadian travel to other countries had receded to 22 p.c. of the combined movement in the year 1941. The number of foreign travellers entering Canada reached its wartime low in 1943, but has shown an encouraging increase in each successive year.

In the summary expenditure tables Nos. 2 and 3, revised statistics are given for the year 1945, with preliminary statistics for 1946, as well as comparable data back to 1940.

Table 2 - Expenditures of Foreign Travellers in Canada 1940-1946
(Millions of Canadian Dollars)

1. Travellers from the United States

Means of Travel:	1940	1941	1942	1943	1944	1945	1946(x)
(a) Automobile	49.5	54.0	26.0	17.0	24.4	56.9	95.9
(b) Rail	26.5	28.0	32.0	49.0	67.2	64.3	61.8
(c) Boat	6.0	7.0	4.0	6.0	7.9	13.0	16.2
(d) Bus (Exclusive of local bus.)	5.7	7.0	6.0	5.0	6.5	12.9	16.0
(e) Airplane	1.3	3.0	3.0	3.0	3.2	5.6	10.3
(f) Other (pedestrians, local bus, etc.)	9.0	8.0	8.0	7.0	7.5	10.6	14.0
TOTAL, U.S.A.	98.0	107.0	79.0	87.0	116.6	163.3	214.2

2. Travellers from Overseas Countries
(Including Newfoundland)

	7.0	4.0	2.9	2.5	2.9	3.0	6.6
--	-----	-----	-----	-----	-----	-----	-----

TOTAL, All Countries ... 105.0 111.0 81.9 89.5 119.5 166.3 220.8

(x) Data for 1946 are subject to revision.

Table 3 - Expenditures of Canadian Travellers in Foreign Countries 1940 - 1946
(Millions of Canadian Dollars)

1. Travellers to the United States

Means of Travel:	1940	1941	1942	1943	1944	1945	1946(x)
(a) Automobile	10.3	3.8	2.6	1.9	3.8	7.5	21.7
(b) Train	20.0	8.5	13.9	22.0	33.1	39.4	49.6
(c) Boat	1.2	0.7	0.5	0.7	1.1	1.8	3.2
(d) Bus (Exclusive of local bus)	3.2	1.5	2.6	3.2	8.7	17.0	28.5
(e) Airplane	0.6	1.2	1.1	1.2	2.4	4.1	8.8
(f) Other (Pedestrians, local bus, etc.)	4.5	2.6	3.7	4.7	7.9	11.0	19.2
TOTAL, U.S.A.	39.8	18.3	24.4	33.7	57.1	80.9	131.0

2. Travellers to Overseas Countries
(Including Newfoundland)

	2.6	2.7	3.3	3.5	2.8	2.0	4.4
--	-----	-----	-----	-----	-----	-----	-----

TOTAL, All Countries. 42.4 21.0 27.7 37.2 59.9 82.9 135.4

(x) Data for 1946 are subject to revision.

OVERSEAS TRAVEL IN 1945 - 46.

One of the first casualties of the war was the overseas tourist and due to the great losses in passenger shipping and present currency difficulties, this type of visitor is the slowest to re-establish the pre-war volume of interflow between nations. Overseas touring for pleasure practically ceased to exist during the war years and entries to Canada were confined to visitors from Newfoundland and those arriving on priorities by steamships or plane usually on official business or as temporary refugees.

During 1945 some minor recovery was evident following the end of hostilities, but arrivals were mostly business and governmental officials seeking to re-establish contacts in Canada. The movement from Newfoundland however was more of a tourist nature. Expenditures for the year were about \$3 millions on overseas account. During 1946 a gratifying increase was noted in the number of visitors from the United Kingdom and some continental countries despite the rather strict limitation on funds available for overseas travel. Receipts from overseas visitors and Newfoundlanders during 1946 are estimated to have been about \$7 millions compared with the high of \$17 million in 1937. With increased immigration to Canada from Europe, in addition to the millions of friends which our forces have made, the potential of overseas travel to Canada is large and should resume or surpass pre-war levels once currency & other conditions regain normality and shipping accomodation is available. The re-establishment of world trade and prosperity is a pre-requisite to the free interflow of a great tide of tourists.

Tourists entering Canada directly from Newfoundland in 1946 numbered 15,738 while some 11,562 visitors came from overseas, 5,975 entering through Canadian Ports and an estimated 5,887 via American seaports enroute to Canada. The total of the above entries was about 27,300 compared with 18,559 in 1945. Some 83 different countries and colonies were represented among the arrivals from overseas at Canadian sea and air ports and via U.S. ports during the year. The United Kingdom supplied over 40 p.c. of the overseas tourists to Canada and total British Commonwealth entries represented two-thirds of all overseas arrivals. The number of tourist arrivals from European countries was about 1,100, exclusive of U.K. Over 600 came from Australia and New Zealand despite limited sailings. Plans are well under way for much improved steamship service from 1947 on to all ports of the Pacific as well as to other continents. International air services will also be increased and extended.

Canadians did not evince much interest in pleasure travel to overseas countries during the year other than to Bermuda, South America and the Caribbean as steamship and air accomodation was limited and while passage might be assured outward there was considerable uncertainty about the availability of accomodation for a return trip. Most travel from the United Kingdom and Europe was on a priority basis involving returning troops, war brides and other important personages on official or commercial business. The overseas tourist was not yet welcomed due to lack of proper facilities.

Expenditures of Canadians on overseas travel during 1946, including trips to Newfoundland are estimated to have been in the neighbourhood of only \$4 million compared with a pre-war average of over \$18 million per annum during the thirties.

TRAVEL TO CANADA FROM THE UNITED STATES IN 1945.

Reflecting the close social and economic ties which link the United States and Canada, is the striking numerical predominance of short-stay travellers in the total volume of American entries into Canada. It is essential to those concerned with the tourist industry that a sharp delineation be shown between those who come to Canada for brief stays and usually do not require over-night accommodation, and the cream of the tourist trade who spend, on the average, a number of days in our midst.

In the table (4) which follows, total U. S. entries for the year 1945 of some 17,200,000 are analyzed as to Short Term Traffic and Long Term Traffic according to mode of travel into Canada. In this way the total of over 17 million visits is not as formidable as would first appear. Nearly 86 p. c. of this vast international movement is revealed as remaining less than 48 hours within our borders and their expenditures per capita are relatively small. Much of the short term traffic consists of local, repeat and intransit motorists, and intransit rail and bus passengers, as well as those on foot, local bus and taxis or motorcycles and bicycles. Variations in the United States or Canadian supply and demand of certain commodities stimulate this type of travel between border communities and the volume reaches huge proportions annually at such ports as Windsor, Fort Erie, Niagara Falls, St. Stephen, Sarnia, etc.

The summary for 1945 shows that of the grand total of 17,166,006 persons who entered Canada from the United States during the year 14,728,827 or 85.8 p. c. were classified as short term. Local and repeat motor traffic accounted for nearly 8 million entries, while passengers carried across Southern Ontario by American railways and buses numbered some 1,220,000. Automobiles entering for stays of a day or two contributed about 1,580,000 persons to the total, more than double the 1944 volume. Other travellers by foot, local buses, taxis, etc., were impressive at 3,940,000.

The most important visitor to Canada is necessarily the longer term tourist, both as to expenditure and call upon accommodation and tourist services. Although the proportion of total inward traffic represented by tourists remaining three days and over in Canada was only 14.2 p. c. of total entries, this group forms the backbone of our tourist industry and contributes some 82.5 p. c. of all visitor expenditures by U. S. nationals in Canada. The total number of long term entries in 1945 was over 2,437,000 and compares with about 1,818,000 in 1944. The largest percentage of tourists remaining for some time in Canada came by automobile in 1945, reversing the wartime predominance of rail entries and restoring pre-war relationships. Net tourist entries by train were still considerable at nearly 796,000 and far exceed 1939 levels. International bus lines have demonstrated a remarkable growth as carriers of tourists to Canada in the last decade, and over 211,400 entered by this means of transport in 1945 compared with 156,600 in 1944. The airplane continues to find increasing favor with tourists, some 59,182 coming to Canada by air in 1945 compared with 42,747 in 1944. The airplane provides a convenient means of extending the holiday in Canada and making easily accessible the thousands of backwood lakes, rarely visited by man. Tourists coming by boat, mainly through British Columbia and Ontario ports numbered nearly 324,000 in 1945 compared with 280,300 in 1944.

The grand total of expenditures by American travellers to Canada in 1945 are estimated at \$163.4 millions, a splendid increase of some \$47 millions over 1944. While short term visitors accounted for 85.8 p. c. of the total number of entries, their expenditures were limited to \$28,592,000 or 17.5 p. c. of total expenditure by all U. S. tourists. On the other hand, the all-important long term travellers while contributing but 14.2 p. c. of the number of total entries, expended some \$134,762,000 or 82.5 p. c. of all American tourist expenditure in Canada during the year.

Table 4 - Expenditures of United States Travellers to Canada, 1945
by Length of Stay

Mode of Travel	Number of Persons	% of Grand Total	Expenditures \$	% of Grand Total
<u>Short Term Traffic</u>				
Auto: Local Traffic	6,073,751	35.38	10,434,170	6.39
Repeat	1,896,290	11.04	-	-
Tourist 1-Day	1,154,515	6.73	3,538,373	2.17
Tourist 2-Day	424,355	2.47	3,109,696	1.90
Commuters	2,813	.02	461,715	.28
Local (Permit)	9,465	.06	345,435	.21
Rail (in transit)	1,169,220	6.81	-	-
Bus (in transit)	50,220	.29	100,440	.06
Airplane (in transit) ..	8,140	.05	16,280	.01
Other travellers	3,940,058	22.95	10,585,591	6.48
TOTAL	14,728,827	85.80	28,591,700	17.50
<u>Long Term Traffic</u>				
Auto: Tourists 3-day and over ..	1,027,199	5.98	34,904,763	21.37
Summer Residents ..	19,721	.12	4,124,689	2.53
Rail	795,848	4.64	64,316,278	39.37
Bus	211,443	1.23	12,838,828	7.86
Airplane	59,182	.34	5,582,717	3.42
Boat	323,786	1.89	12,994,901	7.95
TOTAL	2,437,179	14.20	134,762,176	82.50
GRAND TOTAL	17,166,006	100.00	163,355,876	100.00

AVERAGE EXPENDITURE PER U. S. TOURIST CAR ENTERING CANADA DURING 1945.

A summary of the 854,000 Travellers Vehicle Permits or E-50 forms issued to tourist cars entering Canada during 1945 reveals that over 659,200 cars or 77.2 p. c. reported their expenditures while in Canada. This excellent response freely given by American motorists serves as the basis for estimating total and average expenditure by province of entry. It is noted that the average amount of money expended per car has been increasing steadily year by year in each province since 1942 and that the rate of increase is much greater on the average than the advance in touring costs in Canada under price control. The upward trend is due in part to wartime restrictions on extended motor travel and shorter stays in 1942, 1943 and 1944 occasioned by the intense concentration on war production during those years as well as the postponement of holidays. The striking advances in average expenditure in 1945 over 1944 reflect the advent of peace, the lifting of gasoline rationing and the high level of prosperity in the United States. Another factor which encouraged this increase was the fact that the American tourist received more for his dollar while on a visit to Canada.

Average expenditure per car touring in the Maritimes rose some 60 p. c. in 1945 over the preceding year, while tourist cars leaving the province of Quebec spent nearly \$54 each, an increase of over \$20.60 from the 1944 average of \$33.13. Expenditures per car in the Maritimes and Quebec suffered drastic curtailment during the war years due to their longer distance from centers of U. S. population but 1945 averages compare favorably with pre-war experience. Average expenditures on cars touring in Ontario rose 9.5 p. c. in 1945 over that of the preceding year and at about \$45. exerted a downward influence on the Dominion average since the bulk of E-50 travel or over 60 p. c. is normally into that province. Ontario with its close proximity to large centers across the border receives a considerable part of the shorter term tourist cars that visit Canada for extended week ends or for two or three days enroute between Detroit and Buffalo. Expenditures per car registered gratifying increases throughout the Prairie Provinces during 1945 and restored pre-war levels. The Manitoba average increased over \$17½ to nearly \$33., while Saskatchewan rose about 40 p. c. at \$70.20. Alberta had the highest average expenditure per car of any province at nearly \$147, an advance of \$27 per car over 1944. This is due in part to the greater distances of Alberta's cities from the U. S. border and the beginning of civilian travel on the Alaskan Highway which usually enters and leaves by Alberta ports.

Average expenditures per car which had remained practically unchanged in British Columbia in 1943 and 1944 rose sharply to \$84.14 in 1945, an increase of 29 p. c. or about \$16.50 over 1943-44 levels.

Heavily weighted by the volume of E-50 traffic into Ontario. the Dominion average at \$50.04 per car was up 19.5 p. c. or about \$8 over the 1944 figure and compares favorably with pre-war experience.

A division of the Travellers Vehicle or Permit class of motorist, Table 6, reveals that average expenditure in all four groups registered encouraging increases over 1944. The straight tourist class, as mentioned above, recorded an average increase of about \$8 per car, whereas those on "commuters" permits rose from \$270.56 to \$391.50, indicating a greater volume of shopping in Canada by this group. Expenditures of "summer residents" which had fallen sharply during the war rebounded almost to pre-war stature at about \$447, an average increase of about \$158 over 1944 when the numbers per family summering in Canada were less due to pre-occupation with the war and war production. Motorists with "local" tourist permits reported average expenditures of \$80.42 in 1945 as against \$57.75

in 1944, and were nearly double 1941 averages. Local "E-50" permits are issued to Americans whose business requires them to make frequent short trips to Canada. Total expenditures are reported only for the term of the permit.

Table 5-Average Expenditures per car of motorists of the "Tourist" category entering Canada with Traveller's Vehicle Permits, by province of exit, 1942 - 1945

	<u>1942</u>	<u>1943</u>	<u>1944</u>	<u>1945</u>
	\$	\$	\$	\$
Maritimes	31.02	31.66	36.96	58.85
Quebec	27.61	30.49	33.13	53.76
Ontario	31.30	40.38	40.94	44.93
Manitoba	50.61	47.96	65.35	82.91
Saskatchewan	41.92	45.57	51.21	70.20
Alberta	65.70	81.26	119.64	146.78
British Columbia	41.56	57.37	57.66	84.14
Total Canada	32.47	40.37	41.97	50.04

Table 6-Average Expenditures Per Car of E-50 Permit Class 1942 - 1945

<u>Type of E-50 Permit</u>	<u>1942</u>	<u>1943</u>	<u>1944</u>	<u>1945</u>
	\$	\$	\$	\$
Tourists	32.47	40.37	41.97	50.04
Commuters	207.14	258.53	270.56	391.50
Summer Residents	353.84	329.40	289.01	446.82
Locals	53.55	65.78	57.75	80.42

LENGTH OF STAY AND EXPENDITURES OF U. S. MOTORISTS ENTERING CANADA ON TRAVELLERS VEHICLE PERMITS DURING 1945.

To those concerned with accommodation of the motoring tourist, it is important to know the general pattern or behaviour of this type of traffic. In tables 7 and 8, motoring permits are analyzed by length of stay, number of cars, average persons per car and total persons, number of car days, average expenditure per car and per day and per person, as well as total expenditures in each individual days-stay group. Percentages are also given of the contribution of each class to the Dominion total.

Statistics for 1945 when compared with the preceding year indicate a minor decline in the average length of stay occasioned by a doubling in the volume of the one and two-day classes over 1944. Average expenditures per car rose from \$41.77 in 1944 to \$48.28 in the year under review, and total expenditures are estimated at over \$40.5 million as against \$17.8 in 1944. Average number of persons per car advanced from 3.05 to 3.10, while average expenditure per person per day rose from \$2.72 in 1944 to \$3.43, an increase of over 25 p. c. and far in excess of the advance in the Canadian cost of living index which was confined to less than 1 p.c.

During 1945 the number of permits begins at a peak in the one-day class representing nearly 42 p. c. of the total entries, and declines precipitately as the length of stay increases. Expenditures of the one-day group, however, aggregate but 8.7 p. c. of total expenditures and considerable of this traffic reflects the intransit movement across Southern Ontario, as illustrated in table 11

The two-day permit class comprises 16.8 p. c. of total entries and contributes about 7.7 p. c. of expenditures. Reflecting the relatively high expenditure "week end" trips, motorists remaining three days account for 10.8 p. c. of the traffic and 10.7 p. c. of expenditure. This is the highest expenditure group, averaging \$15.92 per car per day. Analyzing length of stay on a weekly basis it is observed that some 82.9 p. c. of automobile tourists remain in Canada less than one week, while about 11.2 p. c. return after a stay of less than two weeks and more than one. Stays of between two and three weeks represent 3.2 p. c. of total entries, so that roughly 97 p. c. of motoring tourists remain three weeks or less on their visit to Canada. This distribution conforms to the holiday pattern of American business and industry where the great bulk of employees are granted up to two weeks holidays with pay.

The trend of total estimated expenditures displays independent characteristics and after reaching a maximum for the three-day class declines less sharply day by day than the number of permits due to the higher total expenditures of longer stay vehicles. Expenditures on a weekly basis indicate that in the first week 52.8 p.c. of the grand total are contributed and 24.4 p. c. within the stay period of from 8 to 14 days, while the two to three week class aggregate 8.5 p. c. of the total. Thus while accounting for 97 p. c. of total entries permit motorists returning within the three-week period contribute but 85.6 p. c. of the expenditure.

It would appear that while the average stay of the motoring tourist is not long, the turnover is tremendous and we must possess accommodation for an immense concentration of visits within a relatively short space of 12 weeks in the summer months.

Average expenditure per car per day in the one day class is at a relatively low figure since it does not usually involve accommodation. Expenditure reaches a maximum for the three day traffic. A gradual decline in average expenditure per day is in evidence as the length of stay increases and recedes to an average of \$3.21 per day for cars remaining longer than three months, whose occupants may be presumed to have lived in cottages or visited with relatives.

The average number of persons per car, including the driver, is at a maximum in the one-day class and has the general tendency to decline with the length of stay. The average number of passengers for all permits is 3.1. However, intermediate peaks are observed at the 8-day, 15-day and 22-day marks which indicate by their contra-trend averages, the visits of tourists on fixed holidays. This pattern is confirmed in average expenditure person per car where the lows at the 8 and 15 day periods suggest the presence of a larger than normal number of children or family groups.

To summarize, there were nearly 840,000 tourist permits issued to foreign cars carrying some 2,606,000 persons to Canada in 1945. This huge number of motorists spent over \$40.5 million during an average stay per car of about 5 days, while average expenditures per car were placed at \$48.28 or \$9.59 per day. On a daily basis each motoring tourist represented an expenditure of \$3.42 for every day he remained in Canada.

Table 8 - Number of and Expenditures by United States Motorists (Tourist Class) Entering on Traveller's Vehicle Permits, by Length of Stay in Canada, Calendar Year 1945

Days' Stay	Number of Permits	% of Total Permits	Average Expenditure per car	Estimated Expenditures	% of Total Expenditures	Number of Car-Days	Average Expenditure per car per day
			\$	\$			\$
1	350,799	41.77	10.09	3,538,373	8.73	350,799	10.09
2	141,260	16.82	22.01	3,109,696	7.67	282,520	11.01
3	90,813	10.81	47.76	4,337,229	10.70	272,439	15.92
4	53,900	6.42	62.76	3,382,764	8.34	215,600	15.69
5	35,191	4.19	75.10	2,642,844	6.52	175,955	15.02
6	24,558	2.92	88.42	2,171,418	5.36	147,348	14.74
7	22,330	2.66	99.13	2,215,573	5.46	156,310	14.16
8	24,749	2.95	106.90	2,645,668	6.52	197,992	13.36
9	15,770	1.88	116.56	1,838,151	4.53	141,930	12.95
10	10,670	1.27	128.62	1,372,375	3.38	106,700	12.86
11	7,839	.93	136.59	1,070,729	2.64	86,229	12.42
12	6,808	.80	141.12	960,745	2.37	81,696	11.76
13	6,377	.76	151.11	963,628	2.38	82,901	11.62
14	6,738	.80	154.07	1,038,124	2.56	94,332	11.01
15	7,530	.90	153.80	1,158,114	2.86	112,950	10.25
16	4,468	.53	160.61	717,605	1.77	71,488	10.04
17	2,808	.33	175.94	494,040	1.22	47,736	10.35
18	1,881	.22	174.37	327,990	.81	33,858	9.69
19	1,488	.18	191.95	285,046	.71	28,215	10.10
20	1,231	.15	184.17	226,713	.56	24,620	9.21
21	1,183	.14	189.46	224,131	.55	24,843	9.02
22	1,194	.14	197.38	235,671	.58	26,268	8.97
23	847	.10	183.91	155,772	.38	19,481	8.00
24	697	.08	193.05	134,556	.33	16,728	8.04
25	667	.08	177.52	118,406	.29	16,675	7.10
26	565	.07	208.33	117,706	.29	14,690	8.01
27	513	.06	235.45	120,786	.30	13,851	8.72
28	491	.06	193.26	94,891	.23	13,748	6.90
29	558	.07	217.43	121,326	.30	16,182	7.50
30	548	.06	183.73	100,684	.25	16,440	6.12
31-40	4,236	.50	164.78	698,008	1.72	146,116	4.78
41-50	1,811	.22	225.61	408,580	1.01	81,632	5.01
51-60	1,481	.18	238.41	353,085	.87	82,438	4.28
61-70	1,475	.18	244.99	361,360	.89	95,416	3.79
71-80	822	.10	291.98	240,008	.59	61,823	3.88
81-90	622	.07	330.47	205,552	.51	53,035	3.88
91-100	561	.07	346.04	194,128	.48	53,461	3.63
101-125	974	.12	383.69	373,714	.92	110,011	3.40
126-150	751	.09	463.69	348,231	.86	103,224	3.37
151-175	759	.09	526.16	399,355	.98	123,720	3.23
176-365	1,914	.23	546.48	1,045,963	2.58	428,295	2.44
Totals	839,874	100.00	48.28	40,546,738	100.00	4,229,695	9.59
Av. length of stay						Per car 5.04 days	

N.B. The above data derived from averages for the Dominion for periods of three days and over rather than for each Province, are slightly different from those calculated from Provincial averages.

Table 9 - Number of and Expenditures by United States Motorists (Tourist Class) Entering on Traveller's Vehicle Permits by Length of Stay in Canada, Calendar Year 1945

Days' Stay	Average persons per car	Total persons	Number of Person-Day	Average Expenditure per person per day
				\$
1	3.29	1,154,515	1,154,515	3.06
2	3.00	424,355	848,710	3.66
3	2.98	270,427	811,281	5.35
4	2.93	157,797	631,188	5.36
5	2.90	102,041	510,205	5.18
6	2.91	71,390	428,340	5.07
7	3.04	67,784	474,488	4.67
8	3.19	78,905	631,240	4.19
9	3.06	48,274	434,466	4.23
10	2.97	31,692	316,920	4.33
11	2.95	23,099	254,089	4.21
12	2.96	20,128	241,536	3.98
13	3.03	19,337	251,381	3.83
14	3.09	20,819	291,466	3.56
15	3.16	23,774	356,610	3.25
16	2.98	13,301	212,816	3.37
17	2.82	7,923	134,691	3.67
18	2.76	5,200	93,600	3.50
19	2.70	4,004	76,076	3.75
20	2.79	3,431	68,620	3.30
21	2.71	3,205	67,305	3.33
22	2.79	3,334	73,348	3.21
23	2.72	2,306	53,038	2.94
24	2.61	1,818	43,632	3.08
25	2.57	1,713	42,825	2.76
26	2.46	1,391	36,166	3.25
27	2.53	1,296	34,992	3.45
28	2.69	1,323	37,044	2.56
29	2.62	1,462	42,398	2.86
30	2.68	1,468	44,040	2.29
31-40	2.79	11,825	407,251	1.71
41-50	2.58	4,670	210,441	1.94
51-60	2.50	3,701	205,984	1.71
61-70	2.55	3,766	243,164	1.49
71-80	2.46	2,020	152,035	1.58
81-90	2.42	1,507	128,474	1.60
91-100	2.30	1,292	122,864	1.58
101-125	2.35	2,285	257,974	1.45
126-150	2.25	1,687	231,556	1.50
151-175	2.09	1,590	259,216	1.54
176-365	2.20	4,214	948,728	1.10
Totals	3.10	2,606,069	11,864,713 Per person 4.55 days.	3.42

PERMIT CARS BY U. S. STATE OF REGISTRATION AND COUNTRY.

The considerable rebound in 1945 from 1942 to 1944 levels in automobile tourist traffic from the United States is illustrated in Table 9, giving a summary of the State registration of American automobiles which entered Canada for touring purposes in the years 1939 - 1945. While pre-war volume was not restored until 1946, the following table is interesting as an intermediate point in the recovery and as a guide to those concerned with the promotion of our tourist industry in the concentration of advertising, the directional flow of the traffic and so on.

The full impact of the war was not apparent on U. S. automobile traffic into Canada until the attack on Pearl Harbour and the subsequent travel restrictions, coupled with America's concentration on the business of a multi-front war. Thus, the volume of entries in 1943 had shrunk to about $\frac{1}{4}$ of the 1941 level and about 22 p. c. of pre-war experience. Although a considerable number of motorists turned to train, bus, boat and plane for transport to Canada during the war years, the loss in tourist revenue was substantial. Restrictions on Canadian travel expenditures in the United States, however, prevented the net revenue from travel from declining as sharply as American expenditures in Canada.

Those states which are adjacent to Canada supply the bulk of the tourists by automobile and reflect both the presence of former Canadians there and the closer ties and interests which exist between neighbouring communities. A knowledge of Canada seems to have penetrated only so far into the United States and visits appear to decrease with distance from the border and not in relation to the number of cars registered by States. Although the presence of thousands of U. S. troops on our soil during the war may have dispelled some of the lack of knowledge about Canada, there appears to be a thickening wall of unawareness as we proceed southward - a challenge to educational authorities and those concerned with publicising Canada. While distance and time available are often the determining factors in automobile touring, they are not so important as previously, due to more and better roads, faster cars, larger average incomes and longer holiday policies in the U. S. and so on. There are an estimated 5,000,000 persons in the United States whose roots or connections extend back to Canada. They represent a great tourist potential.

For convenient analysis, states have been grouped roughly by regions. Thus, the North-Eastern States have contributed an average of half of all automobile tourists to Canada over the past seven years, with the State of New York the heaviest contributor in this area sending 232,528 cars in 1945 compared with about 136,000 in 1944. A healthy improvement in entries from this region is shown in preliminary figures for 1946.

The Great Lakes group of States normally supplies about one-third of the permit class automobile tourists, with the State of Michigan originating nearly two-thirds of the regional total. Entries from the Great Lakes States were more than double 1944 totals in 1945 at 292,153 cars and exceeded 1940 levels.

The North-Western border states comprising Minnesota, North Dakota and Montana showed encouraging gains in 1945 over 1944 at 19,526 entries up 112 p.c. and contributing 2.3 p. c. of the national volume. Reflecting high levels of agricultural prosperity in the middle west, preliminary results for 1946 indicate further good gains in traffic from this region.

Traffic from the West Coast States displayed excellent recovery in 1945 at 104,121 cars, more than double 1944 levels and the highest since 1939, contributing 12.2 p. c. of the national total. Splendid increases were showing in the number of cars from California over the preceding year.

The remainder of the states not adjacent to the International Border or not listed in the table, normally contribute about 5 p. c. of the flow of tourist cars during a year. This residual was most sensitive to wartime conditions of travel and registered a larger percentage decline relative to total entries than for those states more happily situated to the Canadian border. Whereas in 1939 some 71,000 cars had entered Canada as tourists from States some distance from the Boundary, only 9,000 such cars arrived in 1944 and improved to 22,603 in 1945 to furnish 2.6 p. c. of the total volume entering Canada.

It is significant that in 1945 three large neighbouring states - New York, Michigan and Washington continued to send some 64 p. c. of the total number of automobile tourists to Canada. On the basis of passenger car registrations by States there are roughly 2.5 million in California, 2 million in the State of New York, 1.7 million in Ohio, 1.4 million in Michigan, 1.6 million in Pennsylvania, 1.5 million in Illinois and some 510,000 in the State of Washington. There are many states adjacent to Canada whose number of passenger car registrations would suggest that a greater volume should appear as tourists to Canada. Ohio, for example with over 1,700,000 passenger cars contributed but 47,000 in 1945 to the permit entry class, Illinois with 1,500,000 potential tourist cars sent but 9,800 during 1945, New Jersey with 900,000 only 8,700, Indiana with 825,000 only 5,200, Wisconsin with 700,000 passenger cars but 3,500 and California boasting over 2,500,000 cars sent 10,600, indicating that the potential has only been scratched, despite the fact that tourist car entries recovered to new record levels in 1946.

Entries of foreign tourist cars from overseas and Central America which averaged about 1,000 cars per year pre-war have not yet begun to arrive in any substantial numbers due to lack of shipping accommodation and other disruptions caused by the war.

Table 9 - Number of Foreign Automobiles (Permit Class⁽¹⁾) Arrivals in Canada, 1939-1945, by U.S. Federal States or Countries of Registration, tabulated by Groups of U.S. Federal States according to Volume of Traffic.

	1939	1940	1941	1942	1943	1944	1945
<u>NORTH EASTERN STATES</u>							
New York	315,374	250,441	290,885	146,372	92,302	135,966	232,528
Maine	60,441	46,707	39,883	25,485	17,617	25,801	38,938
Vermont	78,624	61,505	56,526	33,851	20,064	31,035	45,897
Massachusetts	56,421	44,067	60,001	10,921	7,012	10,175	30,447
Pennsylvania	51,562	41,024	59,761	17,646	7,369	12,664	32,657
Connecticut	18,118	13,225	21,878	5,129	2,588	4,358	11,868
New Jersey	25,885	19,652	25,530	3,406	1,273	2,253	8,714
Rhode Island	8,833	6,315	9,154	1,567	857	1,683	5,061
New Hampshire	14,139	10,661	15,208	5,634	3,325	5,188	9,645
	629,397	493,597	578,826	250,011	152,407	229,123	415,755
% of Volume	49.6	51.2	50.2	50.2	52.9	52.1	48.7
<u>GREAT LAKE STATES</u>							
Ohio	65,457	47,108	69,580	24,284	8,535	15,071	46,980
Michigan	269,419	187,108	253,552	121,335	72,823	122,844	226,593
Illinois	44,301	30,078	34,854	8,851	1,754	2,465	9,814
Indiana	14,496	9,928	14,247	4,321	1,117	1,638	5,245
Wisconsin	13,894	9,820	10,792	2,965	850	806	3,521
	407,567	284,042	383,025	161,756	85,079	142,824	292,153
% of Volume	32.1	29.5	33.2	32.5	29.6	32.5	34.2
<u>NORTH WESTERN INLAND BORDER STATES</u>							
Minnesota	23,888	19,774	16,104	6,715	2,114	2,965	8,408
North Dakota	11,390	8,493	7,228	4,568	3,022	4,132	7,412
Montana	7,531	7,240	7,393	3,026	1,677	2,109	3,706
	42,809	35,507	30,725	14,309	6,813	9,206	19,526
% of Volume	3.4	3.7	2.7	2.9	2.4	2.1	2.3
<u>WEST COAST STATES</u>							
Washington	81,716	66,642	62,025	47,548	33,816	45,265	87,059
Oregon	7,648	7,170	7,527	3,643	1,290	1,676	6,414
California	29,177	25,107	26,960	4,385	1,766	2,569	10,648
	118,541	98,919	96,512	55,576	36,872	49,510	104,121
% of Volume	9.3	10.3	8.4	11.1	12.8	11.3	12.2
<u>Remaining FEDERAL STATES and OTHER COUNTRIES (2)</u>							
	71,343	51,615	63,952	16,434	6,622	8,953	22,603
% of Volume	5.6	5.3	5.5	3.3	2.3	2.0	2.6
TOTAL	1,269,657	963,680	1,153,040	498,086	287,793	439,616	854,158

(1) Automobiles entered on Traveller's Vehicle Permits.

(2) See Supplementary Tables "A" and "B".

Supplementary Table 9 "A" - Number of Foreign Automobiles (Permit-Class⁽¹⁾), Arrived in Canada, 1939-1945, by Countries of Registration.

	1939	1940	1941	1942	1943	1944	1945
U.S. Government	-	-	148	1,112	458	1,007	557
U.S. Possessions (2)	580	424	369	131	41	28	91
Newfoundland	27	33	51	6	1	-	-
British West Indies	14	7	1	-	-	-	2
Cuba	80	33	25	2	-	-	1
Mexico	192	71	83	22	3	6	-
Panama	149	106	99	5	-	-	-
Great Britain	97	17	2	-	1	-	-
Aggregate of Others	86	64	110	7	-	-	1
Total	1,225	755	888	1,285	504	1,041	652

(1) Automobiles entered on Traveller's Vehicle Permits.

(2) See Supplementary Table "B".

Supplementary Table 9 "B" - Number of U.S. Automobiles (Permit-Class⁽¹⁾), Arrived in Canada, 1939-1945, from U.S. Possessions.

	1939	1940	1941	1942	1943	1944	1945
Alaska	80	74	93	110	35	27	85
Hawaii	447	318	251	17	6	1	5
Philippines	36	21	16	-	-	-	-
Puerto Rico	15	9	8	3	-	-	-
Others	2	2	1	1	-	-	1
Total	580	424	369	131	41	28	91

(1) Automobiles entered on Traveller's Vehicle Permits.

TOTAL AND AVERAGE EXPENDITURE OF U. S. CARS BY
STATE OF REGISTRATION 1945

To further evaluate the contribution of U. S. tourist cars in Canada, a new table has been prepared for the current edition giving the number of entries on E-50 permits by states, as well as the average expenditure reported per car and the total estimated expenditure by motorists on touring permits for each of the 48 States, the District of Columbia and Other, principally Alaska and U. S. Government Vehicles.

The average reported expenditures per car by state appear to be affected by two factors, namely the per capita income of the state concerned and the distance from the Canadian border. States adjacent to Canada normally have a lower per car expenditure due to the large number of short stay tourists on week-end or statutory holiday visits during the year, while those cars from distant states tend to average longer stays in Canada. When those states which are within easy motoring distance of Canada are eliminated, good correlation between average daily expenditure and average per capita income of state residents is observed.

On an average expenditure basis, figures range from \$115.50 per car from Oregon to \$16.90 for the frugal Vermonter. Cars from California, District of Columbia, Illinois, Minnesota, Nebraska, Ohio, South Dakota, Utah, West Virginia and Wisconsin averaged over \$90 expenditure per car, while neighbouring states like Michigan, New York, Maine, New Hampshire and Vermont averaged well under \$50 per car. The western and coast states with usually longer trips to make within Canada to resorts and cities had larger average expenditures. They are also higher income states and currently quite prosperous.

The estimated total expenditure by state shows New York leading in 1945 with a contribution of nearly \$10.3 million, Michigan second with \$8.5 million, Washington \$6.6 million, Ohio \$4.4 million, Massachusetts \$2.6 million, the state of Pennsylvania \$2.5 million, Maine \$1.2 millions and so on to a low of \$5,445 from Mississippi. Estimated expenditures by state may be related to state population, car registrations, average per capita income by state, etc., by those who wish to pursue further the study of the motoring tourist's contribution by state. As outlined earlier, expenditures by all types of E-50 tourist in Canada during 1946 rose from about \$47 million in 1945 to an estimated \$82 million in 1946.

Table 10 - Average Expenditure in Canada per car during 1945, reported by American Tourist Cars (E-50) (All Classes) according to State of Last Residence. Number of Cars reporting and estimated expenditures by States of motoring tourists.

Canadian Dollars.

State	Average Expenditure per car	Total Entries from State	Estimated Total Expen- diture (E-50) by State.
	\$		\$
Alabama	38.70	358	13,855
Arizona	42.00	338	14,196
Arkansas	49.10	208	10,213
California	90.20	10,648	960,450
Colorado	60.40	669	40,408
Connecticut	72.40	11,868	859,243
Delaware	62.10	304	18,878
District of Columbia	90.10	602	54,240
Florida	83.30	2,169	180,678
Georgia	52.10	984	51,266
Idaho	88.80	1,789	158,863
Illinois	90.70	9,814	890,130
Indiana	80.00	5,245	419,600
Iowa	69.00	847	58,443
Kansas	57.20	968	55,370
Kentucky	61.80	752	46,474
Louisiana	53.00	1,353	71,709
Maine	29.60	38,938	1,152,565
Maryland	74.70	1,463	109,660
Massachusetts	84.80	50,447	2,581,906
Michigan	37.60	226,593	8,519,879
Minnesota	90.80	8,408	763,446
Mississippi	45.00	121	5,445
Missouri	62.30	1,367	85,164
Montana	74.20	3,706	274,985
Nebraska	90.40	675	61,020
Nevada	56.80	133	7,554
New Hampshire	43.70	9,645	421,487
New Jersey	82.10	8,714	715,419
New Mexico	72.80	206	14,997
New York	44.10	232,528	10,254,485
North Carolina	50.70	433	21,953
North Dakota	67.50	7,412	500,310
Ohio	92.80	46,980	4,359,744
Oklahoma	85.10	591	50,294
Oregon	115.50	6,414	740,817
Pennsylvania	76.10	32,651	2,485,198
Rhode Island	75.30	5,061	381,093
South Carolina	57.20	338	19,334
South Dakota	92.50	156	14,430
Tennessee	47.10	659	31,039
Texas	55.90	2,147	120,017
Utah	94.60	273	25,826
Vermont	16.90	45,897	775,659
Virginia	87.70	1,290	113,133
Washington	76.00	87,059	6,616,484
West Virginia	97.30	614	59,742
Wisconsin	94.50	3,521	332,735
Wyoming	50.90	139	7,075
Other x	23.10	652	15,061

(x) Principally Alaska and U.S. Govt.

Tourist Automobiles : PORTS OF ENTRY WITH CORRESPONDING PORTS OF EXIT
JUNE TO SEPTEMBER, 1945 and LENGTH OF STAY

When the foreign motorist enters Canada for touring purposes he is issued an E-50 Permit. The original copy is stamped by the port of entry and forwarded to the Bureau of Statistics. When the tourist leaves Canada, the duplicate permit which he has retained is surrendered and stamped by the port of exit. In this manner it is possible by matching and comparing the original and duplicate copies to gauge the directional flow of the tourist automobile traffic which leaves Canada by another port than that of entry.

The summary by ports and by regions which follows covers the principal touring months June to September of 1945. While no detailed information is secured from the motorist as to his route or places visited, it is evident that certain areas and cities likely benefited from his visit. Distinct patterns of behaviour are apparent from the study of ports of entry and exit. Similar studies during the war years reflected the limitations imposed by gasoline and tire restrictions and a comparison of the June to September experience in 1945 with that of 1944, shows a considerable extension in the range of tourist automobile travel within Canada.

Consolidating all entries of tourist cars through St. Lawrence River ports - such as Cornwall, Prescott, Brockville, Lansdowne, etc. - it is noted that among total entries of 39,723 cars in the four months tabulated, some 33,529 or 84.4 p.c. returned to the United States by the same St. Lawrence ports, while 2,745 cars used Quebec ports of exit. On the other hand 3,397 tourist cars journeyed westward into Ontario and the majority or 2,688 left by the Fort Erie - Niagara Falls region, indicating visits to Toronto and other cities enroute. Some 552 cars continued across Southern Ontario to leave by Detroit River ports, compared with only 66 in the same months of 1944. Fifty-nine cars boarded a lake steamer at Toronto and 49 at Cobourg, while another 49 cars continued up to the Sault, compared with only 2 in June - September, 1944.

The port of Cobourg received 364 cars in the months under review, 96 having purchased return tickets. Eighty-four left by St. Lawrence River ports, 167 cars by Fort Erie - Niagara Falls, 5 by Toronto and 6 journeyed westward to the Windsor area.

There were some 237 tourist car entries at Toronto. Of these, 56 left from Toronto, 69 travelled east to leave by St. Lawrence river ports, 71 veered west to circle the end of Lake Ontario and leave at Niagara, while 16 departed through the St. Clair and Detroit River ports.

Displacing the St. Clair - Detroit River ports, the largest volume of tourist cars entering Canada in the selected months of 1945 was through Fort Erie and Niagara Falls with a total of 163,236 compared with 72,513 in 1944. About 82 p.c. or 133,335 cars returned by the same ports compared with 90 p. c. in 1944, indicating the broadening of this type of tourist travel. Over 24,000 cars, many in-transit, drove across the peninsula to leave in the Essex region at Windsor and Sarnia. There were 5,877 cars journeying eastward compared with about 800 in the same months of 1944, and 3,639 of the total left by St. Lawrence River ports. Some 238 cars travelled northward to leave by Sault Ste. Marie as against only 20 in the same period of the preceding year.

The Lake Erie ports, Kingsville, Leamington, Port Dover had 780 entries with 353 returning by steamer from these ports, while 229 left by St. Clair - Detroit River ports and 175 by the Niagara crossings.

The St. Clair - Detroit River ports ran a close second to the Niagara district in the selected months of 1945 with a total volume of 148,925 tourist car entries. Some 81 p. c. of the entries returned to the States by the same ports while 25,563 crossed Southern Ontario to leave at Niagara Falls or Fort Erie. This movement was largely intransit as 12,189 remained only one day and 8,817 two days in Canada. There were 600 cars which crossed Ontario to leave by St. Lawrence River Ports, while 925 cars turned northward to leave through Sault Ste. Marie, compared with 282 in the same months of 1944.

Traffic entering through Sault Ste. Marie was largely on a return basis, 7,491 out of a total entry of 8,469 left Canada by the same port. There were 38 cars that crossed Ontario to leave by St. Lawrence River exits, while 301 departed through Niagara and 553 via Sarnia and Windsor.

As a measure of the interprovincial travel by automobile tourists the table which follows shows that there were 25,037 cars which entered the Maritime provinces in the period June to September, 1945 and some 517 or 2.6 p. c. of the number journeyed north-westward to leave Canada by other provinces; 412 through Quebec ports and 105 by ports in Ontario. This interprovincial movement compares with only 109 in the same months of 1944.

Traffic which entered the province of Quebec reached 85,027 cars, 80,601 of which returned to the United States from that province, 3,884 cars crossed into Ontario, 2,397 to leave by St. Lawrence River ports and 1,487 by ports farther west in Ontario. There were 531 Quebec entries that travelled down into the Maritimes, many after a tour of Gaspé, to return to the States by the New Brunswick border. Ontario entries of 368,336 divided into 362,718 leaving by provincial ports, 5,001 by ports in the province of Quebec, 154 touring down into the Maritimes and 437 travelling west to leave by Manitoba ports. The total volume of interprovincial traffic from Ontario ports of entry at 5,592 cars compares with only 823 in the same 4 months of 1944.

Manitoba welcomed 5,312 tourist cars in the period under review, 4,857 returned to their homes via Manitoba ports, while 381 travelled eastward to leave by Ontario ports, 56 went westward out through Saskatchewan and 12 by Alberta ports.

Saskatchewan had 2,927 tourist car entries, 2,820 returning by provincial outlets, 72 by Manitoba ports and 20 by the Alberta border. The number of cars into Alberta stood at 1,711 and 1,424 of this number returned by Alberta ports, while 4 crossed to Manitoba and 14 to Saskatchewan, the balance or about 284 journeyed through the magnificent Rockies and Selkirks to leave Canada across the British Columbia boundary line.

Eastward travel between British Columbia and the Prairie Provinces reached 412 out of entries of 58,146 cars into the coast province, the balance of 57,716 tourists following the north-south trails.

Summarizing, it is observed that across Canada about 2 tourist cars in every 100 apparently crossed an interprovincial boundary during a visit to Canada in the principal touring months of 1945 to depart from a province other than that of entry. This is a decided improvement over a similar ratio of 1 in every 115 during the same months of 1944. There was relatively little automobile touring of a trans-Canada nature during the months of June to September in 1945. Only 1 intrepid American motorist is shown as having entered by a British Columbia port and leaving by the Maritimes border, while three journeyed across Canada from B. C. to leave by Quebec ports and 22 by Ontario exits. Four motorists entering Alberta left Canada from Ontario. There were twenty cars entering Saskatchewan that crossed Manitoba

to leave by Ontario, two via Quebec ports and 2 continued into the Maritimes. The movement from east to west was also limited. The Trans-Canada Highway has not yet assumed its rightful role as a busy tourist lane between the provinces. The great bulk of the tourist traffic continues to flow north and south. Whether this is the result of natural regional preferences or the effects of provincial tourist publicity, remains a problem for examination. We do not appear to have advanced to the point where the tourist is encouraged to visit more than one province. Perhaps when interprovincial facilities are in better shape the trans-Canada motor tour will become an essential of our own education as well as that of our visitors.

The current analysis, of course, understates the total volume of travel by American cars between the different provinces or between different regions in Ontario since many tourist cars may have entered and left through the same port of a particular province due to its proximity to their home, although during their visit here they may have visited some other region or province than that indicated by port of entry and exit. The comparisons do, however, emphasize the extension of automobile touring in 1945 as compared with the preceding years and indicate that some features of pre-war freedom of movement were re-established during the year. Motorists stayed longer in Canada and covered a greater mileage during their visits. They saw more of Canada and distributed their increased expenditures more widely. Regions farther removed from the border once again benefited from the visits of motoring tourists and this extension was even more manifest in 1946. With a post-war program of road improvement and increased tourist facilities and accommodation, a much greater volume of extensive motor touring within Canada is expected. But it won't fall into our lap like a ripe plum - it must be sought after and encouraged.

Table 11- Number of Foreign Cars entering Canada on Traveller's Vehicle Permits (Tourist Category), during the four months June to September 1945, grouped by ports of entry with corresponding ports of exit, and divided by selected lengths of stay in Canada.

Ports of Entry	Ports of Exit	1 Day	2 Days	3 Days & Over	Total
Section 1. Traffic Within Ontario					
(a) St. Lawrence River Ports	Cobourg	3	14	32	49
	Toronto	3	4	52	59
	Fort Erie and Niagara Falls	139	554	1,995	2,688
	Lake Erie Ports	-	-	-	-
	St. Clair and Detroit River Ports	38	178	336	552
	Sault Ste Marie	1	13	35	49
	Total of Above	184	763	2,450	3,397
	St. Lawrence River Ports	10,771	3,641	19,117	33,529
	All Ports in the Province of Quebec	208	636	1,901	2,745
	All Ports in Canada	11,161	5,043	23,519	39,723
(b) Cobourg	St. Lawrence River Ports	1	4	79	84
	Toronto	-	-	5	5
	Fort Erie and Niagara Falls	2	1	164	167
	Lake Erie Ports	-	-	-	-
	St. Clair and Detroit River Ports	-	1	5	6
	Sault Ste Marie	-	-	-	-
	Total of Above	3	6	253	262
	Cobourg	-	2	94	96
	All Ports in Canada	4	8	352	364
(c) Toronto	St. Lawrence River Ports	1	6	62	69
	Cobourg	-	-	2	2
	Fort Erie and Niagara Falls	1	4	66	71
	Lake Erie Ports	-	-	-	-
	St. Clair and Detroit River Ports	-	-	16	16
	Sault Ste Marie	-	-	-	-
	Total of Above	2	10	146	158
	Toronto	-	2	54	56
	All Ports in Canada	2	13	222	237

Ports of Entry		Ports of Exit		Number of Permits issued June to September by Length of Stay.			
				1 Day	2 Days	3 Days & Over	Total
(d) Fort Erie and Niagara Falls	St. Lawrence River Ports			139	869	2,631	3,639
	Cobourg			5	21	138	164
	Toronto			3	6	65	74
	Lake Erie Ports			2	8	35	45
	St. Clair and Detroit River Ports			12,083	8,026	3,969	24,078
	Sault Ste Marie			2	18	218	238
	Total of Above			12,234	8,948	7,056	28,238
	Fort Erie and Niagara Falls			52,272	19,337	61,726	133,335
	All Ports in Canada			64,539	28,389	70,308	163,236
(e) Lake Erie Ports	St. Lawrence River Ports			-	1	6	7
	Cobourg			-	-	-	-
	Toronto			-	-	2	2
	Fort Erie and Niagara Falls			6	17	152	175
	St. Clair and Detroit River Ports			34	37	158	229
	Sault Ste Marie			-	-	8	8
	Total of Above			40	55	326	421
	Lake Erie Ports			5	11	337	353
	All Ports in Canada			46	67	667	780
(f) St. Clair and Detroit River Ports	St. Lawrence River Ports			29	208	363	600
	Cobourg			-	-	10	10
	Toronto			-	-	3	3
	Fort Erie and Niagara Falls			12,135	8,559	4,869	25,563
	Lake Erie Ports			24	26	79	129
	Sault Ste Marie			1	24	900	925
	Total of Above			12,189	8,817	6,224	27,230
	St. Clair and Detroit River Ports			58,373	13,107	49,520	121,000
	All Ports in Canada			70,579	21,961	56,385	148,925

Ports of Entry	Ports of Exit	Number of Permits issued June to September by Length of Stay			
		1 Day	2 Days	3 Days & Over	Total
(g) Sault Ste Marie	St. Lawrence River Ports	-	10	28	38
	Cobourg	-	-	1	1
	Toronto	-	-	1	1
	Fort Erie and Niagara Falls	6	27	268	301
	Lake Erie Ports	-	-	1	1
	St. Clair and Detroit River Ports	14	24	515	553
	Total of Above	20	61	814	895
	Sault Ste Marie	1,135	704	5,652	7,491
	All Ports in Canada	1,155	773	6,541	8,469

Section II. Traffic from Ontario
to Other Provinces

St. Lawrence River Ports	All Ports in Quebec	208	636	1,901	2,745
All Ports in Ontario West of Kingston & East of Sault Ste. Marie (Incl. Sault Ste. Marie)	All Ports in Quebec	47	142	2,065	2,254
All Ports in Ontario	All Ports in Quebec	255	778	3,968	5,001
All Ports in Ontario	All Ports in Maritime Provinces	1	5	148	154
All Ports in Ontario	All Ports in Manitoba	8	59	370	437
All Ports in Ontario	All Ports in Maritimes, Quebec and Manitoba	264	842	4,486	5,592
All Ports in Ontario	All Ports in Ontario	148,107	56,500	158,111	362,718
All Ports in Ontario	All Ports in Canada	148,373	57,346	162,617	368,336

Section III, Traffic from the
Maritime Provinces to Central Canada

All Ports in the Maritime Provinces	All Ports in Quebec	20	55	337	412
	All Ports in Ontario	1	5	99	105
	All Ports in Quebec and Ontario	21	60	436	517
	All Ports in the Maritime Provinces	11,048	2,966	10,501	24,515
	All Ports in Canada	11,069	3,027	10,941	25,037

Ports of Entry	Ports of Exit	Number of Permits issued June to September by Length of Stay			
		1 Day	2 Days	3 days & Over	Total
<u>Section IV. Traffic from Quebec to Other Provinces</u>					
All Ports in Quebec	All Ports in Ontario on the St. Lawrence River	177	514	1,706	2,397
	All Ports in Ontario West of Kingston and East of Sault Ste. Marie (Incl. Sault Ste. Marie)	39	70	1,378	1,487
	All Ports in Ontario	216	584	3,084	3,884
	All Ports in the Maritime Provinces	21	19	491	531
	All Ports in Ontario and the Maritime Provinces	237	603	3,575	4,415
	All Ports in Quebec	32,725	12,998	34,878	80,601
	All Ports in Canada	32,962	13,601	38,464	85,027
<u>Section V. Traffic from Manitoba To Ontario.</u>					
All Ports in Manitoba	All Ports in Ontario	-	17	364	381
	All Ports in Manitoba	941	857	3,059	4,857
	All Ports in Canada	943	880	3,489	5,312
<u>Section VI. Traffic Between the Prairie Provinces</u>					
All Ports in Manitoba	All Ports in Saskatchewan	2	6	48	56
	All Ports in Alberta	-	-	12	12
	All Ports in Saskatchewan & Alberta	2	6	60	68
All Ports in Saskatchewan	All Ports in Manitoba	1	4	67	72
	All Ports in Alberta	1	1	18	20
	All Ports in Manitoba & Alberta	2	5	85	92
	All Ports in Saskatchewan	178	462	2,180	2,820
	All Ports in Canada	180	467	2,280	2,927

Ports of Entry	Ports of Exit	Number of Permits issued June to September by Length of Stay			
		1 Day	2 Days	3 Days & Over	Total
All Ports in Alberta	All Ports in Manitoba	-	-	4	4
	All Ports in Saskatchewan	-	1	13	14
	All Ports in Manitoba & Saskatchewan	-	1	17	18
	All Ports in Alberta	169	221	1,034	1,424
	All Ports in Canada	171	239	1,301	1,711
<u>Section VII. Traffic Between the Prairie Provinces & British Columbia</u>					
All Ports in the Prairie Provinces	All Ports in British Columbia	2	17	265	284
	All Ports in the Prairie Provinces	1,292	1,552	6,335	9,179
	All Ports in Canada	1,294	1,586	7,070	9,950
All Ports in British Columbia	All Ports in the Prairie Provinces	7	12	393	412
	All Ports in British Columbia	15,080	12,064	30,572	57,716
	All Ports in Canada	15,087	12,077	30,982	58,146

INTRANSIT AUTOMOBILE TRAFFIC IN THE YEAR 1945.

A feature of foreign automobile traffic in Canada is the large number of American cars that use the route across Southern Ontario as a short-cut between such centers as Chicago or Detroit and Buffalo, avoiding the longer and more crowded American highways south of Lake Erie. Train, bus, airlines and commercial carriers also favor this route which saves at least 100 miles of travel between the states of New York and Michigan.

While expenditures in Canada by the huge volume of intransit travellers is limited, their passing serves as a medium of advertising Canada and perhaps arouses the desire to holiday here.

In the current study of this movement, the entire year has been covered for the first time and comparability with other years (April - Dec.) while not exact, affords sufficient evidence to indicate that the intransit volume in 1945 was more than double that in 1944 but had not yet regained pre-war or 1941 levels. The decline in intransit traffic as a percentage of total permit entries may in part be due to the drop in automobile registrations from pre-war levels, particularly in the Detroit area and the greater use of train and bus facilities by commercial travellers and the like, in addition to the reduced activities of this class of motorist.

The volume of one and two-day permits between selected ports across Canada totalled 114,151 in 1945 or 13.3 p. c. of the national total of 859,915, and compares with 16 p. c. in 1944 and 39 p. c. in 1941 during the months April to December in those years.

In addition to the intransit traffic across Southern Ontario, which comprised about 92 p. c. of all the intransit volume, there was some movement between Quebec ports, and British Columbia pairs of ports, where the totals indicated a large increase in Quebec during 1945 over 1944, and a minor advance in British Columbia.

Expenditures by motorists remaining only one day while intransit did not involve accommodation and were necessarily low, while those taking two days had much higher per capita outlays.

The intransit traffic between the Quebec ports Glen Sutton and Highwater totalled 7,693 cars during 1945, between Fort Erie and Niagara Falls 30,351, between Windsor and the Niagara exits 49,842, between Sarnia and Fort Erie-Niagara Falls 20,400 cars and between Sarnia and Windsor 3,925. The British Columbia volume reached 1,939 cars, featuring trips between Pacific Highway and Boundary Bay and Carson - Cascade City.

The basis of the intransit travel is the desire to shorten distances, avoid more crowded highways or to take a short jaunt through Canadian territory for pleasure or perhaps do a bit of shopping for scarce foodstuffs, etc. Many would be issued a short term or E-49 permit were they not leaving Canada by a port other than that of entry.

Table 12

Number of One and Two-day Cars (Tourist Class) Travelling on Permit Between Selected
Ports of Entry and Exit
"Calendar Year 1945"

Ports	One-day Cars	Two-day Cars	Total
QUEBEC			
Glen Sutton - Highwater	4,010	(1)	4,010
Highwater - Glen Sutton	3,683	(1)	3,683
Total	7,693	-	7,693
ONTARIO			
Fort Erie - Niagara Falls	18,912	(1)	18,912
Niagara Falls - Fort Erie	11,440	(1)	11,440
Total	30,351	-	30,351
Fort Erie - Windsor	10,890	4,769	15,659
Windsor - Fort Erie	10,784	4,822	15,606
Total	21,674	9,591	31,265
Fort Erie - Sarnia	2,554	1,218	3,772
Sarnia - Fort Erie	2,715	1,132	3,847
Total	5,269	2,350	7,619
Niagara Falls - Windsor	4,849	4,282	9,111
Windsor - Niagara Falls	4,566	4,900	9,466
Total	9,415	9,162	18,577
Niagara Falls - Sarnia	3,573	2,539	6,112
Sarnia - Niagara Falls	3,761	2,908	6,669
Total	7,334	5,447	12,781
Windsor - Sarnia	2,117	(1)	2,117
Sarnia - Windsor	1,808	(1)	1,808
Total	3,925	-	3,925
BRITISH COLUMBIA			
Pacific Highway - Boundary Bay	417	(1)	417
Boundary Bay Pacific Highway	397	(1)	397
Total	814	-	814
Carson - Cascade City	575	(1)	575
Cascade City - Carson	550	(1)	550
Total	1,125	-	1,125
TOTAL (all Ports).	87,601	26,550	114,151
(1) Cannot be considered "in Transit"			
% of Total Permits.	25	19	23

Expenditures of Canadian Tourists in the United States in 1945.

With the end of hostilities, the abandonment of gasoline rationing in August, 1945, and a more generous allowance of American funds for pleasure travel, Canadians re-demonstrated their remarkable propensity for travel to the United States particularly in the last five months of 1945. As a result, expenditures of Canadian tourists to the United States which had been limited to \$57 millions in 1944 rose to a revised total of \$81 million in 1945, an increase of 42 p. c., and four and a half times the controlled low of \$18 million in 1941.

Travel by automobile in the first seven months of 1945 was still on a restricted basis and only 27,721 Canadian cars had remained more than 24 hours in the United States, whereas in the last five months of the year over 52,200 Canadian tourist cars took advantage of the greater freedom of movement following the end of gasoline rationing. Similarly the volume of short term traffic was about 510,000 in the first seven months compared with 562,000 in the remainder of the year. The net result at \$7.5 million was an increase in expenditure by Canadian motorists to the United States of some \$3.7 million in 1945 over 1944, when the total had been \$3.8 million.

Tourist travel by rail to the States continued very active during the year and average expenditures were greater. A net total of 567,358 Canadians journeyed by rail compared with about 530,000 in 1944 and establishing a new record well above the gross re-entries of 409,000 in 1939. Revised expenditures of those travelling by rail were \$39.4 million in 1945 compared with \$33.1 million in the preceding year. Expenditures by rail travellers are affected by expensive winter travel to southern resorts. International bus services continued to carry a good percentage of the longer stay Canadian tourists to the United States and total passengers were 302,000 in 1945 representing 26 p. c. of the tourist group, and compared with some 200,000 in 1944. Expenditures by bus travellers were placed at \$17 million as against \$8.7 million in 1944. The airplane continued to transport a larger number of tourists from Canada to the United States, plane passengers totalling 35,589 in 1945 compared with about 24,400 in 1944 and expenditures of this type of air-minded Canadian were \$4.1 million in the year under review up from \$2.4 million in the preceding year. With the establishment of new international air lines and an increased number of planes available both for private and public use, the tourist by air has become an important factor in modern international travel.

Canadian tourist travel to the United States by boat was confined to inland waters and the protected lanes of the West Coast. There was some short term movement by small vessels in the St. Andrews, N. B. region on the East Coast but pre-war services from Boston, New York etc. to the Maritimes had not been restored. Expenditures by Canadian tourists travelling by boat were estimated at \$1,848,000 principally from British Columbia and Ontario ports.

The large volume of Other Travellers by local bus, on foot, by bicycle, motorcycle, local taxi etc., while considerable between border cities had low per capita outlays and remained in the States for brief periods. A total of some 6,190,000 such excursionists were estimated to have expended only \$11 million during 1945 mainly in Detroit, Buffalo, Niagara Falls, N. Y. and neighbouring towns across from New Brunswick, Quebec, Ontario, etc.

As shown in Table 13, during the year there were over 10,400,000 visits paid by Canadians to the United States compared with 8,285,000 in 1944 but only 1,157,000 or 11.1 p. c. of this large number remained 2 days or over and might be considered as tourists.

A provisional analysis of Canadian tourist expenditures by province of re-entry from the United States indicates that about \$47 million or 58.3 p.c. of the total was expended by tourists returning through Ontario ports, \$16.8 million through Quebec ports, \$7.8 million British Columbia, \$3.9 million returning through Maritime ports, \$3.5 million Manitoba, \$1.1 million Saskatchewan and about \$600,000 for Alberta. Of course, the province of re-entry does not necessarily imply province of residence but the figures may be roughly indicative of each province's contribution to Canadian tourist expenditures in the States.

Canadian expenditures in the United States at \$81 millions in 1945 compared with \$163.4 million by tourists from the United States in Canada demonstrate the great disparity which exists on a per capita basis between the two nations. Canadians with a lower per capita income spend a far greater percentage on travel to the United States than do Americans on travel to Canada. Canadians per capita spend more, travel more and stay longer than the reciprocal traffic. The comparison illustrates the too-little-known fact that Canada must have an active tourist trade to secure the American dollars necessary to satisfy the growing Canadian propensity for travel to the United States for reasons of business, pleasure or health.

Table 13 - Estimated Expenditures of Canadian Travellers in the United States by Length of Stay, 1945

	No. of Persons	% of Grand Total	Expenditures	% of Grand Total
Motorists - One-Day	2,965,528	28.47	2,641,026	3.26
Two-Day	90,326	.87	818,907	1.01
Rail (in transit)	14,277	.14	-	-
Other Travellers (pedestrians, local buses, ferries, etc.)	6,189,547	59.42	10,991,352	13.59
Total	9,259,678	88.90	14,451,285	17.86
Motorists - Three Days & Over	154,387	1.48	4,019,134	4.97
Rail	567,358	5.45	39,423,355	48.74
Through Bus	302,070	2.90	17,043,667	21.07
Airplane	35,589	.34	4,106,480	5.08
Boat	97,283	.93	1,848,091	2.28
Total	1,156,687	11.10	66,440,727	82.14
Grand Total	10,416,365	100.0	80,892,012	100.0

Table 14 - Balance of Payments on Travel Account Between
Canada and All other Countries 1926-1946

(Millions of Dollars)

(Net Credits + Net Debits -)

Year	Account with United States			Account with Overseas Countries (Including Newfoundland)			Account with All Countries		
	Credits	Debits	Net	Credits	Debits	Net	Credits	Debits	Net
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
1926	140	70 +	70	12	29 -	17	152	99 +	53
1927	148	72 +	76	15	28 -	13	165	100 +	63
1928	163	72 +	91	14	26 -	12	177	98 +	79
1929	184	81 +	103	14	27 -	13	198	108 +	90
1930	167	67 +	100	13	25 -	12	180	92 +	88
1931	141	52 +	89	12	19 -	7	153	71 +	82
1932	103	30 +	73	11	19 -	8	114	49 +	65
1933	81	30 +	51	8	14 -	6	89	44 +	45
1934	96	36 +	60	10	14 -	4	106	50 +	56
1935	107	48 +	59	10	16 -	6	117	64 +	53
1936	129	54 +	75	13	21 -	8	142	75 +	67
1937	149	65 +	84	17	22 -	5	166	87 +	79
1938	134	66 +	68	15	20 -	5	149	86 +	63
1939	137	67 +	70	12	14 -	2	149	81 +	68
1940	98	40 +	58	7	3 +	4	105	43 +	62
1941	107	18 +	89	4	3 +	1	111	21 +	90
1942	79	24 +	55	3	3 -	-	82	27 +	55
1943	87	34 +	53	2	3 -	1	89	37 +	52
1944	117	57 +	60	3	3 -	-	120	60 +	60
1945	163	81 +	82	3	2 +	1	166	83 +	83
1946 (x)	214	131 +	83	7	4 +	3	221	135 +	86

(x) Data for 1946 are subject to revision.

Table 15 - Number of Canadian Automobiles and Other Vehicles Travelling
in the United States by Province of Re-Entry
1942-1946

	1942	1943	1944	1945	1946
<u>Length of Stay - 24 hours or less</u>					
<u>Returning by Ports in:</u>					
Maritime Provinces	166,029	165,902	253,666	369,202	499,048
Quebec	72,167	67,158	108,526	141,947	198,296
Ontario	268,808	268,646	303,881	382,343	552,813
Manitoba	7,572	8,859	23,902	35,741	45,771
Saskatchewan	11,684	11,607	25,203	32,606	35,072
Alberta	3,620	3,935	11,053	10,008	17,208
British Columbia	42,657	34,475	46,111	99,955	202,486
Yukon	4	-	-	-	-
TOTAL CANADA	572,541	560,582	772,342	1,071,802	1,550,694
<u>Length of Stay - Over 24 hours</u>					
<u>Returning by Ports in:</u>					
Maritime Provinces	1,318	867	1,203	3,692	6,140
Quebec	6,189	4,772	12,348	21,909	37,641
Ontario	16,767	12,194	19,574	28,195	66,272
Manitoba	1,643	736	1,246	3,283	11,614
Saskatchewan	1,231	683	1,523	2,826	7,271
Alberta	752	316	511	1,139	3,518
British Columbia	10,448	8,220	11,528	18,910	34,741
Yukon	-	-	-	-	-
TOTAL CANADA	38,348	27,788	47,933	79,954	167,197
<u>Commercial Vehicles</u>					
<u>Returning by Ports in:</u>					
Maritime Provinces	45,315	35,011	40,683	51,705	57,215
Quebec	19,163	19,751	28,664	22,139	26,552
Ontario	48,275	37,598	35,418	34,507	35,908
Manitoba	1,357	5,756	7,011	3,976	4,206
Saskatchewan	891	1,268	2,213	3,231	5,497
Alberta	4,049	4,491	5,728	5,002	6,402
British Columbia	10,181	7,925	10,627	12,442	13,890
Yukon	-	1	-	-	-
TOTAL CANADA	129,231	111,801	130,344	133,002	149,670

Table 16 - Number of Canadian Automobiles and Other Vehicles Travelling
in the United States, by Month of Re-entry into Canada
1942-1946

	1942	1943	1944	1945	1946
<u>Length of Stay - 24 hours or less</u>					
January	39,053	31,953	48,935	44,184	78,383
February	34,657	31,243	41,843	39,569	72,338
March	44,489	40,073	50,832	62,954	101,534
April	47,704	43,685	58,863	67,080	109,738
May	52,020	51,235	61,334	85,282	146,250
June	49,470	51,173	64,305	92,216	149,138
July	53,015	55,203	85,147	118,667	170,774
August	57,336	55,032	85,205	131,529	175,613
September	50,607	51,687	77,379	124,660	154,289
October	53,848	53,604	74,598	113,714	146,566
November	49,889	48,101	65,758	96,663	128,540
December	40,453	47,593	58,143	95,284	117,531
TOTAL	572,541	560,582	772,342	1,071,802	1,550,694
<u>Length of Stay - Over 24 hours</u>					
January	2,366	1,085	1,646	1,560	4,098
February	2,026	1,020	1,294	1,307	3,684
March	3,368	1,625	1,555	1,947	6,375
April	3,887	1,807	2,519	2,935	10,315
May	3,592	2,297	2,178	2,978	15,251
June	3,108	2,074	3,272	4,706	15,959
July	3,773	3,271	8,268	12,288	26,697
August	5,098	4,119	9,011	13,435	28,652
September	4,190	3,539	7,337	13,795	21,478
October	3,137	3,160	5,569	12,180	17,512
November	2,256	2,102	3,153	8,068	10,399
December	1,547	1,689	2,131	4,755	6,777
TOTAL	38,348	27,788	47,933	79,954	167,197
<u>Commercial Vehicles</u>					
January	12,026	7,824	9,473	8,630	10,865
February	11,927	8,502	10,098	9,381	11,392
March	11,361	9,892	11,795	10,967	13,195
April	8,981	8,291	8,437	8,566	10,678
May	9,910	8,543	10,541	11,160	12,570
June	12,188	10,462	11,317	12,126	13,069
July	12,649	11,109	11,912	12,629	14,067
August	11,025	9,954	11,507	13,508	13,892
September	10,318	9,683	12,203	12,130	13,239
October	11,001	8,557	12,226	12,904	12,718
November	8,972	8,333	11,556	10,453	12,398
December	8,873	10,651	9,279	10,548	11,587
TOTAL	129,231	111,801	130,344	133,002	149,670

Table 17 - Number of Canadians Returning from the United States
by Train, by Province of Re-entry, 1941-1946

Province of Re-entry	1941	1942	1943	1944	1945	1946
New Brunswick	6,767	10,766	16,083	23,614	27,080	24,991
Quebec	50,328	80,823	115,888	169,824	175,201	187,393
Ontario	90,525	150,601	250,138	292,251	309,684	319,354
Manitoba	6,527	8,985	13,736	20,884	23,289	24,071
Saskatchewan	2,717	3,516	5,315	6,936	7,429	8,152
Alberta	126	468	609	655	589	616
British Columbia	10,169	10,192	19,644	31,149	38,363	40,146
Yukon	-	-	-	-	-	-
TOTAL CANADA	167,159	265,351	421,413	545,313	581,635	604,723

Table 18 - Number of Canadians Returning from the United States
by Boat, by Province of Re-entry, 1941-1946.

Province of Re-entry	1941	1942	1943	1944	1945	1946
Maritime Provinces	10,601	15,244	14,365	20,603	25,717	22,752
Quebec	127	94	34	73	4,700	1,880
Ontario	28,646	16,396	13,417	27,973	39,278	34,329
Manitoba	-	-	-	-	-	-
Saskatchewan	-	-	-	-	-	-
Alberta	3,131	1,395	-	-	-	-
British Columbia	10,890	9,271	11,977	17,524	27,562	41,848
Yukon	-	29	17	36	26	26
TOTAL CANADA	53,395	42,429	39,810	66,209	97,283	100,835

Table 19 - Number of Canadians Returning from the United States
by Bus (1), by Province of Re-entry, 1942-1946.

Province of Re-entry	1942	1943	1944	1945	1946
New Brunswick	2,700	2,439	5,113	8,347	12,271
Quebec	4,722	4,566	11,396	16,305	31,635
Ontario	50,651	80,005	152,915	229,915	317,419
Manitoba	4,296	423	4,539	9,609	14,268
Saskatchewan	88	120	556	534	618
Alberta	877	1,400	2,297	2,319	2,779
British Columbia	14,675	12,883	22,829	35,041	63,396
Yukon	-	-	-	-	-
TOTAL CANADA	78,009	101,836	199,645	302,070	442,386

(1) Exclusive of local bus traffic between border communities.

Table 20 - Number of Canadians Returning from the United States
by Airplane, by Province of Re-entry, 1942-1946.

Province of Re-entry	1942	1943	1944	1945	1946
Nova Scotia	-	-	-	-	102
New Brunswick	527	430	1,093	1,075	1,594
Quebec	4,957	5,422	10,271	16,899	21,486
Ontario	4,223	5,153	9,205	11,504	27,853
Manitoba	338	397	689	1,359	2,879
Saskatchewan	-	-	-	-	25
Alberta	180	403	1,065	1,231	1,744
British Columbia	1,160	1,452	1,836	3,397	7,565
Yukon	69	54	260	124	360
TOTAL CANADA ^x	11,454	13,311	24,419	35,589	63,608

^x Includes a small percentage from Overseas via U.S.

Table 21 - Number of Foreign Automobiles and Other Vehicles entering Canada, by Province of Entry, 1941-1946

<u>Non-Permit Class - Local Traffic (1)</u>						
Entering by Ports in -	1941	1942	1943	1944	1945	1946
Maritime Provinces	456,373	362,284	292,835	432,029	587,207	752,411
Quebec	154,018	114,888	77,830	102,026	131,881	173,148
Ontario	1,931,623	1,481,081	1,056,165	1,401,358	2,068,158	2,624,849
Manitoba	30,994	26,834	24,307	30,164	39,815	53,310
Saskatchewan	18,312	15,733	11,736	13,473	17,334	20,221
Alberta	8,546	7,359	7,320	11,455	6,840	12,243
British Columbia	58,298	36,223	27,547	31,197	41,102	59,776
Yukon	1	-	-	-	-	-
CANADA	2,658,165	2,044,402	1,497,740	2,021,702	2,892,337	3,695,958
<u>Traveller's Vehicle Permits (1)</u>						
Entering by Ports in -	1941	1942	1943	1944	1945	1946
Maritime Provinces	61,686	23,540	18,023	26,931	44,377	83,147
Quebec	225,845	78,324	46,665	72,477	138,215	277,641
Ontario	757,959	328,585	190,135	292,637	553,720	903,096
Manitoba	14,597	6,373	2,828	3,929	8,775	22,797
Saskatchewan	6,458	3,127	1,887	2,687	4,247	9,723
Alberta	15,459	3,223	1,941	1,680	3,045	16,522
British Columbia	92,048	55,947	38,724	51,280	107,506	178,595
Yukon	1	-	-	5	30	585
CANADA	1,174,053	499,119	300,203	451,626	859,915	1,492,106
<u>Commercial Vehicles</u>						
Entering by Ports in -	1941	1942	1943	1944	1945	1946
Maritime Provinces	42,530	39,467	44,621	52,412	56,184	65,294
Quebec	20,043	16,071	15,897	17,349	18,584	21,631
Ontario	54,656	63,160	60,095	73,438	78,139	81,441
Manitoba	1,952	1,586	1,488	1,658	1,830	1,736
Saskatchewan	2,660	3,255	3,227	3,937	4,221	3,907
Alberta	1,516	2,772	2,648	1,906	1,808	3,237
British Columbia	5,478	5,179	4,140	3,697	5,298	5,836
Yukon	53	27	-	1	9	54
CANADA	128,888	131,517	132,116	154,398	166,073	183,136

(1) The expressions "Non-Permit Class" and "Traveller's Vehicle Permits" are defined on page 42.

Table 22 - Number of Foreign Automobiles and Other Vehicles Entering Canada, by Month of Entry, 1941-1946.

Month	1941	1942	1943	1944	1945	1946
<u>Non-Permit-Class - Local Traffic (1)</u>						
January	117,573	128,456	72,475	114,104	102,149	162,652
February	109,885	101,548	66,534	96,466	102,384	157,998
March	131,444	118,888	83,179	107,644	156,313	213,741
April	142,435	138,081	101,415	133,223	199,681	241,622
May	220,794	183,369	122,014	175,290	256,493	295,963
June	282,095	217,329	130,153	208,946	297,595	394,558
July	425,718	307,361	172,059	289,519	391,913	524,577
August	416,149	274,465	188,900	254,528	386,608	492,504
September	263,298	187,684	176,102	196,604	344,843	376,832
October	203,322	153,695	143,532	165,712	271,092	325,014
November	185,792	133,723	120,849	144,288	193,760	270,330
December	159,677	99,803	120,528	135,378	189,506	240,167
TOTAL	2,658,182	2,044,402	1,497,740	2,021,702	2,892,337	3,695,958
<u>Traveller's Vehicle Permits (1)</u>						
January	20,361	19,561	6,278	13,037	10,556	26,780
February	21,326	16,512	7,074	10,575	12,889	29,847
March	29,208	22,304	9,495	12,520	22,341	47,492
April	55,022	37,822	14,538	19,477	32,102	64,550
May	100,469	58,715	20,888	32,492	46,999	105,499
June	130,875	58,683	22,847	43,309	79,133	183,362
July	252,423	85,379	48,753	88,696	151,007	300,635
August	287,619	79,510	59,616	84,771	187,215	332,407
September	117,005	53,172	47,453	61,648	145,968	181,734
October	74,282	31,840	29,107	38,036	84,933	111,696
November	51,733	23,660	18,660	27,994	53,330	68,497
December	33,730	11,961	15,494	19,071	33,442	39,607
TOTAL x	1,174,053	499,119	300,203	451,626	859,915	1,492,106
<u>Commercial Vehicles</u>						
January	2,200 (2)	10,827	8,314	10,311	11,228	11,815
February	2,138 (2)	9,825	9,855	11,773	11,304	11,984
March	2,254 (2)	11,157	11,737	13,873	13,237	14,938
April	13,217	9,868	10,344	11,881	12,291	15,296
May	17,142	12,136	10,749	12,999	14,646	18,794
June	14,042	11,774	11,953	14,084	15,948	17,301
July	14,276	12,574	13,322	13,913	16,106	15,431
August	14,149	12,099	12,626	15,088	15,864	16,947
September	12,612	11,403	11,212	12,798	14,331	15,558
October	13,630	11,777	11,140	12,871	15,623	16,200
November	12,530	9,649	11,110	12,690	12,973	14,823
December	10,698	8,428	9,754	12,117	12,522	14,049
TOTAL	128,888	131,517	132,116	154,398	166,073	183,136

(1) The Expressions "Non-Permit-Class" and "Traveller's Vehicle Permits" are defined on page 42.

x The above total includes a number of motorcycles, bicycles and taxis, estimated at 5,400 in 1946 and a revised 5,810 in 1945.

(2) Not complete.

Table 23 - Net (1) Entries of Foreign Travellers by Rail, by Province of Entry, 1941-1946

Province of Entry	1941	1942	1943	1944	1945	1946 ⁽²⁾
New Brunswick	24,847	45,231	49,533	48,974	44,427	40,001
Quebec	125,967	165,980	212,202	231,430	229,153	239,263
Ontario	164,235	226,505	241,639	376,790	424,800	307,725
Manitoba	13,961	24,474	68,171	41,656	28,335	25,861
Saskatchewan	11,206	11,458	15,754	11,884	7,358	15,478
Alberta	292	3,255	10,348	3,963	788	603
British Columbia	27,756	36,360	71,523	67,864	60,987	56,616
TOTAL	368,264	513,263	669,170	782,561	795,848	685,547

(1) After deducting in-transit passengers across Southern Ontario

(2) Data for 1946 are subject to revision.

Table 24 - Entries of Foreign Travellers from the United States by Boat, by Province of Entry, 1941-1946

Province of Entry	1941	1942	1943	1944	1945	1946
Nova Scotia	14,260	1,174	149	328	1,142	1,540
New Brunswick	3,752	4,554	4,059	7,211	7,718	8,084
Quebec	3,584	3,693	3,750	5,669	3,261	3,183
Ontario	75,134	52,720	90,667	93,772	134,676	129,068
Manitoba	-	-	-	-	-	-
Saskatchewan	-	-	-	-	-	-
Alberta	5,054	725	-	-	-	-
British Columbia	128,003	76,091	131,082	173,325	176,949	197,433
Yukon	326	20	35	21	40	53
TOTAL	230,113	138,977	229,742	280,326	323,786	339,361

Table 25 - Entries of Foreign Travellers by Bus (1), by Province of Entry, 1941-1946.

Province of Entry	1941	1942	1943	1944	1945	1946
Maritime Provinces	5,222	8,440	6,241	9,350	11,774	13,056
Quebec	10,666	9,506	8,280	11,379	14,968	25,357
Ontario	162,825	120,651	112,245	151,297	196,616	308,813
Manitoba	3,521	3,347	806	2,833	4,253	5,189
Saskatchewan	238	43	63	148	135	147
Alberta	1,086	1,321	1,760	2,234	2,177	2,164
British Columbia	16,701	18,445	21,202	23,536	31,740	49,760
Yukon	-	-	-	-	-	-
TOTAL	200,259	161,753	150,597	200,777	261,663	404,486

(1) Exclusive of local bus traffic between border communities but including some intransit.

Table 26 - Entries of Foreign Travellers from the United States by Airplane, by Province of Entry, 1941-1946.

Province of Entry	1941	1942	1943	1944	1945	1946(1)
Maritime Provinces	986	1,243	3,057	3,962	4,022	5,749
Quebec	15,106	8,435	8,909	14,014	28,717	40,637
Ontario	7,532	4,592	5,580	6,766	9,631	29,049
Manitoba	1,227	1,033	1,351	1,545	2,345	3,995
Saskatchewan	45	46	7	4	12	72
Alberta	615	639	1,065	2,040	2,151	2,852
British Columbia	6,386	4,417	6,309	7,059	12,304	16,513
Yukon x	3,201	6,139	4,123	7,357	8,140	11,297
TOTAL	35,098	26,544	30,401	42,747	67,322	110,164

(1) Figures for 1946 are preliminary.

x Yukon totals are practically all intransit to and from Alaska.

DEFINITIONS

The expressions "Non-Permit Class" and "Traveller's Vehicle Permits" are defined as follows:

(a) Non-Permit Class

Local vehicles which are not required to make out formal Customs permits. They are restricted to travel within the jurisdiction of the port and may not remain in Canada more than 48 hours.

Also included are the repeat trips of commuters and others who cross the border frequently on commuting permits. (See below)

(b) Traveller's Vehicle Permits

Traveller's vehicle permits are issued to all non-commercial vehicles which -

1. Travel beyond the jurisdiction of the port of entry or
2. Remain in Canada, more than 48 hours, or
3. Leave the country by another port than the one by which they entered.

These permits are usually issued for periods of 60 days or 6 months, but a considerable number is issued to vehicles which are in Canada less than 48 hours.

Also included in this class are commuting permits which entitle the holders to cross the border frequently during the tenure of their permits. Repeat trips after the first, however, are included in the non-permit class, as mentioned above.

Publication is made possible through the kind co-operation of Customs and Immigration officials across Canada, and the U.S. Dept. of Commerce.

Table 27 - Monthly Comparison of Foreign Travellers by Rail to Canada
1941 and 1943 - '46 (Gross Entries)

Month	1941	1943	1944	1945	1946
January	60,380	113,109	148,454	143,179	137,635
February	51,779	101,581	136,605	128,076	114,027
March	50,776	113,391	145,490	135,606	119,918
April	53,292	135,123	148,818	138,198	120,892
May	52,398	151,370	147,862	151,722	105,442
June	71,303	167,696	180,155	196,227	154,231
July	95,399	217,791	228,679	238,153	195,061
August	107,696	219,069	225,091	208,004	201,720
September	73,902	178,897	192,767	156,223	145,981
October	61,725	158,763	168,037	154,240	114,912
November	60,897	135,684	149,803	148,907	107,051
December	78,717	157,742	168,800	166,533	135,550
TOTAL	818,264	1,850,216	2,040,561	1,965,068	1,650,420

Monthly Comparison of Foreign Travellers by Boat to Canada
1941 and 1943 - '46.

Month	1941	1943	1944	1945	1946
January	2,223	3,793	8,415	6,686	5,405
February	2,440	4,497	8,058	6,457	5,765
March	3,426	8,799	9,903	7,339	6,149
April	3,934	7,677	13,406	9,908	7,193
May	8,771	10,669	14,271	13,418	13,083
June	24,164	21,674	30,633	35,355	34,466
July	63,340	51,931	62,725	85,981	93,281
August	84,460	63,325	69,586	95,912	104,496
September	23,010	27,788	29,086	34,824	47,211
October	6,942	11,445	14,723	12,548	11,152
November	4,278	9,339	9,971	7,438	5,841
December	3,125	8,805	9,549	7,920	5,319
TOTAL	230,113	229,742	280,326	323,786	339,361

Monthly Comparison of Foreign Travellers by Through Bus⁽¹⁾ to Canada⁽²⁾
1941 and 1943 - '46.

Month	1941	1943	1944	1945	1946
January	5,156	5,020	6,589	7,733	11,351
February	5,572	5,433	6,487	8,508	12,383
March	4,765	5,508	7,943	9,892	14,259
April	6,931	6,123	8,775	11,065	16,327
May	12,324	9,253	14,152	15,218	27,791
June	21,393	16,349	22,782	25,016	41,215
July	46,377	34,140	41,143	53,855	85,302
August	51,734	30,475	38,981	56,723	88,394
September	19,869	14,151	20,637	28,696	41,721
October	10,496	10,457	12,765	19,948	29,919
November	8,470	6,467	10,481	12,950	19,565
December	7,172	7,221	10,042	12,059	16,259
TOTAL	200,259	150,597	200,777	261,663	404,486

(1) Exclusive of local bus traffic between border communities.

(2) Includes a small percentage in-transit passengers across Southern Ontario.

Monthly Comparison of Foreign Travellers by Aeroplane to Canada
1941 and 1943 - '46 (Gross Entries)

Month	1941	1943	1944	1945	1946
January	1,166	848	2,413	2,809	5,571
February	1,297	1,200	2,266	3,124	6,147
March	1,320	1,577	2,410	3,984	6,323
April	1,716	1,754	2,838	3,990	6,673
May	2,550	2,361	3,287	4,588	8,692
June	3,841	2,883	3,899	6,323	10,523
July	4,931	3,741	4,947	8,079	13,622
August	5,916	4,231	5,967	8,885	15,874
September	4,591	3,657	4,647	7,131	12,363
October	3,470	3,086	3,701	6,171	9,634
November	2,142	2,401	3,178	5,202	7,610
December	2,158	2,662	3,194	7,036	7,132
TOTAL	35,098	30,401	42,747	67,322	110,164

Monthly Comparison of Canadians Returning from the United States by Rail
1941 and 1943-'46 (Gross Entries).

Month	1941	1943	1944	1945	1946
January	14,658	30,685	40,715	51,361	57,290
February	11,191	22,189	31,144	35,667	57,294
March	13,402	31,006	34,493	40,533	44,302
April	13,679	33,560	39,446	45,254	47,640
May	12,081	37,912	33,636	40,539	36,202
June	13,723	34,933	39,424	43,758	43,399
July	13,075	36,770	59,815	64,346	60,858
August	14,400	45,634	69,631	61,305	69,009
September	15,896	41,153	53,003	51,243	54,775
October	13,445	39,351	51,392	46,468	50,106
November	13,352	32,367	42,433	39,331	39,290
December	18,257	35,853	50,181	61,830	44,558
TOTAL	167,159	421,413	545,313	581,635	604,723

Monthly Comparison of Canadians Returning from the United States by Rail
1941 and 1943 - '46 (Net Entries)

Month	1941	1943	1944	1945	1946
January	14,201	29,261	39,665	50,313	56,208
February	10,689	20,952	30,042	34,833	56,297
March	12,914	29,553	33,358	39,474	43,130
April	13,069	31,431	38,150	44,165	46,416
May	11,438	35,854	32,304	39,530	35,263
June	13,116	33,377	38,055	42,644	42,466
July	12,293	35,382	58,256	62,846	59,753
August	13,766	43,811	68,341	59,855	67,998
September	15,350	39,826	51,905	49,987	53,920
October	12,724	38,027	49,925	45,118	49,128
November	12,091	31,115	41,142	38,068	38,411
December	16,527	34,495	48,825	60,525	43,609
TOTAL	158,178	403,084	529,968	567,358	592,599

Monthly Comparison of Canadians Returning from the United States by Boat
1941 and 1943 - '46.

Month	1941	1943	1944	1945	1946
January	942	1,579	2,042	2,839	3,690
February	860	1,320	1,879	2,927	3,045
March	1,181	2,395	1,661	2,931	2,993
April	1,351	1,855	2,216	3,761	3,394
May	1,689	2,401	2,830	4,037	5,739
June	4,545	3,702	6,410	8,449	10,028
July	17,483	6,699	13,443	21,915	22,562
August	13,020	8,410	15,316	24,558	21,790
September	6,223	3,426	9,279	13,300	15,440
October	2,757	2,787	4,084	5,669	4,877
November	1,619	2,683	3,035	3,697	3,752
December	1,725	2,553	4,014	3,200	3,525
TOTAL	53,395	39,810	66,209	97,283	100,835

Monthly Comparison of Canadians Returning from the United States by Through Bus (1)
1941 and 1943 - '46.

Month	1941	1943	1944	1945	1946
January	2,615	6,082	10,890	15,272	23,847
February	2,206	5,718	9,821	12,695	22,519
March	2,439	6,743	12,124	15,443	28,178
April	2,922	7,616	12,755	16,775	29,412
May	4,869	8,264	12,270	18,169	33,309
June	4,388	9,021	14,641	23,520	37,185
July	4,869	10,398	27,058	41,218	57,078
August	5,964	11,515	30,315	47,674	68,094
September	4,945	9,651	20,819	37,856	48,381
October	4,234	9,573	18,527	28,223	36,373
November	3,668	8,026	15,605	21,951	30,285
December	5,209	9,229	14,820	23,274	27,725
TOTAL	48,328	101,836	199,645	302,070	442,386

(1) Exclusive of local bus traffic between border communities.

Monthly Comparison of Canadians Returning from the United States by Aeroplane.
1941 and 1943 - '46.

Month	1941	1943	1944	1945	1946
January	550	485	1,463	2,208	4,721
February	588	655	1,325	1,988	3,659
March	638	843	1,501	2,529	4,740
April	970	1,038	1,845	2,898	5,426
May	1,279	1,204	2,118	2,679	5,329
June	1,528	1,290	2,034	2,893	4,821
July	1,497	1,129	1,911	2,640	5,157
August	1,237	1,105	2,393	2,797	6,333
September	1,456	1,431	2,437	3,474	7,114
October	1,387	1,471	3,011	4,048	6,597
November	1,177	1,333	2,348	3,928	5,232
December	892	1,327	2,033	3,507	4,479
TOTAL	13,199	13,311	24,419	35,589	63,608

- APPENDIX -

In the following pages a few preliminary studies on various phases of the tourist industry are presented. They are not necessarily official and are intended only to supplement the present report. The report of proceedings of the Dominion - Provincial Tourist Conference held in Ottawa Oct. 21 - 23, 1946 under the chairmanship of the Minister of Trade and Commerce presents a great wealth of provincial and general information. Similarly the report of proceedings of the 14th Convention of the Canadian Association of Tourist and Publicity Bureaus, Ottawa, Oct. 24 and 25, 1946 is also very helpful.

- - - - -

RELATION TOTAL U. S. EXPENDITURES FOR CONSUMERS GOODS AND SERVICES AND U. S. TOURIST EXPENDITURES IN CANADA, 1935-1946

In Table "A" which follows, expenditures of American tourists in Canada have been related to total expenditures by United States residents on consumers' goods and services. The percentage represents the part of their personal expenditures which have gone to finance travel to Canada. To all concerned with the expansion of Canada's Tourist Trade, it represents a challenge, in that, even in 1946 with U. S. expenditures at a high in Canada, a smaller percentage of their consumers goods and services total was expended here than in the three years preceding our entry into the war. If pre-war averages had prevailed in 1946, American expenditures in Canada in relation to total expenditures on consumers goods and services should have reached an estimated \$275 millions in U. S. currency. The table illustrates the effect of wartime restrictions on travel in that despite a steadily increasing expenditure on U. S. consumers goods and services, the percentage for Canadian travel dropped from 0.238 in 1937 to a low of 0.086 in 1943 - a decline of nearly two-thirds against an increase in consumers' expenditures of about 50 p.c.

While rising price levels in the United States may have been instrumental in absorbing a larger part of consumer income in the latter years, theoretically more money should have been available for travel to Canada. With normal tourist traffic to Europe and Asia reduced to a minimum, with a lower price structure in Canada and the added advantage of a 10 p. c. premium on U. S. exchange in the first half of 1946, the amount of U. S. travel to Canada during the year may have been limited to some extent by our inability to accommodate a greater inflow and our restricted efforts to attract a larger volume.

With a continuation of moderate prosperity and present levels of income in the United States, there is no reason to doubt that with careful planning and publicity, and the development of tourist facilities, Canada's receipts of U. S. dollars from the tourist trade cannot reach a much higher level than has yet been attained.

RELATION CANADIAN EXPENDITURES ON CONSUMERS GOODS AND SERVICES AND CANADIAN TOURIST EXPENDITURES IN THE UNITED STATES, 1938-1946

In Table "B", similar comparisons are established between personal expenditures of Canadians on consumers' goods and services and the estimates of expenditures by Canadian tourists in the United States. It is clear that Canadians spend a far greater percentage of their consumer dollar on travel to the United States than do Americans on travel to Canada. In 1938 the Canadian percentage stood at 1.784 - over $7\frac{1}{2}$ times the American percentage of 0.229.

Even under wartime restrictions our expenditures in the States represented a percentage well in excess of normal U. S. tourist expenditures in Canada. The steady growth since 1938 in personal outlay by Canadians on consumers goods and services reflects the tremendous advances that have taken place in the Canadian economy due to the impetus of the war, industrial expansion and rising price levels.

On a population basis we see a nation of 12,300,000 Canadians in 1946 spending \$131 million or \$10.65 per capita on touring in the United States, against the expenditures of \$214 million in Canadian currency or \$1.50 per capita by residents of a neighbouring country with a population nearly 11½ times as great and with a higher per capita national income. Our per capita expenditures on tourist travel to the United States represent an amount far out of proportion to what we receive, in fact 7 to 1. The Canadian on a per capita basis is the world's leading tourist. He is far more likely to cross the International Boundary than his American cousin for reasons of pleasure, health or business.

Table A - RELATION TOTAL U. S. EXPENDITURES FOR CONSUMERS GOODS AND SERVICES AND U. S. TOURIST EXPENDITURES IN CANADA, 1935 - 1946.

Millions of U.S. Dollars	<u>Consumers Goods and Services</u> Total U.S. Expenditures	Expenditures of U.S. Tourists in Canada(1)	p.c. of Consumers Goods & Services
1935	52,200	107.0	0.205
1936	59,100	129.0	0.218
1937	62,500	149.0	0.238
1938	58,500	134.0	0.229
1939	61,663	137.0	0.222
1940	65,657	88.4	0.135
1941	74,583	96.3	0.129
1942	82,007	71.1	0.087
1943	91,311	78.3	0.086
1944	98,462	105.3	0.107
1945	106,400	147.1	0.138
1946	127,000 (2)	208.0 (2)	0.164

(1) U. S. expenditures adjusted to U. S. dollar equivalent (1940 - end of June 1946)

(2) Preliminary.

Table B - RELATION TOTAL CANADIAN EXPENDITURES FOR CONSUMERS GOODS AND SERVICES AND CANADIAN TOURIST EXPENDITURES IN THE UNITED STATES, 1938 - 1946

Millions of Canadian Dollars	<u>Consumers Goods and Services</u> Canadian Personal Expenditures	Expenditures of Canadian Tourists in U. S.	p.c. of Consumers Goods & Services
1938	3,700	66	1.784
1939	3,799	67	1.764
1940	4,293	40	0.932
1941	4,956	18	0.363
1942	5,511	24	0.435
1943	5,896	34	0.577
1944	6,268	57	0.909
1945	6,824	83	1.216
1946	7,383 (1)	131 (1)	1.774

(1) Preliminary.

Distribution of the Tourist Dollar

The tourist industry in its many ramifications represents a consumer market and is a sub-division of the goods and services which are totalled in the international accounts to give the volume of trade between nations. The tourist personifies a special type of export - in that he provides us with external income by consuming products and services within our borders. His patronage often represents the margin between profit and loss in many of our service and transportation industries - hotels, restaurants, railroads, airlines, bus lines, garages and service stations, tourist resorts, retail stores, souvenir shops and so on. His payments for goods and services filter down through the whole economy and in his widespread travel throughout the nation he brings revenue to areas which might otherwise be unable to support their present population.

In the interest of speed and efficiency at the border ports, the tourist leaving Canada is not embarrassed by being asked to give an analysis of how he distributed his expenditures during his visit in Canada, but only the total expended for all purposes is reported voluntarily. However, a private sample survey conducted in Ontario in the summer of 1946 shows that the tourist dollar was divided as follows in that province - retail merchants, 30 cts; restaurants, 22 cts; hotels and tourist cabins, 17 cts; gas and service stations, 12 cts; amusements, 9 cts; transportation, 7 cts; and incidentals, 3 cts. The above sample may have been weighted by the large volume of automobile tourists who holiday in Ontario but the general distribution of expenditures is probably representative.

A similar survey by the American Hotel Association revealed that the tourist dollar in the United States is spent as follows: retail stores, 31 cts; hotels, 23 cts; restaurants, 18 cts; garages and service stations, 10 cts; miscellaneous, 10 cts; and theatres and amusement, 8 cts.

A striking fact in both surveys is the large percentage of the tourist dollar which finds its way into retail stores, which would of course cover purchases of beverages. The retail merchant would appear to have a much bigger stake in a prosperous tourist trade than he perhaps realizes.

The value of Canada's tourist trade in the last two years would undoubtedly have been greater if supplies on our store shelves of commodities which the American tourist usually purchases had been more plentiful, such as Irish linens, British chinaware, silverware, woollens and footwear, Canadian Home-spuns, novelties and souvenirs, woollen goods, etc.

Currency is a circulating media and the distribution of tourist dollars received by American hotels was estimated as follows; pay rolls, 31 cts; sundries, supplies etc., 29 cts; merchandizing, food, beverages etc., 19 cts; depreciation, 9 cts; insurance, taxes etc., 6 cts; and the balance, return on investment.

It is apparent that the tourist trade affects all sections of our economy in its demands for food, accommodation, services, and a thousand and one manufactured items. The money received from tourists circulates far beyond those who come into direct contact with the tourist.

Canada can ill afford not to have a prosperous visitor industry.

Hotel Accommodation in Canada

According to the latest D. B. S. census of hotels in 1941 there were some 5,646 hotels in Canada, comprising 4,844 which operated the entire year and 802 which operated only part time usually from May to September. The total number of guest rooms and additional accommodation provided by the year-round establishments numbered 117,763 rooms which could probably sleep some 200,000 visitors. In addition, the seasonal hotels with accommodation of 16,606 guest rooms plus 8,548 beds in cabins etc. could likely accommodate about 35,000 guests. Thus in 1941 during the peak of the tourist traffic, Canadian hotels were capable of handling a maximum of about 235,000 visitors at one time. Of the 4,844 full-time hotels, 1,939 or 40 p.c. had 10 rooms or less; 1,755 hotels had from 11 to 25 rooms; 766 from 26 to 50 rooms; and 280 from 51 to 100. Only 94 hotels had over 100 rooms and of this number 69 were in the 101 to 200 room class, 15 had from 201 to 500 rooms and only 10 across Canada had more than 500 rooms.

Since the taking of the hotel census, several hotels have opened or re-opened their doors to the traveller but there remains considerable room for expansion in many towns and cities as the recent study "Inter-Community Travel Survey" by the Dept. of Reconstruction and Supply so well illustrated. With the current volume of tourist travel to Canada, our accommodation facilities are often strained to the limit in certain localities, despite assistance from tourist cabins, boarding houses, tourist homes and private residences. Many new hotels are on the drafting boards and some are proceeding slowly to completion in the face of shortages of materials and furnishings. Provincial governments are encouraging the establishment and extension of tourist camps and other facilities but presently the problem of sufficient accommodation for those who wish to visit Canada remains of concern in some areas and is undergoing study.

This is however not a new or modern problem - Xenophon writing on "Public Finance" in the 4th century B. C. extolled the economic advantages which Athens derived from her foreign residents and visitors and recommended that hotels should be built to supply deficiencies in accommodation.

In 1941 receipts from rooms and meals accounted for some 39 p.c. of the revenue of all Canadian hotels while the sale of beer and wine represented about \$78.7 million or 53.4 p.c. of the total receipts from all sources of \$147.5 million.

The number of all hotels was divided provincially as follows in 1941.

	Number	Total Receipts	Receipts from Rooms and Meals	P.C. of Total Receipts
P.E.I.	38	\$ 248,620	\$ 236,209	95.0
N.S.	226	2,895,737	2,549,813	88.0
N.B.	171	1,807,455	1,641,689	90.8
Que.	1,556	28,647,593	14,039,475	49.0
Ont.	1,762	66,075,601	21,008,488	31.8
Man.	278	7,952,761	2,701,786	34.0
Sask.	595	9,296,771	3,306,574	35.6
Alta.	433	14,218,566	5,215,700	36.7
B.C.-Yukon- N.W.T.	587	16,345,252	7,006,616	42.9
TOTAL	5,646	147,488,156	57,706,350	39.1

The pattern of hotel revenue is governed by the system of liquor control in vogue in the different provinces with the Maritimes showing nil receipts in 1941 from the sale of beer or wine in local hotels while all hotels in Ontario and Manitoba derived about 60 p.c. of total receipts from the sale of beverages. Whereas the year-round hotels reported only 39.1 p.c. of their total receipts from rooms and meals, the seasonal establishments operating in the summer months secured 77.2 p.c. of their revenue from accommodation and meals, and about 10 p.c. from the sale of beer and wine.

Seasonal Hotels, 1941

<u>Province</u>	<u>Total Receipts</u>	<u>Receipts from Rooms and Meals</u>	<u>Receipts from Beer and Wine</u>
	\$	\$	\$
P.E.I.	4,105	4,055	0
N.S.	256,305	230,839	0
N.B.	191,974	168,879	0
Que.	1,829,742	1,405,597	237,683
Ont.	2,646,465	2,009,941	307,662
Man.	13,137	6,993	3,795
Sask.	74,489	34,787	30,159
Alta.	1,481,986	1,146,800	41,352
B.C.	377,626	305,908	49,982
CANADA	<u>6,875,829</u>	<u>5,313,799</u>	<u>670,633</u>

Employment in Canadian hotels and restaurants while reflecting the considerable movement of population from rural to urban areas during the war period, the great volume of inter-community travel as well as the tendency to consume meals in restaurants during a time of food rationing and family dislocation, illustrates the growing importance of the tourist trade to this service industry. The monthly indexes for 1946, taken as of the first of each month, show the increased volume of employment in the periods of heavy tourist entries. Similarly the index of retail sales in restaurants illustrates the considerable growth since 1939 in this class of service establishment, an advance far in excess of price increases, which were limited by regulation and control.

Index of Employment in Hotels and Restaurants,
1926 = 100

1929	131.8	1946	Jan.	205.6	July	234.5
1930	134.1	(First of	Feb.	208.9	Aug.	244.8
1937	125.1	Month)	Mar.	208.5	Sept.	245.8
1938	130.8		April	210.8	Oct.	238.4
1939	133.6		May	213.5	Nov.	224.5
1940	138.3		June	221.3	Dec.	226.8
1941	161.5					
1942	172.5					
1943	186.1					
1944	202.3					
1945	205.6					
1946	223.6					

Index of Retail Sales in Restaurants
1935-1939 = 100

1929	181.1	1946	Jan.	190.3	July	219.3
1930	159.2	(unadjusted)	Feb.	181.9	Aug.	225.8
1937	105.3		Mar.	209.7	Sept.	210.7
1938	99.4		April	207.5	Oct.	217.0
1939	97.2		May	210.7	Nov.	210.6
1940	105.1		June	210.1	Dec.	205.9
1941	123.3					
1942	147.4					
1943	176.9					
1944	189.9					
1945	197.3					
1946	208.3					

Maritime Notes

1. The Prince Edward Island Travel Bureau reported that visitors from the United States to the island during the 1946 tourist season numbered 12,000, and visitors from other countries about 50 in addition to thousands of Canadian visitors from the mainland.

2. According to the Nova Scotia Bureau of Information the following tourist car entries were recorded in the period from June 1 to September 30th, 1946 at provincial reception points.

Digby, N. S.

3312 American

377 Canadian

Amherst, N. S.

11,648 American

21,487 Canadian

Tidnish, N. S.

829 American

151 Canadian

Total Cars

15,789 American

22,015 Canadian

International Bridge, Tunnel and Ferry Companies

Motor vehicle traffic using the facilities of international bridge, tunnel and ferry companies was considerably greater in 1945 than in the preceding year, ferries handling 219,773 vehicles against 167,575, and bridge and tunnel companies 6,695,310 vehicles against 4,490,989 in 1944. Revenues of ferry companies increased from \$425,746 in 1944 to \$518,612, this being the highest level since 1938, while revenues of bridge and tunnel companies rose from \$2,755,669 in 1944 to a new record in 1945 of \$4,009,151.

TRAFFIC: Bridge, Tunnel and Ferry Companies

Year	Motor Vehicles					(z) Other	Pedestrians and Passengers other than Drivers of Vehicles
	Passenger	Commercial (Trucks)	(x) Buses	Motor- Cycles	Total		
1936	6,088,517	137,090	224,380	370	6,450,357	1,848	20,023,838
1937	7,089,498	157,745	226,106	700	7,474,049	2,456	22,061,078
1938	6,850,917	148,245	261,122	377	7,260,661	1,925	19,824,845
1939	6,898,237	166,263	269,434	441	7,334,375	1,576	18,782,102
1940	5,273,246	178,799	236,712	130	5,688,887	996	12,879,818
1941	5,450,993	192,094	202,725	...	5,845,812	111	12,235,127
1942	4,253,759	206,419	215,562	...	4,675,740	99	11,599,351
1943	3,020,799	213,077	245,799	...	3,479,675	1,243	13,223,827
1944	4,144,797	200,743	312,245	779	4,658,564	8,015	17,641,097
1945	6,333,803	197,207	382,835	1,238	6,915,083	6,734	23,584,737

(x) Includes tunnel company buses.

(z) Bicycles and Horse-drawn.

P R O V I N C I A L R E V E N U E

From: Hunting and Fishing Licenses for 1943 to 1945 inclusive.

	1 9 4 3		1 9 4 4		1 9 4 5	
	No. of Licenses	Revenue \$	No. of Licenses	Revenue \$	No. of Licenses	Revenue \$
<u>Prince Edward Is.</u>						
Hunting						
Resident	193	193	130	130	154	154
Non-Resident ..	Nil	Nil	2	4	Nil	Nil
Fishing						
Resident	1,000	1,000	960	960	1,000	1,000
Non-Resident ..	86	172	86	172	80	160
<u>Nova Scotia</u>						
Hunting						
Resident	20,709	62,127	20,474	61,422	29,114	87,342
Non-Resident ..	93	2,340	120	3,060	270	6,695
Fishing						
Data not available						
<u>New Brunswick</u>						
Hunting						
Resident	25,521	43,022	27,363	46,113	28,576	78,169
Non-Resident ..	1,266	12,335	1,506	14,835	2,736	38,735
Fishing						
Resident	816	1,557	732	1,036	838	1,560
Non-Resident ..	2,265	17,473	2,923	22,497	3,677	29,823
<u>Quebec.</u>						
Hunting						
Resident	41,359	41,359	37,128	37,128	36,134	36,134
Non-Resident ..	635	17,217	1,279	20,578	1,582	26,526
Fishing						
Resident	33,270	33,270	33,135	33,135	33,924	33,924
Non-Resident ..	7,376	34,751	6,741	34,689	8,544	44,178
<u>Ontario</u>						
Hunting						
Resident	126,654	194,886	132,376	200,969	178,522	279,012
Non-Resident ..	4,048	89,570	5,158	114,885	9,451	218,575
Fishing						
Resident	Nil	Nil	Nil	Nil	Nil	Nil
Non-Resident ..	68,228	284,215	88,825	387,976	125,584	603,753

PROVINCIAL REVENUE

From: Hunting and Fishing Licenses for 1943 to 1945 inclusive.

	1943		1944		1945	
	No. of Licenses	Revenue \$	No. of Licenses	Revenue \$	No. of Licenses	Revenue \$
<u>Manitoba</u>						
Hunting						
Resident	17,494	41,121	18,533	46,530	25,415	59,670
Non-Resident.	274	6,933	519	12,640	579	12,600
Fishing						
Resident	Nil	Nil	Nil	Nil	Nil	Nil
Non-Resident	3,340	4,257	3,028	4,619	3,899	5,819
<u>Saskatchewan</u>						
Hunting						
Resident	9,595	25,466	12,237	33,481	17,020	48,587
Non-Resident	1,296	5,043	2,356	5,881	3,543	7,743
Fishing						
Resident	6,383	5,807	5,878	5,463	7,080	6,666
Non-Resident	1,364	2,473	1,592	3,596	2,099	4,798
<u>Alberta</u>						
Hunting						
Resident	18,072	45,492	19,286	48,992	27,311	68,010
Non-Resident	152	7,650	223	6,770	366	11,170
Fishing						
Combined Resident and Non-Resident	6,380	13,780	6,651	14,521	6,886	14,959
<u>British Columbia</u>						
Hunting						
Resident	37,113	131,936	41,643	142,999	52,889	184,597
Non-Resident	589	14,414	952	23,596	2,036	50,763
Fishing						
Resident	27,507	27,507	29,098	29,098	33,268	33,268
Non-Resident	4,425	13,546	5,278	16,966	8,034	28,124

TOTALS OF NON-RESIDENTS FOR ALL PROVINCES

	HUNTING		FISHING	
	No. of Licenses	Revenue	No. of Licenses	Revenue
1943	8,371	\$155,502	87,284	\$357,287
1944	12,125	202,249	108,698	470,965
1945	20,563	372,807	152,167	717,155

These data are for the fiscal year of the following provinces: Prince Edward Island, Quebec, Manitoba, Saskatchewan, Alberta.

These data are for the calendar year of the following provinces: Nova Scotia, New Brunswick, Ontario, British Columbia.

Production and Domestic Sales of Passenger Automobiles

United States and Canada. 1935 - 1946.

Year	<u>United States</u>		<u>Canada</u>	
	Production	Domestic Sales	Production	Domestic Sales
1935	3,252,244	3,041,877	135,562	85,415
1936	3,669,528	3,458,051	128,369	89,350
1937	3,915,889	3,643,386	153,046	110,101
1938	2,000,985	1,810,938	123,761	85,888
1939	2,866,796	2,702,181	108,369	75,145
1940	3,692,328	3,584,293	109,911	94,633
1941	3,744,300	3,646,715	96,603	81,943
1942	220,814	(1)	12,236	8,596
1943	(0)	(0)	(0)	(0)
1944	(0)	(0)	(0)	(0)
1945	56,793	56,000 x	1,868	1,866
1946	2,148,677	2,004,616	92,456	63,728

PASSENGER CAR REGISTRATIONS

	<u>United States</u>	<u>Canada</u>
1930	23,059,282	1,055,514
1933	20,643,564	917,008
1937	25,449,924	1,103,012
1939	26,201,395	1,190,021
1941	29,507,113	1,279,536
1944	25,608,400	1,177,558
1945	25,400,000 x	1,160,058

(x) Est.

VISITORS TO THE NATIONAL PARKS OF CANADA
(FOR THE SIX MONTHS ENDED SEPTEMBER 30, 1946)

NATIONAL PARKS	1946	1945	Increase
Banff	209,479	118,444	91,035
Cape Breton Highlands	21,578	16,612	4,966
Elk Island	39,114	24,184	14,930
Georgian Bay Islands	6,535	3,787	2,748
Glacier	303	170	133
Jasper	25,827	12,820	13,007
Kootenay	60,680	25,286	35,394
Mt. Revelstoke	7,610	5,794	1,816
Point Pelee	76,643	50,873	25,770
Prince Albert	31,474	18,858	12,616
Prince Edward Island	48,416	47,088	1,328
Riding Mountain	155,425	102,287	53,138
St. Lawrence Islands x	14,668	10,323	4,345
Waterton Lakes	139,849	46,734	93,115
Yoho	21,013	8,960	12,053
 <u>NATIONAL HISTORIC PARKS</u>			
Fort Anne	8,035	4,731	3,304
Fort Beausejour	10,400	4,829	5,571
Fort Chambly	19,883	14,047	5,836
Fort Lennox	1,118	655	463
Fortress of Louisbourg	3,806	2,749	1,057
Fort Malden	12,602	10,164	2,438
Fort Wellington	5,323	2,391	2,932
Port Royal Habitation	5,507	2,863	2,644
<hr/>			
TOTALS	925,288	534,649	390,639

(x) Returns Incomplete.

STATISTICS CANADA LIBRARY
BIBLIOTHÈQUE STATISTIQUE CANADA



1010488628