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INTERNATIONAL PAYMENTS BRANCH

CANADA'S INTERNATIONAL TOURIST TRADE

PRELIMINARY ESTIMATES OF TOURIST

EXPENDITURES, 1947

AND

REVISED STATISTICS

1946



**OTTAWA
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DEPARTMENT OF TRADE AND COMMERCE
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CANADA'S INTERNATIONAL TOURIST TRADE

Canada's foreign exchange problems in 1947 directed attention to the international tourist trade as a consistent source of foreign exchange, in particular of United States dollars. During the past twenty years net receipts from United States travellers, after deducting expenditures of Canadian travellers in the United States, have never been less than \$50 million a year and have topped \$100 million on two occasions. These net receipts have totalled almost \$1½ billion during the two decades. During the same period travel between Canada and overseas countries has resulted in net Canadian expenditures, but these were not of great significance, amounting to less than 7 per cent of the net gain accruing from travel between Canada and the United States.

In 1947, net receipts from the United States tourist trade were \$83 million, United States expenditures in Canada of \$235 million exceeding Canadian expenditures of \$152 million in the United States by this amount. Although both Canadian and United States expenditures were at new record levels in 1947, there was a decline in net receipts resulting from a larger increase in Canadian expenditures than in United States expenditures. Net receipts were \$86 million in 1946 when American expenditures in Canada were \$216 million and Canadian expenditures in the United States \$130 million. On overseas travel in 1947 including traffic between Canada and Newfoundland, Canadian expenditures abroad of \$15 million exceeded expenditures by overseas tourists in Canada amounting to \$10 million.

As a Canadian source of United States dollars the tourist industry has in recent years ranked second after the export of newsprint. The employment

created by the primary and secondary effects of the inflow of funds is widely distributed throughout Canada. Although the whole Canadian economy benefits as a result, the benefit is of particular significance to unproductive parts of the country which are favoured with tourist attractions. The tourist trade has raised the whole standard of living in such areas. Good roads, better shops, improved quality and variety of merchandise, better hotels, better steamship and rail service and a dozen other things have come with the tourist.

The current trend towards increased social benefits in Canada and the United States has influenced the international tourist trade through a more liberal policy of employers towards holidays with pay. The advances granted to wage earners in the last decade have been most striking both in the United States and in Canada. Prior to the war legal holidays with pay were seldom given to American wage earners. In 1936 a national survey in the United States showed that only 9 per cent of 446 companies investigated had a policy of paid legal holidays for wage earners, whereas in 1946 the percentage had risen to 41, and in 1947 to 52. The Canadian wage earner has benefited to much the same extent according to a survey conducted in 1947 by the National Industrial Conference Board regarding the policy of 41 major Canadian companies. According to the findings of the Board, 37 of the companies investigated provide an annual vacation with pay to all wage earners who have been employed for 12 months or more, and longer vacations are granted by most of the companies to employees who

have been employed for a number of years.

If employers could be encouraged to grant holidays in off-seasons to a substantial part of their staff it would do much to alleviate the pronounced mid-summer peak which is becoming a serious problem in all countries where holiday traffic attains large proportions. A capital investment in accommodation, transportation and other holiday facilities which is overtaxed for two months and is operated below capacity for the balance of the year cannot operate economically on a low margin of profit. Unfortunately the increase in recent years in holidays with pay for wage earners has tended to aggravate rather than alleviate the summer peak in the tourist season. Many industrial establishments find it difficult to operate on a reduced staff with part of the personnel on leave, and prefer the more direct method of closing the plant while the whole working force enjoys a mass vacation. There has been marked preference for the summer months for shut-downs of this kind. The close interdependence of manufacturing companies engaged in similar lines of production encourages such concerns to adopt common policies with regard to labour. Hence the preference for mass holidays in the summer is apt to become more extreme in future years if no effective counter measures can be put into operation.

Expenditures in Canada of travellers from other countries are comparable in their effect to exports of commodities in the balance of payments, and similarly, the expenditures of Canadian travellers in other countries are comparable to imports of goods. Hence there is special significance in the balance of revenue remaining after total disbursements by Canadian travellers abroad have been deducted from total receipts left in Canada by departing non-residents. Normally disbursements or debits range between 45 and 55 per cent of receipts or credits. In recent years the proportion of debits to credits has been much higher and in 1947 it rose to the unprecedented level of 68 per cent. The year 1947 brought higher receipts from

foreign travellers than in any other year under review, but due to abnormally high disbursements abroad net credits from all countries at \$78 million showed a drop of \$8 million from the year 1946. Comparable data in prewar years ranged from a depression low of \$45 million in 1933 to an all time high estimated at \$90 million in 1929.

This unfavourable development in the balance of payments on travel account resulted in regulations passed by the Government in November 1947, as part of its dollar conservation program, limiting in general the amount of United States dollars which a Canadian resident is permitted to use for pleasure travel to \$150 during the period of 12 months ending November, 1948. Expenditures of reasonable amounts of United States dollars for business and other necessary travel are still permitted. Likewise reasonable amounts of expenditures for travel to countries of the sterling area for all purposes continue to be normally approved. The rationing of United States dollars for pleasure travel, being on an annual basis will probably not have a uniformly restrictive effect in every month of the year. Many travellers may save their annual allotment of United States dollars until the summer months. A good deal of the luxury spending in Florida and other southern states during the past winter was cut off, although many people are still able to go South because of health or age. Purchases of foreign merchandise declared to the Canadian Customs by returning Canadians have been drastically reduced by prohibitions which eliminated virtually everything the tourist has been in the habit of buying.

In spite of official restraints Canadians remain the most persistent border-crossing nationals in the world. The flow of travel across the international boundary is unmatched at any other frontier, and the Canadian participation in this flow when considered in relation to the population of Canada is much greater than the American participation in proportion of the population of the United States. In 1947 Canadian travel expenditures in the United States were about \$12

per capita of the population of Canada, whereas American expenditures in Canada were not much more than \$1.50 per capita of the population of the United States. On the other hand, average expenditures per traveller do not vary so much as between Canadians and Americans when considered in the aggregate.

RECEIPTS FROM INCOMING TRAVELLERS

On the basis of more complete information now available, the first estimate of expenditures in Canada in 1947 by tourists and other travellers from the United States, Newfoundland and overseas countries has been revised at \$245 million, representing an increase of \$23 million over the amount spent in the year 1946. (3) This gain may be compared with increases of \$46 million in 1945 and \$56 million in 1946. These figures indicate that the rapid growth in the tourist trade which characterized the immediate postwar period and reached a peak in 1946 had tapered off appreciably in 1947. The aggregate travel receipts from all countries of \$245 million consist of \$235 million from the United States and \$10 million from overseas countries including Newfoundland. The American expenditures are only 9 per cent higher than they were in the previous year, (4) but the amount spent by overseas travellers shows a gain of 67 per cent.

Receipts from United States Travel- lers in 1947 classified by Province of Entry into Canada

Not enough is known of the movements of American travellers within Canada to permit a breakdown of the total receipts from the United States of \$235 million according to the provinces in which the expenditures are made. From information which is available regarding ports of entry and exit of American motorists travelling in Canada on customs permits it is possible to ascertain how many of such motorists leave Canada by a province other than that by which they enter. The information goes no further than this however, and there is no way of learning what part of the Canadian visit is in the province of entry and what part is in other provinces. There is an indication that the extent of interprovincial travel is not uniform at all provincial boundaries. In proportion to total traffic entering each province it is particularly heavy between British Columbia and the Prairie Provinces, and is relatively light between Ontario and Quebec. Further information on this topic is presented in Table 13. With regard to travellers entering Canada by other methods of transportation such as train, bus, boat or plane, there is less information regarding interprovincial travel. In important instances persons entering certain provinces by railway are destined to other provinces.

**TABLE 1. - DISTRIBUTION OF UNITED STATES TRAVEL EXPENDITURES IN CANADA BY PROVINCE
OF ENTRY, 1945-1947.**

<u>Province of Entry</u>	<u>Percentage of Total</u>		
	<u>1945</u>	<u>1946</u>	<u>1947(2)</u>
Maritimes (1)	6.7	6.3	7.4
Quebec	17.5	21.0	19.3
Ontario	58.6	50.9	53.3
Manitoba	2.3	3.1	2.9
Saskatchewan8	1.4	1.5
Alberta7	1.3	1.8
British Columbia	13.4	16.0	13.8
TOTAL	100.0	100.0	100.0

(1) Entering mainly through ports in New Brunswick.

(2) Data for 1947 are subject to revision.

(3) Receipts from all countries in 1946 are revised at \$222 million.

(4) Receipts from the United States in 1946 are revised at \$216 million.

Although it is not possible to divide total expenditures by travellers according to the provinces in which the expenditures are made, it is possible to divide them according to the provinces through which the travellers enter Canada. Such figures are, of course, only generally indicative of provincial receipts from foreign travel, being subject to a unknown volume of inter-provincial travel. In Table 1 is given a distribution of United States travel expenditures in Canada by province of entry for the years 1945, 1946, and 1947. To facilitate comparison between annual data, the distribution has been presented in the form of percentages of the total expenditures per year. The table shows that the provinces generally remained in the same order of rank in each year. The year 1946, the first full year without wartime restrictions on travel, brought a decrease in the relative volume of travel through Ontario ports of entry, which are close to the large centres of population in the United States, and increases in the entries into the Western provinces, located far from the larger American cities.

Receipts from United States Travel-
lers in 1947 Classified by Type of
Transportation used to Enter Canada

The most encouraging feature of the tourist trade with the United States in 1947 was the strong showing made by automobile traffic which before the war formed

the backbone of the tourist trade in Canada. The total number of entries into Canada by American cars during the year was 5.8 million, an increase of 12 per cent over the year before. They consisted of 1.7 million entries on customs permits and 4.1 million entries by short term or local vehicles. Customs permits are issued to all motorists who remain in Canada longer than 48 hours or who return to the United States via a border point other than that at which they enter. From the point of view of expenditures they constitute the more important part of the automobile traffic entering Canada. On the assumption that each car entering Canada on a customs permit contains three persons, the 1.7 million vehicles entering on permits represents an inflow of more than 5 million travellers of a type which makes substantial expenditures in this country. The volume of permit-holding traffic entering Canada in 1947 broke the previous record established in 1946, which, in turn, had replaced prewar high marks established in 1931 and 1937 when total entries numbered 1.5 million and 1.4 million respectively. Expenditures in Canada in 1947 by all non-resident motorists totalled \$112 million, and came within \$10 million of equalling the aggregate amount spent by persons crossing the international boundary by all other means. As an indication of the post-

Table 2. - EXPENDITURES IN CANADA OF TRAVELLERS FROM THE UNITED STATES, BY TYPE OF
TRANSPORTATION, 1941-1947

(Millions of Canadian Dollars)

Type of Transportation	1941	1942	1943	1944	1945	1946	1947(x)
(a) Automobile	54.0	26.0	17.0	24.4	56.9	98.0	112.2
(b) Rail	28.0	32.0	49.0	67.2	64.3	61.4	55.9
(c) Boat	7.0	4.0	6.0	7.9	13.0	17.3	21.8
(d) Bus (Exclusive of local bus)	7.0	6.0	5.0	6.3	12.9	15.8	16.9
(e) Airplane	3.0	3.0	3.0	3.2	5.6	10.3	13.1
(f) Other (pedestrians, local bus, etc.)	8.0	8.0	7.0	7.5	10.6	13.3	14.8
TOTAL	107.0	79.0	87.0	116.6	163.3	216.1	234.7

(x) Data for 1947 are subject to revision.

war recovery made by international motor traffic, 1947 receipts of \$112 million were more than six and a half times what they were in 1943 when the use of the automobile was severely curtailed by gasoline and tire rationing and other wartime restrictions.

Receipts from travellers arriving by train reached a peak of \$67 million in 1944, a condition resulting directly from restricted automobile traffic during the war. The high level achieved in that year has been reduced in successive years as travel by car came back into common use, until by 1947 it stood at \$56 million. However, even this amount is well above prewar levels. The number of travellers entering Canada by train during 1947 exclusive of in-transit traffic across Southern Ontario was 648,000, a decline of 6 per cent from the year before. Practically all of the in-transit traffic consists of through passengers on American railways operating between Detroit and Buffalo, and their expenditures in Canada are considered to be negligible.

Through bus services, operating between interior points in Canada and the United States, brought 442,000 passengers to Canada in 1947, an increase of 9 per cent over the previous year. These figures include in-transit passengers as they have opportunities to make limited purchases while en route through Canada. Expenditures of travellers entering Canada by through bus, including a nominal amount for in-transit traffic, totalled \$17 million, or just over a million dollars more than the year before. Passengers on local bus services operating between border communities such as the tunnel service between Detroit and Windsor are included in the residuary classification, "Other Travellers".

The growth of tourist traffic by air during the past decade has been spectacular. At the beginning of the war receipts from plane passengers barely amounted to a million dollars a year. By 1947 they had reached \$13 million annually and were showing a more rapid rate of increase than was shown by any other means of travel. The number of air travellers in the year was 113,000 or 3 per cent more than in

1946. This total includes 9,000 passengers who flew across Yukon Territory in transit between the United States and Alaska.

Receipts from travellers entering Canada by boat have made a continuous recovery from the low mark of 1942 when vessels of all kinds were either directly or indirectly involved in the war effort. Expenditures in Canada in that year were only \$4 million. Five years later in 1947 they were \$22 million. Resumption in the summer of 1947 of the popular steamship service between Boston and Yarmouth was an important contributing factor. Sample expenditure data obtained from boat passengers in the months of July, August, and September, when most of the boat travel takes place, were considerably higher than in the year before. Higher expenditures per person in 1947 were responsible for an increase in receipts over the previous year, although the number of persons involved showed a decrease. The classification "boat traffic" does not include ferry passengers proceeding directly across rivers and other short stretches of water between Canada and the United States.

All United States travellers to Canada who are not included in one or other of the classifications referred to above are grouped for convenience into a residuary classification called "Other Travellers". This group includes persons proceeding on foot and by ferry, taxi, motorcycle, bicycle, and local bus. The volume of this traffic reaches large proportions at such ports as Windsor, Fort Erie, Niagara Falls, and St. Stephen. The total number of visits was close to 5 million in both 1946 and 1947, and higher expenditures per person in 1947 raised receipts from \$13 million to \$15 million.

Receipts from United States Travel-
lers in 1947 Classified by Length of
Stay in Canada

The total number of entries into Canada by residents of the United States in 1947 was close to 23 million. Included in this total are many different types of travellers, ranging from residents of border communities whose visits generally

last for less than 24 hours to summer residents whose stays are measured in weeks or months. Average expenditures in Canada by these visitors range from a few dollars for casual visits of a day or less to more than \$400 per season by owners and tenants of summer residences. The short term visits are very numerous arising out of the close social and economic relationships between border communities such as those in the Windsor-Detroit region and the St. Stephen-

Calais region. In many communities located on or close to the border there exists an interdependence with the neighbouring locality on the other side of the border resulting in heavy local traffic between Canadian and American centres. Although the short term visits are high in number, as a result of their low average expenditure they account for a comparatively small part of the total receipts from the United States.

Table 3. - EXPENDITURES OF UNITED STATES TRAVELLERS IN CANADA BY LENGTH OF STAY

Preliminary Statement, 1947

Mode of Travel	Number of Persons	% of Grand Total	Expenditures \$	% of Grand Total
A. Short Term Traffic				
Auto:				
Local Traffic	7,484,000	33.00	14,200,000	6.05
Repeat trips of permit holders	3,134,000	13.82	-	-
Tourist Class, 1 Day	1,868,000	8.24	6,200,000	2.64
Tourist Class, 2 Days	922,000	4.06	8,100,000	3.45
Commuters	3,000	0.01	400,000	0.17
Local permit holders	11,000	0.05	400,000	0.17
Rail, in-transit	832,000	3.67	-	-
Bus, in-transit	101,000	0.44	250,000	0.11
Airplane, in-transit	9,000	0.04	22,000	0.01
Other travellers	4,828,000	21.29	14,800,000	6.31
TOTAL	19,192,000	84.62	44,372,000	18.91
B. Long Term Traffic				
Auto:				
Tourist Class, more than two days	2,035,000	8.97	78,400,000	33.40
Summer Residents	26,000	0.12	4,500,000	1.92
Rail	648,000	2.86	55,900,000	23.82
Bus	341,000	1.50	16,650,000	7.09
Airplane	104,000	0.46	13,078,000	5.57
Boat	334,000	1.47	21,800,000	9.29
TOTAL	3,488,000	15.38	190,328,000	81.09
GRAND TOTAL	22,680,000	100.00	234,700,000	100.00

In Table 3, visits of two days or less are classified in Section A as "Short term traffic" and all visits of longer duration are designated in Section B as "Long term traffic." The table shows that the longer term travellers account for the larger part of the expenditures. While they represent only a minor part of the total movement of persons to Canada their expenditures contribute the major part of the total outlays. In 1947 more than 81 per cent of the total expenditures of \$235 million were made by longer term travellers, who accounted for only 15 per cent of the 23 million border crossings made by American residents during the year. Of the 19 million short term visits, more than 13 million were made by motorists, almost a million were made by in-transit rail and bus passengers, and just under 5 million were in the residuary classification, "Other Travellers". There has been little change in the relationship between long and short term visits in recent years. The number of short term entries of two days or less expressed as a percentage of the total number of entries in the years 1945, 1946 and 1947 were respectively 85.8, 84.3 and 84.6. Data in Table 3 are subject to revision at a later date. Final data for the year 1946 are shown in the same form in Table 18. Very comprehensive information is available regarding the length of stay of the tourist class of non-resident motorists entering Canada on customs permits. This information is presented for the year 1946 in Table 11.

Average Expenditures per car of
United States Motorists Entering
Canada on Customs Permits

Customs permits, valid for periods up to 12 months, are issued to American motorists who desire to keep their cars in Canada longer than 48 hours or who plan to leave the country at some point other than the place of entry. In practice it has been found that four distinct types of motorists apply for customs permits. Three of these are numerically small, but the number of days they spend in Canada during a year is comparatively large and expenditures per car are consequently high. They are summer residents, commuters (working in Canada and dwelling in the United States,) and residents of border communities, known as "locals", who make frequent visits of short duration to Canada. Each motorist in these three groups is issued one permit per year which entitles him to make as many trips across the border as he chooses during the period of validity of the permit. Average expenditures per car, reported by these classes in 1947 were as follows: summer residents \$410, commuters \$345, and locals \$85. In the aggregate the three classes constitute less than 1 per cent of the total number of permit-holders, but due to their high rates of expenditure they contribute 5 per cent of the total expenditures of all permit-holding cars. All other permit-holders, comprising 99 per cent of the total number, constitute the fourth group, known as the "Tourist Class". Average expenditures reported by the tourist class in 1947 were \$60 per car.

Table 4. - AVERAGE DECLARED EXPENDITURES PER CAR OF NON-RESIDENT MOTORISTS ENTERING
CANADA ON CUSTOMS PERMITS, BY CLASS OF PERMIT

1942-1947

<u>Class of Permit</u>	<u>1942</u> \$	<u>1943</u> \$	<u>1944</u> \$	<u>1945</u> \$	<u>1946</u> \$	<u>1947(x)</u> \$
Tourists	32.47	40.37	41.97	50.04	55.77	60.00
Commuters	207.14	258.53	270.56	391.50	374.62	345.00
Summer Residents	353.84	329.40	289.01	446.82	502.64	410.00
Locals	53.55	65.78	57.75	80.42	98.92	85.00

(x) Data for 1947 are subject to revision.

TABLE 5. - AVERAGE DECLARED EXPENDITURES PER CAR OF MOTORISTS OF THE "TOURIST"
CLASS OF CUSTOMS PERMITS, BY PROVINCE OF EXIT.
1942-1946

Province of Exit	1942	1943	1944	1945	1946
	\$	\$	\$	\$	\$
Maritimes	31.02	31.66	36.96	58.85	89.86
Quebec	27.61	30.49	33.13	53.76	62.55
Ontario	31.30	40.38	40.94	44.93	46.73
Manitoba	50.61	47.96	65.35	82.91	89.39
Saskatchewan	41.92	45.57	51.21	70.20	77.61
Alberta	65.70	81.26	119.64	146.78	123.71
British Columbia	41.56	57.37	57.66	84.14	84.96
Total Canada	32.47	40.37	41.97	50.04	55.77

Table 5 reveals that the average expenditure per car by motorists in the tourist class varies widely between provinces. In 1946 these expenditures ranged from \$47 in Ontario to \$124 in Alberta, and reflected varying conditions of travel in different parts of Canada. The proximity of Ontario to large centres of population across the border encourages more visits of short duration than are made in other provinces. In-transit traffic across Southern Ontario is another factor tending to depress average expenditures in that province. Expenditures in Alberta are influenced by elaborate mountain resorts located there, and by the distances separating the border from the larger centres of population. As an illustration, an American car must travel at least 700 miles to reach Edmonton and return to the United States. Heavily weighted by the large volume of traffic into Ontario the average expenditure for the Dominion was only \$56 per car.

When data for 1946 are compared with those for previous years it is seen that the average amount of money expended per car has been increasing year by year in each province, with the exception of a drop in Alberta in 1946 which is probably due to exceptional expenditures in the year 1945 in connection with the Alaska Highway and the development of military airports. The

Maritime Provinces recorded the greatest rise in 1946 over 1945 with an increase of 53 per cent. Increases in other provinces were more moderate and ranged from 16 per cent in Quebec to 1 per cent in British Columbia.

Analysis of Statistics Respecting
"Tourist Class" of United States
Motorists According to Length of
Stay in Canada

In Tables 11 and 11-A, United States permit-holding motor traffic is analysed by length of stay in Canada, and data for 1946 are presented according to number of days stay in Canada for each of the following items:

- (a) Number of cars to which permits are issued.
- (b) Average expenditures per car.
- (c) Total expenditures of all cars.
- (d) Total number of car-days.
- (e) Average expenditure per car per day.
- (f) Average number of persons per car.
- (g) Total number of persons travelling in all cars.
- (h) Total number of person-days.
- (i) Average expenditure per person per day.

In addition, data in items (a) and (c) are presented in the form of percentages

of the total traffic.

Removal of official restrictions on motoring in both Canada and the United States in the latter part of August 1945 had a direct effect on the pattern of United States motoring in Canada when considered with regard to length of time spent in Canada. The restrictions were removed after the peak of the 1945 season had been reached. As a result American motorists did not have much opportunity to plan and carry out Canadian vacations in the year 1945, and little change is apparent from the year before with regard to the length of time spent in Canada. The number of permits issued for visits of 24 hours or less in 1945 was 41.8 per cent of the total number of permits issued. In 1944 the percentage was practically the same, 41.5. In 1946 however the proportion of one day visits dropped to 36.8 per cent, which is close to what it was in 1941 before restrictions on the sale of gasoline went into effect. A relatively larger number of permits was issued in 1946 than in 1945 for visits lasting for 2, 3, 4, 5, 6, and 7 days, with the result that visits of one week's duration were of about equal occurrence in each of the two years. With regard to visits of more than one week there is little difference between the 1946 and 1945 patterns.

Average length of stay for all cars in 1946 at 4.95 days was practically the same as in the year before when it stood at 5.04 days. Average number of persons per car at 3.06 showed little change from 3.10 in 1945. Average expenditures per person per day advanced from \$3.42 to \$3.83.

More than half of all permits issued to the tourist class in 1946 were valid for periods of 2 days or less. The number of permits is at a peak in the one day class and falls off rapidly as length of stay increases. Expenditures, however, are greatest in the three day group, and decline less rapidly than the number of permits because of the higher average expenditures of longer stay cars. Average expenditure per car per day in the one day class is at the relatively low level of

\$9.30 as it does not customarily involve overnight accommodation. Maximum daily expenditure is reached in the four day class at \$16.63. A gradual decline is in evidence as the length of stay increases until cars remaining for three months or more report daily disbursements of only \$3.36, suggesting that the occupants are living in cottages or staying with relatives.

The average number of persons per car (including the driver) is at a maximum in the one day class and has a general tendency to decline with the length of stay. However, intermediate peaks are observed at the 8-day and 15-day marks coinciding with vacations of one and two week's duration. This pattern is confirmed in the average expenditures per person per day where the lows at the 8 and 15 day periods suggest the presence of family groups enjoying one and two week's holidays.

The predominance of short-stay cars in the tourist class of permit-holders is partly due to a large volume of in-transit travel, particularly across the peninsula of Southern Ontario between the states of New York and Michigan. American motorists travelling between Detroit and Buffalo can save at least 100 miles by taking the Canadian shortcut. The volume of in-transit traffic in 1946 between the selected ports indicated in Table 12 was more than double that of 1945, while the total number of permits issued to all types of motorists in 1946 increased only 74 per cent over 1945, indicating that the in-transit group made a faster than average recovery in 1946. The volume of one and two-day permits between selected ports totalled 250,000 in 1946, or 31 per cent of the total of such permits issued during the year. The corresponding percentage in 1941 before restrictions on motoring went into effect was 39, while in 1944 and 1945 under restricted conditions it was 16 and 23 respectively.

The in-transit traffic across Southern Ontario is supplemented by a smaller

volume of similar traffic which cuts across short stretches of Quebec and British Columbia. The Quebec traffic increased by 58 per cent in 1946 and the British Columbia traffic practically doubled.

In addition to its influence upon the volume of travel, it is probable that in-transit traffic has a depressing influence upon the average expenditure per car in the short stay groups. It seems reasonable to suppose that persons travelling in-transit for the sake of convenience will spend less money than those who are travelling for pleasure although the duration of their stay in Canada may be about the same.

Analysis of United States Motor
Traffic to Canada by Ports of
Entry and Exit

No direct record is kept of the movements of American motorists within Canada. However, the ports of entry into Canada and exit from Canada of all American motorists travelling on customs permits are known, and examination of a sufficient number of permits according to port of entry and corresponding port of exit discloses the routes within Canada which attract the greatest number of American motorists. Due to the large number of points at which the border is crossed it is not practical to analyse all American motor traffic according to individual ports of entry and exit, but an analysis is made each year of the traffic returning to the United States by provinces other than the province of entry, and of the traffic between groups of ports in Ontario which handle particularly heavy volumes of traffic. The analysis embraces all permit-holding cars returning to the United States in the period of four months from June to September, the period during which most of the pleasure travel to Canada is concentrated. The analysis understates the total volume of travel between different provinces and between different border regions of Ontario to the extent that cars enter and leave by the same province after visiting other provinces, or enter and leave by the same region in Ontario after visiting other regions in that Province. For this reason

the figures should be construed as minimum data on interprovincial and interregional travel. The data on minimum interprovincial motor travel in Tables 13 and 14 show the number of American cars entering Canada in 1946 by one province and returning to the United States by another. As a measure of the relative importance of interprovincial traffic the number of cars returning to the United States by a province other than that of entry is expressed in the second column of Table 13 as a percentage of the total number of cars entering Canada through each province. The data show a wide range in the extent of interprovincial travel in different parts of the country, ranging from 6 per cent of the total number of entries in Ontario to 38 per cent of the entries in Alberta. The aggregate number of border crossings between Quebec and Ontario is greater than that between any two other provinces, but in proportion to the total volume of American cars entering those provinces the interprovincial traffic is comparatively light. Much heavier in proportion to the total volume of United States cars is the flow of traffic across the continental divide between British Columbia and Alberta.

There are well defined preferences on the part of Americans regarding the direction in which motor tours through Canada should be taken. In 1946, 5,800 cars travelled from Ontario and Quebec to the Maritime Provinces as against only 3,500 moving in the opposite direction. The same preference is observed in each year back to 1941 when interprovincial statistics of this nature were first recorded. There is a similar preference for entering by Ontario before Quebec or Manitoba. The proximity of Ontario border crossings to large centres of population in the United States is no doubt responsible for the preference, as Americans planning pleasure tours to Canada are likely to take the most direct route to the Canadian border. Similar preferences exist with respect to the direction in which the more popular motor tours in Ontario are taken.

In 1946, almost 61 per cent of all permit-holding cars entered Canada through ports of entry in the Province of Ontario. The six routes within Ontario which were followed by the greatest number of American cars in the period of four months from June to September 1946 are as follows: The route first in importance extends from Windsor, Sarnia and other ports on the St. Clair and Detroit Rivers to Fort Erie and Niagara Falls. Eastbound traffic comprised 68,400 cars and westbound 65,000 during the period under observation. This is the principal route followed by American cars travelling in-transit through Canada, and as 86 per cent of the westbound and 80 per cent of the eastbound traffic remained in Canada for two days or less it may be presumed that most of the cars which follow this route are in-transit.

The second most popular itinerary was to enter Canada at Fort Erie or Niagara Falls and to return to the United States by either the Roosevelt Bridges or the New York Central Bridge over the St. Lawrence River, or by one of the ferrys operated across the St. Lawrence at Bockville, Prescott and other points. Cars following the route as described numbered 11,800, while those travelling in the opposite direction totalled 6,600.

The third route in volume of traffic commenced at Ontario points of entry on the St. Lawrence River, returning to the United States by way of the Province of Quebec. 9,800 cars travelled this route easterly and 8,100 westerly. These figures do not include cars which travelled from Ontario across the Province of Quebec to the Maritime Provinces.

The fourth route, from St. Clair and Detroit River ports to St. Lawrence River ports, involves a minimum of 350 miles within Ontario and was followed in 1946 by 3,400 eastbound and 2,600 westbound cars. The fifth and sixth routes are between Sault Ste. Marie and the St. Clair-Detroit River ports, and between Sault Ste. Marie and Fort Erie-Niagara Falls. Volume of traffic on these routes was respectively 2,700 and 2,200 cars. These are the longest of the principal American motor routes through Ontario and involve minimum distances

of 700 and 550 miles for all except a comparatively small number of cars which take the short cut by ferry between the North end of the Bruce Peninsula and Manitoulin Island.

Analysis of Non-resident Motorists
in Canada, by State or Country of
Residence

Close to 95 per cent of all United States motorists entering Canada each year come from the narrow strip of states which form the Northern boundary of the United States. This strip of land is close to 3,000 miles long and most of it is only a few hundred miles in width. It contains the most densely populated areas of the United States, its biggest cities, and its most heavily industrialized districts. The proximity to Canada of millions of people with money to spend has played as important a part in the growth of American travel to Canada as have the attractions of the Canadian vacation areas.

It may be assumed that practically all of the non-permit traffic originates in states adjoining the border. If the non-permit traffic is disregarded, it is found that more than 80 per cent of the cars entering Canada on customs permits come from the border states. Of the permit traffic originating in States which do not touch the border, the great majority of the cars come from New England States which are not far removed from the border, and from the two Pacific States of Oregon and California. The border states supplemented by these half dozen additions normally produce 95 per cent of the permit-holding cars which enter Canada. In Table 15 is presented the number of permit-holding cars entering Canada in 1946 and earlier years classified by state and country of residence. For convenience in analysis, the border states and the other six states which have been referred to above are grouped into four main areas, with a residue comprising the remainder of the country.

The North-Eastern States comprising the area from Pennsylvania to Maine, are

the source of approximately half of the permit-holding cars destined to Canada. From New York State alone in 1946 came more than a third of a million cars, or more than a fifth of the entries from all states. The states bordering on the Great Lakes furnish close to a third of all entries, with the bulk of the regional total originating in Michigan. In this group, Wisconsin sent four times as many cars in 1946 as in 1945 and Illinois and Indiana each sent more than three times as many. The North-Western Inland Border States of Minnesota, North Dakota and Montana, although aggregating 1,200 miles on the international boundary, furnished only 3 per cent of the total number of entries. The West Coast States of Washington, Oregon and California supplied 12 per cent of the total traffic, Washington furnishing more than twice as many cars as Oregon and California together. California however, made the greatest proportional gain in 1946 over 1945 of any state in the country, sending four and a half times as many cars in 1946 as in the previous year. All states other than those which have been specified furnished the remaining 5 per cent of the total number of entries originating in the United States. In addition about 700 cars travelled from Alaska via the Alaska Highway and a few hundred were brought by travellers from overseas countries or were driven across the United States from Mexico and Central American countries.

In Table No. 16 the investigation into permit-holding motorists by state and country of residence has been carried further, and separate data are presented for each state with respect to number of entries into Canada, total expenditures in Canada, and average expenditure per car. As might be expected, the states furnishing the largest number of entries provide the greatest volume of expenditures, but the correlation is not perfect due to a fairly wide range between states in average expenditures per car. This range in expenditures is influenced by the duration of the visit in Canada and by the rate of spending throughout the visit. The states in which most of the in-transit traffic originate, New York and Michigan, have low average expenditures per car. Motorists in Maine, New Hamp-

shire and Vermont are accustomed to making visits of short duration to nearby points in New Brunswick and Quebec and spend at an even lower rate. In these five states average expenditures per car are depressed by the short duration of the average visit. In other parts of the country, however, where no special circumstances shorten the length of visit, average expenditures per car are determined by the rate of spending per day. The states with the lowest expenditure per car (excepting the five states specified above) are the following Southern States with low per capita incomes: Alabama, Arkansas, Georgia, Kentucky, New Mexico and Tennessee. The States with the highest expenditures per car are Oregon, Wyoming, South Dakota, Nevada, Iowa, and Nebraska, all of which have high per capita incomes. The relationship between per capita income and rate of spending on visits to Canada seems to be fairly constant throughout all the states, with the five exceptions mentioned above. The distribution of the states between high spending groups and low spending groups shows little change between 1946 and the preceding year.

EXPENDITURES OF CANADIAN TRAVELLERS VISITING OTHER COUNTRIES

The outstanding development in the tourist trade in the year 1947 was the drop in net credits compared with the previous year. In each of the three preceding years Canadian disbursements in other countries had increased over the year before, but receipts from foreign travellers had increased at a faster rate. The year 1947 brought a reversal of this trend, with a gain in debits of \$31 million and a gain in credits of only \$23 million. Thus 1947, the year with the greatest intake from foreign travellers on record, was on balance a less profitable year than 1946 when total receipts were smaller.

Total expenditures of Canadian travellers in other countries in 1947 are estimated at \$167 million, just over twice the amount spent two years before in 1945, and \$31 million more than the previous record established in 1946. (3) For purposes of comparison with prewar

(3) Expenditures by Canadians in all countries in 1946 are revised at \$136 million.

data, the average expenditures for the period of ten years immediately preceding the war were \$73 million, and the prewar high in 1929 was \$108 million. The total Canadian expenditures of \$167 million comprise \$152 million spent in the United States and \$15 million spent in other countries. The amount which went to the United States is 17 per cent more than the sum spent in that country in 1946 (4), and the overseas expenditures are two and a half times their size in 1946. Reflecting the highest national income in Canadian

history, the increase in Canadian expenditures in the United States can be attributed not only to increased volume of traffic but to a rise in the average expenditure per person in almost all types of travel. Higher prices for practically all the goods and services bought by the traveller have contributed to the rise in expenditures, as have increased purchases of foreign merchandise declared to the Canadian Customs by returning Canadians prior to November 1947 when import restrictions were imposed.

TABLE 6. - EXPENDITURES OF CANADIAN TRAVELLERS IN THE UNITED STATES BY TYPE OF TRANSPORTATION USED TO RE-ENTER CANADA

1941-1947

(Millions of Canadian Dollars)

<u>Type of Transportation</u>	<u>1941</u>	<u>1942</u>	<u>1943</u>	<u>1944</u>	<u>1945</u>	<u>1946</u>	<u>1947(x)</u>
(a) Automobile	3.8	2.6	1.9	3.8	7.5	21.7	32.6
(b) Train	8.5	13.9	22.0	33.1	39.4	49.6	52.2
(c) Boat	0.7	0.5	0.7	1.1	1.8	3.2	4.1
(d) Bus (Exclusive of local bus)	1.5	2.6	3.2	8.7	17.0	28.5	34.6
(e) Airplane	1.2	1.1	1.2	2.4	4.1	8.8	9.0
(f) Other (pedestrians, local bus, etc.)	2.6	3.7	4.7	7.9	11.0	18.1	19.8
TOTAL	18.3	24.4	33.7	57.1	80.9	129.9	152.3

(x) Data for 1947 are subject to revision

As a means of conveying Canadian travellers to the United States the automobile has always played a less important role than it does in bringing American travellers to Canada. In 1947 it ranked third after train and through bus when considered in relation to expenditures of Canadian travellers in the United States. However, automobile traffic is increasing more rapidly than bus traffic and it is probable that future years will

bring a reversal of the relative positions of these two means of conveyance. Expenditures of Canadian motorists in the United States in 1947 totalled \$33 million, of which \$26 million was spent on trips of 24 hours or longer duration, and \$7 million on shorter visits. When compared with 1946 data the longer term expenditures are up 56 per cent and shorter term 32 per cent.

(4) Expenditures by Canadians in the U.S.A. in 1946 are revised at \$130 million.

In the following statement is shown the pronounced rise in recent years in average expenditures in the United States declared by Canadian motorists on their return to Canada. The increase in the rate of spending by Canadian motorists in the United States in 1946 and 1947 has been much greater than the corresponding increase in the rate of spending by American motorists in Canada. A reference to Table 4 above on page 7 shows that average expenditures in Canada per car reported by non-resident motorists of the "Tourist" class rose from \$50 in 1945 to \$60 in 1947, in contrast with the following increases reported by Canadian motorists in the United States during the same period.

AVERAGE DECLARED EXPENDITURES PER
CAR BY CANADIAN MOTORISTS IN THE
UNITED STATES, 1945-1947

<u>Length of Stay</u>	<u>1945</u>	<u>1946</u>	<u>1947</u>
	\$	\$	\$
24 hours or less	2.70	3.65	4.15
24 - 48 hours	28.36	45.03	51.64
More than 48 hours	81.21	131.20	160.09

Expenditures of Canadians returning from the United States in 1947 by train showed an increase of 5 per cent over those recorded a year before. The increase was entirely due to higher spending per passenger, as the number of travellers showed a slight decline in 1947. Expenditures of train passengers at \$52 million were more than the aggregate expenditures of persons travelling by car, boat, and plane.

Through bus services carry more Canadians to the United States than Americans to Canada, and the expenditures of the Canadians travelling in the United States in 1947 were more than twice as much as the receipts from the Americans in Canada. Total expenditures in the United States in 1947 were \$35 million, an increase of 22 per cent over the previous year. These figures do not include passengers of local bus services operating between border communities.

Boats and airplanes are relatively unimportant as means of conveyance of Canadian travellers to the United States. The number of Canadian residents returning from the United States in 1947 by boat and plane were respectively 101,000 and 65,000. Heavier spending and longer visits by plane passengers brought their total disbursements in the United States to \$9 million as against \$4 million by boat passengers. When compared with similar data for the year 1946 the expenditures of boat passengers rose 28 per cent and those of plane passengers rose only 2 per cent.

Residents of Canada returning from the United States on foot and by ferry, local bus, and other means of transportation not referred to in the preceding paragraphs are classified as "Other Travellers". The border crossings of these persons numbered 7.5 million in 1947, slightly more than the 7.4 million border crossings in 1946. Expenditures per person by this group are small, but in the aggregate they totalled \$20 million during the year.

Prior to November 17 when the dollar conservation program was put into effect, expenditures by Canadian travellers on United States merchandise were considerably greater in 1947 than in 1946. Such purchases declared under the \$100 Customs exemption privilege in the 12 months of 1947 totalled \$16 million as compared to \$9 million in both 1946 and 1939. Clothing was the most popular item and was purchased to the extent of more than \$6 million. Furniture and household appliances, radios, and boots and shoes, were included to the extent of over a million dollars each, as well as smaller amounts of a variety of other commodities.

The following table classifies the number of Canadian travellers to the United States and their expenditures in the year 1947 according to two groups: A short term group who remained abroad for visits of two days

or less, and a long term group who remained for longer periods. The general pattern of the data and the relationship between number of travellers and their expenditures in the short and long term

groups is similar to that shown in Table 3 above respecting American Travellers visiting Canada. Corresponding data for the year 1946 are presented in Table 23.

TABLE 7. - EXPENDITURES OF CANADIAN TRAVELLERS IN THE UNITED STATES BY
LENGTH OF STAY
1947

Mode of Travel	Number of Persons	% of Grand Total	Expenditures	% of Grand Total
\$				
A. Short Term Traffic				
Motorists - One Day	5,032,745	34.94	6,966,307	4.57
Two Days	209,717	1.46	3,533,996	2.32
Rail, in-transit	10,020	.07	-	-
Other Travellers (pedestrians, local buses, ferries, etc.)	7,479,197	51.93	19,780,000	12.99
Total	12,731,679	88.40	30,280,303	19.88
B. Long Term Traffic				
Motorists - More than two days	425,728	2.96	22,105,818	14.51
Rail	575,657	4.00	52,227,000	34.29
Through Bus	503,416	3.49	34,627,000	22.73
Airplane	65,029	.45	8,978,000	5.89
Boat	100,861	.70	4,117,420	2.70
Total	1,670,691	11.60	122,055,238	80.12
GRAND TOTAL	14,402,370	100.00	152,335,541	100.00

OVERSEAS TRAVEL, INCLUDING TRAVEL
BETWEEN CANADA AND NEWFOUNDLAND

Travel between Canada and overseas countries shrank to negligible proportions during the war, and made a comparatively slow recovery in the immediate postwar period due to reduced tonnage of shipping and to priority for returning service personnel. Unsettled conditions in Europe and limited travel accomodation discouraged Canadians from travelling overseas, and official currency restrictions by the United King-

dom and other European countries restrained overseas travel to Canada. In spite of these handicaps, overseas travel had made substantial progress by the summer of 1946, and increased at a more rapid rate in the following year. Credits received from overseas visitors doubled the 1945 figure of \$3 million in 1946 and increased to \$10 million in 1947. Debits resulting from Canadian expenditures overseas advanced at an even faster

rate, from \$2 million in 1945 to \$6 million in 1946 and \$15 million in 1947.

The number of non-resident travellers by ship entering Canada through Canadian ocean ports in 1947 exclusive of immigrants, was 20,000, of whom 14,900 came from Newfoundland, 3,800 from the United Kingdom and 1,300 from other countries. These visitors were supplemented by about 2,500 transatlantic air passengers flying direct to Canada and an estimated 14,000 arrivals by air and water via United States ports, making a total of 36,500 persons. In 1939, by way of comparison, the total number of entries was 25,600. Steamship passengers arriving at Canadian ports numbered 23,400, of whom 7,200 came from Newfoundland, 9,400 from the United Kingdom and 6,800 from other countries. Arrivals by way of New York and other American ports numbered only 2,200. Al-

though the total volume of traffic was greater by 10,900 persons in 1947, expenditures were less than in 1939 due to the difference in composition of the traffic in the two years. The 1947 traffic contained a larger proportion of travellers from Newfoundland, who customarily stay for shorter periods and spend less than travellers from more distant countries.

The total number of Canadians returning to Canada in 1947 after visits to overseas countries was approximately 37,000, of whom 8,300 went no further than Newfoundland. This total is practically the same as the number of Canadians returning in 1938, the last prewar year in which European travel was not adversely affected by threats of war. Much of the Canadian travel to Europe during 1947 was for the purpose of visiting relatives rather than for sightseeing.

TABLE 8. - EXPENDITURES OF OVERSEAS TRAVELLERS

1938-1947

(Millions of Canadian Dollars)

Year	Credits From Overseas Countries, In- cluding New- foundland	Debits To Overseas Countries, Including Newfoundland	Net Credits (+) or Debits (-)
1938	15	20	-5
1939	12	14	-2
1940	7	3	+4
1941	4	3	+1
1942	3	3	-
1943	2	3	-1
1944	3	3	-
1945	3	2	+1
1946	6	6	-
1947 (x)	10	15	-5

(x) Data for 1947 are subject to revision.

Table 9. - Expenditures of Foreign Travellers in Canada 1941-1947
(Millions of Canadian Dollars)

<u>1. Travellers from the United States</u>							
	<u>1941</u>	<u>1942</u>	<u>1943</u>	<u>1944</u>	<u>1945</u>	<u>1946</u>	<u>1947(x)</u>
Means of Travel:							
(a) Automobile	54.0	26.0	17.0	24.4	56.9	98.0	112.2
(b) Rail	28.0	32.0	49.0	67.2	64.3	61.4	55.9
(c) Boat	7.0	4.0	6.0	7.9	13.0	17.3	21.8
(d) Bus (Exclusive of local bus)	7.0	6.0	5.0	6.3	12.9	15.8	16.9
(e) Airplane	3.0	3.0	3.0	3.2	5.6	10.3	13.1
(f) Other (pedestrians, local bus, etc.)	8.0	8.0	7.0	7.5	10.6	13.3	14.8
TOTAL, U.S.A.	107.0	79.0	87.0	116.6	163.3	216.1	234.7
<u>2. Travellers from Overseas Countries</u>							
(Including Newfoundland) ...	4.0	2.9	2.5	2.9	3.0	6.4	10.0
TOTAL, All Countries ...	111.0	81.9	89.5	119.5	166.3	222.5	244.7

(x) Data for 1947 are subject to revision.

Table 10. - Expenditures of Canadian Travellers in Foreign Countries 1941-1947
(Millions of Canadian Dollars)

<u>1. Travellers to the United States</u>							
	<u>1941</u>	<u>1942</u>	<u>1943</u>	<u>1944</u>	<u>1945</u>	<u>1946</u>	<u>1947(x)</u>
Means of Travel:							
(a) Automobile	3.8	2.6	1.9	3.8	7.5	21.7	32.6
(b) Train	8.5	13.9	22.0	33.1	39.4	49.6	52.2
(c) Boat	0.7	0.5	0.7	1.1	1.8	3.2	4.1
(d) Bus (Exclusive of local bus)	1.5	2.6	3.2	8.7	17.0	28.5	34.6
(e) Airplane	1.2	1.1	1.2	2.4	4.1	8.8	9.0
(f) Other (pedestrians, local bus, etc.)	2.6	3.7	4.7	7.9	11.0	18.1	19.8
TOTAL, U.S.A.	18.3	24.4	33.7	57.1	80.9	129.9	152.3
<u>2. Travellers to Overseas Countries</u>							
(Including Newfoundland) ...	2.7	3.3	3.5	2.8	2.0	6.0	15.0
TOTAL, All Countries ...	21.0	27.7	37.2	59.9	82.9	135.9	167.3

(x) Data for 1947 are subject to revision.

Table 11. - Number of and Expenditures by Non-Resident Motorists (Tourist Class)
Entering on Traveller's Vehicle Permits, by Length of Stay in Canada, 1946

Days' Stay	Number of Permits	% of Total Permits	Average Expendi- ture per car \$	Esti- mated Expendi- tures \$	% of Total Expendi- tures	Number of Car-Days	Average Expendi- ture per car per day \$
1	533,898	36.79	9.30	4,964,756	6.40	533,898	9.30
2	273,260	18.83	20.33	5,555,980	7.17	546,520	10.17
3	166,203	11.45	49.46	8,220,400	10.61	498,609	16.49
4	105,693	7.28	66.53	7,031,755	9.07	422,772	16.63
5	68,670	4.73	81.37	5,587,678	7.21	343,350	16.27
6	47,661	3.28	97.55	4,649,331	6.00	285,966	16.26
7	40,247	2.77	108.99	4,386,521	5.66	281,729	15.57
8	41,206	2.84	119.13	4,908,871	6.33	329,648	14.89
9	28,924	1.99	130.95	3,787,598	4.89	260,316	14.55
10	20,068	1.38	139.09	2,791,258	3.60	200,680	13.91
11	15,034	1.04	150.67	2,265,173	2.92	165,374	13.70
12	12,800	.88	158.18	2,024,704	2.61	153,600	13.18
13	11,943	.82	159.63	1,906,461	2.46	155,259	12.28
14	12,029	.83	167.45	2,014,256	2.60	168,406	11.96
15	11,956	.82	164.58	1,967,718	2.54	179,340	10.97
16	7,652	.53	179.05	1,370,091	1.77	122,432	11.19
17	5,149	.36	195.18	1,004,982	1.30	87,533	11.48
18	3,607	.25	195.61	705,565	.91	64,926	10.87
19	2,756	.19	191.77	528,518	.68	52,364	10.09
20	2,597	.18	190.31	494,235	.64	51,940	9.52
21	2,204	.15	203.42	448,338	.58	46,284	9.69
22	2,131	.15	202.93	432,444	.56	46,882	9.22
23	1,660	.12	199.89	331,817	.43	38,180	8.69
24	1,423	.10	220.42	313,658	.40	34,152	9.18
25	1,291	.09	251.49	324,674	.42	32,275	10.06
26	1,127	.08	238.43	268,711	.35	29,302	9.17
27	1,095	.08	220.13	241,042	.31	29,565	8.15
28	964	.07	251.21	242,166	.31	26,992	8.97
29	1,037	.07	240.09	248,973	.32	30,073	8.28
30	1,005	.07	223.30	224,417	.29	30,150	7.44
31- 40	8,877	.61	191.87	1,703,230	2.20	302,936	5.62
41- 50	3,103	.21	287.51	892,144	1.15	139,898	6.38
51- 60	2,445	.17	302.79	740,322	.95	136,203	5.44
61- 70	2,594	.18	257.11	666,943	.86	167,887	3.97
71- 80	1,361	.09	352.58	479,861	.62	102,456	4.68
81- 90	1,073	.07	395.57	424,447	.55	91,790	4.62
91-100	1,123	.08	329.80	370,365	.48	106,522	3.48
101-125	1,489	.10	440.60	656,053	.85	167,889	3.91
126-150	1,046	.07	533.17	557,696	.72	143,525	3.89
151-175	929	.06	570.87	530,338	.68	151,596	3.50
176-365	2,043	.14	607.74	1,241,613	1.60	429,864	2.89
Totals	1,451,373	100.00	53.40	77,505,103	100.00	7,189,083	10.78
Av. length of stay						Per car 4.95 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 11A. - Number of and Expenditures by Non-Resident Motorists (Tourist Class)
Entering on Traveller's Vehicle Permits by Length of Stay in Canada, 1946

Days' Stay	Average persons per car	Number of persons	Number of Person - Days	Average Expenditure per person per day
				\$
1	3.27	1,747,744	1,747,744	2.84
2	2.96	808,384	1,616,768	3.43
3	2.92	485,621	1,456,863	5.64
4	2.90	306,241	1,224,964	5.74
5	2.87	197,190	985,950	5.67
6	2.87	137,012	822,072	5.66
7	2.98	119,752	838,264	5.23
8	3.11	128,098	1,024,784	4.79
9	3.03	87,530	787,770	4.81
10	2.96	59,314	593,140	4.71
11	2.93	44,091	485,001	4.67
12	2.94	37,671	452,052	4.48
13	3.01	36,005	468,065	4.07
14	3.11	37,382	523,348	3.85
15	3.12	37,348	560,220	3.51
16	3.00	22,932	366,912	3.73
17	2.84	14,638	248,846	4.04
18	2.81	10,138	182,484	3.87
19	2.75	7,586	144,134	3.67
20	2.76	7,168	143,360	3.45
21	2.77	6,104	128,184	3.50
22	2.74	5,836	128,392	3.37
23	2.71	4,501	103,523	3.21
24	2.63	3,739	89,736	3.50
25	2.70	3,483	87,075	3.73
26	2.60	2,929	76,154	3.53
27	2.67	2,922	78,894	3.06
28	2.60	2,506	70,168	3.45
29	2.65	2,747	79,663	3.13
30	2.61	2,624	78,720	2.85
31- 40	2.75	24,455	831,548	2.05
41- 50	2.51	7,804	351,440	2.54
51- 60	2.50	6,119	340,464	2.17
61- 70	2.55	6,624	428,617	1.56
71- 80	2.43	3,301	248,485	1.93
81- 90	2.35	2,524	215,856	1.97
91-100	2.53	2,838	268,957	1.38
101-125	2.29	3,404	383,519	1.71
126-150	2.42	2,536	347,310	1.61
151-175	2.21	2,054	334,840	1.58
176-365	2.08	4,253	900,889	1.38
Totals	3.06	4,435,148	20,245,175	3.83
Av. Length of Stay			Per person 4.56 days	

Table 12. - Number of One and Two-day Cars (Tourist Class) Travelling on Permit Between
Selected Ports of Entry and Exit, 1946

Ports	One-day Cars	Two-day Cars	Total
QUEBEC			
Glen Sutton - Highwater	5,963	(1)	5,963
Highwater - Glen Sutton	6,196	(1)	6,196
Total	12,159		12,159
ONTARIO			
Fort Erie - Niagara Falls	32,573	(1)	32,573
Niagara Falls - Fort Erie	18,815	(1)	18,815
Total	51,388		51,388
Fort Erie - Windsor	22,507	11,219	33,726
Windsor - Fort Erie	21,708	12,252	33,960
Total	44,215	23,471	67,686
Fort Erie - Sarnia	6,063	2,840	8,903
Sarnia - Fort Erie	5,336	2,285	7,621
Total	11,399	5,125	16,524
Niagara Falls - Windsor	15,821	15,236	31,057
Windsor - Niagara Falls	10,531	16,570	27,101
Total	26,352	31,806	58,158
Niagara Falls - Sarnia	9,604	7,350	16,954
Sarnia - Niagara Falls	9,298	8,378	17,676
Total	18,902	15,728	34,630
Windsor - Sarnia	2,473	(1)	2,473
Sarnia - Windsor	3,542	(1)	3,542
Total	6,015		6,015
BRITISH COLUMBIA			
Pacific Highway - Boundary Bay	742	(1)	742
Boundary Bay - Pacific Highway	469	(1)	469
Total	1,211		1,211
Carson - Cascade City	1,341	(1)	1,341
Cascade City - Carson	1,229	(1)	1,229
Total	2,570		2,570
<hr/>			
TOTAL (All ports)	174,211	76,130	250,341
Per cent of total one-day and two-day traffic	33	28	31

(1) Cannot be considered as in-transit.

Table 13. - Non-Resident Permit-holding Automobile Traffic in Canada
Minimum Inter-provincial Travel, June - Sept., 1946

<u>Province of Entry</u>	<u>American Cars Returning to the United States by a Province Other than that of Entry into Canada</u>	
	<u>Number</u>	<u>Percentage of all cars entering province</u>
Maritimes	3,533	6.8
Quebec	23,151	12.9
Ontario	33,582	5.6
Manitoba	3,585	21.9
Saskatchewan	1,108	15.1
Alberta	5,375	37.7
British Columbia	5,590	5.3
All Provinces	75,924	7.8

Table 14. - Number of Customs Permits Issued to Motor Cars of the Tourist Class during the Four Months June to September 1946 by Ports of Entry and Ports of Exit and Number of Day's Stay in Canada

<u>Ports of Entry</u>	<u>Ports of Exit</u>	<u>Number of Permits issued June to September by Lenth of Stay</u>			
		<u>1 Day</u>	<u>2 Days</u>	<u>3 days & Over</u>	<u>Total</u>
<u>Section I. Traffic Within Ontario</u>					
(a) St. Lawrence River Ports	Cobourg	3	11	52	66
	Toronto	2	3	37	42
	Fort Erie and Niagara Falls	254	1,276	5,115	6,645
	Lake Erie Ports	-	1	1	2
	St. Clair and Detroit River Ports	306	1,079	1,252	2,637
	Sault Ste. Marie	16	84	228	328
	Total of above	581	2,454	6,685	9,720
	St. Lawrence River Ports	16,981	5,066	28,550	50,597
	All Ports in the Province of Quebec	705	2,004	7,088	9,797
	All Ports in Canada	18,272	9,539	42,868	70,679
(b) Cobourg	St. Lawrence River Ports	1	3	52	56
	Toronto	-	-	1	1
	Fort Erie and Niagara Falls	3	9	136	148
	Lake Erie Ports	-	-	-	-
	St. Clair and Detroit River Ports	-	1	8	9
	Sault Ste. Marie	-	-	1	1
	Total of Above	4	13	198	215
	Cobourg	1	3	56	60
	All Ports in Canada	5	17	274	296
(c) Toronto	St. Lawrence River Ports	2	4	28	34
	Cobourg	-	-	2	2
	Fort Erie and Niagara Falls	3	5	50	58
	Lake Erie Ports	-	-	-	-
	St. Clair and Detroit River Ports	-	2	4	6
	Sault Ste. Marie	-	-	-	-
	Total of Above	5	11	84	100
	Toronto	-	-	34	34
	All Ports in Canada	5	11	135	151

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	426	3,542	7,861	11,829
	Cobourg	15	112	171	298
	Toronto	3	30	39	72
	Lake Erie Ports	3	34	45	82
	St. Clair and Detroit River Ports	31,445	24,541	9,178	65,164
	Sault Ste. Marie	24	283	1,513	1,820
	Total of Above	31,916	28,542	18,807	79,265
	Fort Erie and Niagara Falls	64,924	27,965	80,840	173,729
	All Ports in Canada	96,972	57,386	110,878	265,236
(e) Lake Erie Ports	St. Lawrence River Ports	-	1	6	7
	Cobourg	-	-	1	1
	Toronto	-	-	-	-
	Fort Erie and Niagara Falls	2	24	104	130
	St. Clair and Detroit River Ports	48	27	75	150
	Sault Ste. Marie	1	-	15	16
	Total of Above	51	52	201	304
	Lake Erie Ports	16	20	145	181
	All Ports in Canada	68	73	361	502
(f) St. Clair and Detroit River Ports	St. Lawrence River Ports	150	1,082	2,141	3,373
	Cobourg	11	2	15	28
	Toronto	-	-	7	7
	Fort Erie and Niagara Falls	27,873	26,682	13,868	68,423
	Lake Erie Ports	94	53	45	192
	Sault Ste. Marie	19	56	2,639	2,714
	Total of Above	28,147	27,875	18,715	74,737
	St. Clair and Detroit River Ports	60,411	15,720	56,787	132,918
	All Ports in Canada	88,629	43,876	81,699	214,204
(g) Sault Ste. Marie	St. Lawrence River Ports	-	73	284	357
	Cobourg	-	-	3	3
	Toronto	-	-	-	-
	Fort Erie and Niagara Falls	16	204	1,992	2,212
	Lake Erie Ports	-	1	5	6
	St. Clair and Detroit River Ports	23	119	2,535	2,677
	Total of Above	39	397	4,819	5,255
	Sault Ste. Marie	2,023	1,209	10,361	13,593
	All Ports in Canada	2,071	1,677	16,210	19,958

Ports of Entry

Ports of Exit

Number of Permist issued June to
September by Length of Stay

		1 Day	2 Days	3 Days & Over	Total
Section II. Traffic from Ontario to Other Provinces					
St. Lawrence River Ports	All Ports in Quebec	705	2,004	7,088	9,797
All Ports in Ontario West of Kingston & East of Sault Ste. Marie (Incl. Sault Ste. Marie)	All Ports in Quebec	200	1,191	16,782	18,173
All Ports in Ontario	All Ports in Quebec	906	3,195	23,909	28,010
All Ports in Ontario	All Ports in Maritime Provinces	9	47	1,843	1,899
All Ports in Ontario	All Ports in Manitoba	47	508	2,771	3,326
All Ports in Ontario	All Ports in Maritimes, Quebec and Manitoba	962	3,750	28,523	33,235
All Ports in Ontario	All Ports in Ontario	208,823	113,228	241,423	563,474
All Ports in Ontario	All Ports in Canada	209,786	116,983	270,287	597,056
Section III. Traffic from the Maritime Provinces to Central Canada					
All Ports in the Maritime Provinces	All Ports in Quebec	83	174	2,159	2,416
	All Ports in Ontario	7	21	1,077	1,105
	All Ports in Quebec and Ontario	90	195	3,236	3,521
	All Ports in the Maritime Provinces	16,954	5,245	26,105	48,304
	All Ports in Canada	17,044	5,440	29,353	51,837
Section IV. Traffic from Quebec to Other Provinces					
All Ports in Quebec	All Ports in Ontario on the St. Lawrence River	732	1,951	5,431	8,114
	All Ports in Ontario west of Kingston and East of Sault Ste. Marie (Incl. Sault Ste. Marie)	179	716	10,187	11,082
	All Ports in Ontario	911	2,669	15,639	19,219
	All Ports in the Maritime Provinces	88	153	3,667	3,908
	All Ports in Ontario and the Maritime Provinces	999	2,822	19,306	23,127
	All Ports in Quebec	55,077	25,824	75,442	156,343
	All Ports in Canada	56,076	28,647	94,771	179,494

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 V. Traffic from Manitoba to Ontario</u>					
All Ports in Manitoba	All Ports in Ontario	24	254	2,476	2,754
	All Ports in Manitoba	2,594	2,144	8,035	12,773
	All Ports in Canada	2,638	2,431	11,289	16,358
<u>Section VI. Traffic Between the Prairie Provinces</u>					
All Ports in Manitoba	All Ports in Saskatchewan	17	31	407	455
	All Ports in Alberta	3	1	165	169
	All Ports in Saskatchewan and Alberta	20	32	572	624
All Ports in Saskatchewan	All Ports in Manitoba	15	17	422	454
	All Ports in Alberta	3	4	271	278
	All Ports in Manitoba and Alberta	18	21	693	732
	All Ports in Saskatchewan	664	827	4,717	6,208
	All Ports in Canada	685	850	5,781	7,316
All Ports in Alberta	All Ports in Manitoba	-	2	120	122
	All Ports in Saskatchewan	2	14	202	218
	All Ports in Manitoba and Saskatchewan	2	16	322	340
	All Ports in Alberta	2,874	1,330	4,653	8,857
	All Ports in Canada	2,925	1,570	9,737	14,232
<u>Section VII. Traffic Between the Prairie Provinces and British Columbia</u>					
All Ports in the Prairie Provinces	All Ports in British Columbia	52	226	5,157	5,435
	All Ports in the Prairie Provinces	6,172	4,370	18,992	29,534
	All Ports in Canada	6,248	4,851	26,807	37,906
All Ports in British Columbia	All Ports in the Prairie Provinces	50	147	5,310	5,507
	All Ports in British Columbia	25,164	20,124	54,039	99,327
	All Ports in Canada	25,215	20,273	59,429	104,917

Table 15 - Number of Foreign Automobiles (Permit Class⁽¹⁾), Arriving in Canada, 1939-1941 and 1943-1946,
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	1943	1944	1945	1946
<u>NORTH EASTERN STATES</u>							
New York	315,374	250,441	290,885	92,302	135,966	232,528	335,204
Maine	60,441	46,707	39,883	17,617	25,801	38,938	60,647
Vermont	78,624	61,505	56,526	20,064	31,035	45,897	68,183
Massachusetts	56,421	44,067	60,001	7,012	10,175	30,447	73,927
Pennsylvania	51,562	41,024	59,761	7,369	12,664	32,657	74,417
Connecticut	18,118	13,225	21,878	2,588	4,358	11,868	29,011
New Jersey	25,885	19,652	25,530	1,273	2,253	8,714	31,312
Rhode Island	8,833	6,315	9,154	857	1,683	5,061	11,751
New Hampshire	14,139	10,661	15,208	3,325	5,188	9,645	17,483
	629,397	493,597	578,826	152,407	229,123	415,755	701,935
% of Volume	49.6	51.2	50.2	52.9	52.1	48.7	47.9
<u>GREAT LAKE STATES</u>							
Ohio	65,457	47,108	69,580	8,535	15,071	46,980	103,185
Michigan	269,419	187,108	253,552	72,823	122,844	226,593	287,273
Illinois	44,301	30,078	34,854	1,754	2,465	9,814	38,541
Indiana	14,496	9,928	14,247	1,117	1,638	5,245	17,583
Wisconsin	13,894	9,820	10,792	850	806	3,521	14,185
	407,567	284,042	383,025	85,079	142,824	292,153	460,767
% of Volume	32.1	29.5	33.2	29.6	32.5	34.2	31.4
<u>NORTH WESTERN INLAND BORDER STATES</u>							
Minnesota	23,888	19,774	16,104	2,114	2,965	8,408	23,555
North Dakota	11,390	8,493	7,228	3,022	4,132	7,412	12,869
Montana	7,531	7,240	7,393	1,677	2,109	3,706	8,254
	42,809	35,507	30,725	6,813	9,206	19,526	44,678
% of Volume	3.4	3.7	2.7	2.4	2.1	2.3	3.1
<u>WEST COAST STATES</u>							
Washington	81,716	66,642	62,025	33,816	45,265	87,059	121,771
Oregon	7,648	7,170	7,527	1,290	1,676	6,414	15,031
California	29,177	25,107	26,960	1,766	2,569	10,648	47,046
	118,541	98,919	96,512	36,872	49,510	104,121	183,848
% of Volume	9.3	10.3	8.4	12.8	11.3	12.2	12.5
<u>Remaining FEDERAL STATES and OTHER COUNTRIES (2)</u>							
	71,343	51,615	63,952	6,622	8,953	22,603	74,462
% of Volume	5.6	5.3	5.5	2.3	2.0	2.6	5.1
TOTAL	1,269,657	963,680	1,153,040	287,793	439,616	854,158	1,465,690

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

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

Supplementary Table 15A. - Number of Foreign Automobiles (Permit-Class⁽¹⁾), Arriving in Canada, 1939-1941 and 1943-1946, by Countries of Registration

	1939	1940	1941	1943	1944	1945	1946
U.S. Government	-	-	148	458	1,007	557	7
U.S. Possessions (2)	580	424	369	41	28	91	994
Newfoundland	27	33	51	1	-	-	25
British West Indies	14	7	1	-	-	2	9
Cuba	80	33	25	-	-	1	16
Mexico	192	71	83	3	6	-	23
Panama	149	106	99	-	-	-	57
Great Britain	97	17	2	1	-	-	-
Aggregate of Others	86	64	110	-	-	1	24
Total	1,225	755	888	504	1,041	652	1,155

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

(2) See Supplementary Table "B".

Supplementary Table 15B. - Number of U.S. Automobiles (Permit-Class⁽¹⁾), Arriving in Canada, 1939-1941 and 1943-1946, from U.S. Possessions

	1939	1940	1941	1943	1944	1945	1946
Alaska	80	74	93	35	27	85	722
Hawaii	447	318	251	6	1	5	258
Philippines	36	21	16	-	-	-	-
Puerto Rico	15	9	8	-	-	-	14
Others	2	2	1	-	-	1	-
Total	580	424	369	41	28	91	994

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

Table 16 Average Expenditure in Canada per Car Reported by Non-resident Permit-holding Motorists, and Total Expenditures in Canada of Non-resident Permit-holding Motorists, Classified by State of Last Residence, 1946
(Canadian Dollars)

State	Average Expenditure per car \$	Number of cars	Total Expenditures \$
Alabama	50.20	1,121	56,274
Arizona	88.50	1,063	94,076
Arkansas	51.50	799	41,149
California	68.60	47,046	3,227,356
Colorado	82.40	2,219	182,846
Connecticut	78.10	29,011	2,265,759
Delaware	75.70	1,100	83,270
District of Columbia	92.70	2,321	215,157
Florida	83.80	8,179	685,400
Georgia	62.30	1,693	105,474
Idaho	89.50	3,128	279,956
Illinois	90.60	38,541	3,491,815
Indiana	71.90	17,583	1,264,218
Iowa	96.50	6,433	620,785
Kansas	76.50	3,458	264,537
Kentucky	62.60	2,563	160,444
Louisiana	67.30	1,535	103,306
Maine	36.40	60,647	2,207,551
Maryland	83.20	6,185	514,592
Massachusetts	90.70	73,927	6,705,179
Michigan	39.70	287,273	11,404,738
Minnesota	84.40	23,555	1,988,042
Mississippi	65.40	490	32,046
Missouri	82.80	5,685	470,718
Montana	78.00	8,254	643,812
Nebraska	94.50	2,477	234,077
Nevada	97.00	352	34,144
New Hampshire	56.50	17,483	987,790
New Jersey	82.70	31,312	2,589,502
New Mexico	61.40	558	34,261
New York	48.30	335,204	16,190,353
North Carolina	66.20	2,125	140,675
North Dakota	70.90	12,869	912,412
Ohio	85.20	103,185	8,791,362
Oklahoma	81.70	2,254	184,152
Oregon	117.50	15,031	1,766,143
Pennsylvania	73.30	74,417	5,454,766
Rhode Island	84.00	11,751	987,084
South Carolina	64.60	738	47,675
South Dakota	100.00	1,262	126,200
Tennessee	48.70	1,859	90,533
Texas	78.10	5,032	392,999
Utah	78.40	1,653	129,595
Vermont	17.90	68,183	1,220,476
Virginia	73.00	4,392	320,616
Washington	71.30	121,771	8,682,272
West Virginia	90.30	1,949	175,995
Wisconsin	86.90	14,185	1,232,677
Wyoming	105.00	684	71,820
Other x	132.80	1,155	153,384

(x) Principally Alaska and Hawaii.

Table 17. - Balance of Payments on Travel Account Between
Canada and All other Countries 1926-1947

(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	163	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	216	130	+ 86	6	6	-	222	136	+ 86
1947 (x) .	235	152	+ 83	10	15	- 5	245	167	+ 78

(x) Data for 1947 are subject to revision.

Table 18. - Expenditures of United States Travellers
in Canada by length of stay
1946

<u>Mode of Travel</u>	<u>Number of Persons</u>	<u>% of Grand Total</u>	<u>Expenditures</u> \$	<u>% of Grand Total</u>
A. Short Term Traffic				
Auto:				
Local Traffic.....	6,773,653	31.82	12,744,472	5.90
Repeat trips of Permit holders	2,581,764	12.13	-	-
Tourist Class, 1 Day .	1,747,744	8.21	4,964,756	2.30
Tourist Class, 2 Days.	808,384	3.80	5,555,980	2.57
Communters	3,111	.02	505,605	.23
Local Permit holders .	10,552	.05	462,496	.22
Rail, in-transit	964,873	4.53	-	-
Bus, in-transit	88,090	.41	220,225	.10
Airplane, in-transit ...	11,294	.05	27,670	.01
Other travellers	4,960,000	23.30	13,274,614	6.14
Total	17,949,465	84.32	37,755,818	17.47
B. Long Term Traffic				
Auto:				
Tourist Class, more then two days	1,879,020	8.83	69,422,796	32.12
Summer Residents	18,665	.09	4,324,788	2.00
Rail	685,547	3.22	61,457,753	28.44
Bus	316,396	1.49	15,596,412	7.22
Airplane	98,870	.46	10,242,003	4.74
Boat	339,361	1.59	17,315,767	8.01
Total	3,337,859	15.68	178,359,519	82.53
GRAND TOTAL	21,287,324	100.00	216,115,337	100.00

Table 19. - Number of Foreign Automobiles and Other Vehicles Entering
Canada, by Province of Entry, 1943-1947

Non-Permit Class - Local Traffic (1)

Entering by Ports in -	1943	1944	1945	1946	1947
Maritime Provinces	292,835	432,029	587,207	752,411	806,821
Quebec	77,830	102,026	131,881	173,148	199,670
Ontario	1,056,165	1,401,358	2,068,158	2,624,849	2,967,148
Manitoba	24,307	30,164	39,815	53,310	55,360
Saskatchewan	11,736	13,473	17,334	20,221	19,205
Alberta	7,320	11,455	6,840	12,243	18,024
British Columbia	27,547	31,197	41,102	59,776	77,356
Yukon	-	-	-	-	16
CANADA	1,497,740	2,021,702	2,892,337	3,695,958	4,143,600

Traveller's Vehicle Permits (1)

Entering by Ports in -	1943	1944	1945	1946	1947
Maritime Provinces	18,023	26,931	44,377	83,147	93,417
Quebec	46,665	72,477	138,215	277,641	300,914
Ontario	190,135	292,637	553,720	903,096	1,005,194
Manitoba	2,828	3,929	8,775	22,797	24,407
Saskatchewan	1,887	2,687	4,247	9,723	9,702
Alberta	1,941	1,680	3,045	16,522	23,476
British Columbia	38,724	51,280	107,506	178,595	205,216
Yukon	-	5	30	585	1,527
CANADA	300,203	451,626	859,915	1,492,106	1,663,853

Commercial Vehicles

Entering by Ports in -	1943	1944	1945	1946	1947
Maritime Provinces	44,621	52,412	56,184	65,294	62,295
Quebec	15,897	17,349	18,584	21,631	25,339
Ontario	60,095	73,438	78,139	81,441	87,982
Manitoba	1,488	1,658	1,830	1,736	3,778
Saskatchewan	3,227	3,937	4,221	3,907	3,745
Alberta	2,648	1,906	1,808	3,237	4,401
British Columbia	4,140	3,697	5,298	5,836	6,175
Yukon	-	1	9	54	84
CANADA	132,116	154,398	166,073	183,136	193,799

(1) The expressions "Non-Permit Class" and "Traveller's Vehicle Permits" are defined on page 44.

Table 20. - Number of Foreign Automobiles and Other Vehicles Entering Canada, by Month of Entry, 1943-1947

Month	1943	1944	1945	1946	1947
<u>Non-Permit Class - Local Traffic (1)</u>					
January	72,475	114,104	102,149	162,652	189,790
February	66,534	96,466	102,384	157,998	167,863
March	83,179	107,644	156,313	213,741	210,224
April	101,415	133,223	199,681	241,622	241,501
May	122,014	175,290	256,493	295,963	330,240
June	130,153	208,946	297,595	394,558	431,926
July	172,059	289,519	391,913	524,577	590,979
August	188,900	254,528	386,608	492,504	643,812
September	176,102	196,604	344,843	376,832	425,942
October	143,532	165,712	271,092	325,014	368,243
November	120,849	144,288	193,760	270,330	292,881
December	120,528	135,378	189,506	240,167	250,199
TOTAL	1,497,740	2,021,702	2,892,337	3,695,958	4,143,600
<u>Traveller's Vehicle Permits (1)</u>					
January	6,278	13,037	10,556	26,780	24,306
February	7,074	10,575	12,889	29,847	25,083
March	9,495	12,520	22,341	47,492	34,247
April	14,538	19,477	32,102	64,550	58,241
May	20,888	32,492	46,999	105,499	114,875
June	22,847	43,309	79,133	183,362	203,916
July	48,753	88,696	151,007	300,635	362,638
August	59,616	84,771	187,215	332,407	409,433
September	47,453	61,648	145,968	181,734	198,865
October	29,107	38,036	84,933	111,696	126,180
November	18,660	27,994	53,330	68,497	68,284
December	15,494	19,071	33,442	39,607	37,785
TOTAL ^x	300,203	451,626	859,915	1,492,106	1,663,853
<u>Commercial Vehicles</u>					
January	8,314	10,311	11,228	11,815	13,288
February	9,855	11,773	11,304	11,984	13,505
March	11,737	13,873	13,237	14,938	14,049
April	10,344	11,881	12,291	15,296	16,608
May	10,749	12,999	14,646	18,794	16,827
June	11,953	14,084	15,948	17,301	17,477
July	13,322	13,913	16,106	15,431	17,816
August	12,626	15,088	15,864	16,947	17,204
September	11,212	12,798	14,331	15,558	17,000
October	11,140	12,871	15,623	16,200	17,928
November	11,110	12,690	12,973	14,823	16,681
December	9,754	12,117	12,522	14,049	15,416
TOTAL	132,116	154,398	166,073	183,136	193,799

(1) The Expressions "Non-Permit-Class" and "Traveller's Vehicle Permits" are defined on page 44.

x The above includes a number of motorcycles, bicycles and taxis, estimated at 5,700 in 1947 and a revised 5,438 in 1946.

Table 21. - Number of Foreign Travellers by Province of Entry into Canada
1943-1947

(A) Rail (1)

Province of Entry	1943	1944	1945	1946	1947
New Brunswick	49,533	48,974	44,427	40,001	28,897
Quebec	212,202	231,430	229,153	239,263	244,961
Ontario	241,639	376,790	424,800	307,725	280,905
Manitoba	68,171	41,656	28,335	25,861	24,488
Saskatchewan	15,754	11,884	7,358	15,478	17,553
Alberta	10,348	3,963	788	603	1,220
British Columbia	71,523	67,864	60,987	56,616	49,519
TOTAL	669,170	782,561	795,848	685,547	647,543

(B) Boat

Province of Entry	1943	1944	1945	1946	1947
Nova Scotia	149	328	1,142	1,540	17,806
New Brunswick	4,059	7,211	7,718	8,084	6,394
Quebec	3,750	5,669	3,261	3,183	5,122
Ontario	90,667	93,772	134,676	129,068	162,423
Manitoba	-	-	-	-	-
Saskatchewan	-	-	-	-	-
Alberta	-	-	-	-	-
British Columbia	131,082	173,325	176,949	197,433	142,161
Yukon	35	21	40	53	8
TOTAL	229,742	280,326	323,786	339,361	333,914

(C) Bus (2)

Province of Entry	1943	1944	1945	1946	1947
Maritime Provinces	6,241	9,350	11,774	13,056	9,508
Québec	8,280	11,379	14,968	25,357	32,855
Ontario	112,245	151,297	196,616	308,813	352,538
Manitoba	806	2,833	4,253	5,189	5,843
Saskatchewan	63	148	135	147	280
Alberta	1,760	2,234	2,177	2,164	2,345
British Columbia	21,202	23,536	31,740	49,760	38,698
Yukon	-	-	-	-	-
TOTAL	150,597	200,777	261,663	404,486	442,067

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

(2) Exclusive of local bus traffic between border communities but including in-transit.

Table 21. - Number of Foreign Travellers by Province of Entry into Canada
1943-1947 - Concl'd.

(D) Airplane

Province of Entry	1943	1944	1945	1946	1947
Maritime Provinces	3,057	3,962	4,022	5,749	7,309
Quebec	8,909	14,014	28,717	40,637	29,744
Ontario	5,580	6,766	9,631	29,049	32,414
Manitoba	1,351	1,545	2,345	3,995	4,513
Saskatchewan	7	4	12	72	102
Alberta	1,065	2,040	2,151	2,852	7,144
British Columbia	6,309	7,059	12,304	16,513	22,522
Yukon x	4,123	7,357	8,140	11,297	9,292
TOTAL	30,401	42,747	67,322	110,164	113,040

x Yukon totals are practically all in-transit to and from Alaska.

Table 22. - Number of Foreign Travellers by Month of Entry into Canada
1943-1947

(A) Rail (Including In-transit)

Month	1943	1944	1945	1946	1947
January	113,109	148,454	143,179	137,635	111,361
February	101,581	136,605	128,076	114,027	102,914
March	113,391	145,490	135,606	119,918	91,862
April	135,123	148,818	138,198	120,892	99,691
May	151,370	147,862	151,722	105,442	108,274
June	167,696	180,155	196,227	154,231	156,852
July	217,791	228,679	238,153	195,061	173,104
August	219,069	225,091	208,004	201,720	181,083
September	178,897	192,767	156,223	145,981	136,283
October	158,763	168,037	154,240	114,912	102,856
November	135,684	149,803	148,907	107,051	94,345
December	157,742	168,800	166,533	133,550	120,859
TOTAL	1,850,216	2,040,561	1,965,068	1,650,420	1,479,484

(B) Boat

Month	1943	1944	1945	1946	1947
January	3,793	8,415	6,686	5,405	2,300
February	4,497	8,058	6,457	5,765	2,828
March	8,799	9,903	7,339	6,149	3,792
April	7,677	13,406	9,908	7,193	5,278
May	10,669	14,271	13,418	13,083	12,056
June	21,674	30,633	35,355	34,466	37,156
July	51,931	62,725	85,981	93,281	101,935
August	63,325	69,586	95,912	104,496	118,281
September	27,788	29,086	34,824	47,211	35,996
October	11,445	14,723	12,548	11,152	8,270
November	9,339	9,971	7,438	5,841	3,409
December	8,805	9,549	7,920	5,319	2,613
TOTAL	229,742	280,326	323,786	339,361	333,914

Table 22. - Number of Foreign Travellers by Month of Entry into Canada
1943-1947 - Concl'd.
(C) Bus (1) and (2)

Month	1943	1944	1945	1946	1947
January	5,020	6,589	7,733	11,351	13,005
February	5,433	6,487	8,508	12,383	11,973
March	5,508	7,943	9,892	14,259	11,317
April	6,123	8,775	11,065	16,327	19,504
May	9,253	14,152	15,218	27,791	28,726
June	16,349	22,782	25,016	41,215	48,710
July	34,140	41,143	53,855	85,302	98,342
August	30,475	38,981	56,723	88,394	104,362
September	14,151	20,637	28,696	41,721	44,491
October	10,457	12,765	19,948	29,919	27,826
November	6,467	10,481	12,950	19,565	16,973
December	7,221	10,042	12,059	16,259	16,838
TOTAL	150,597	200,777	261,663	404,486	442,067

(D) Airplanes

January	848	2,413	2,809	5,571	4,462
February	1,200	2,266	3,124	6,147	5,095
March	1,577	2,410	3,984	6,323	6,595
April	1,754	2,838	3,990	6,673	7,716
May	2,361	3,287	4,588	8,692	10,477
June	2,883	3,899	6,323	10,523	11,906
July	3,741	4,947	8,079	13,622	14,815
August	4,231	5,967	8,885	15,874	16,638
September	3,657	4,647	7,131	12,363	12,803
October	3,086	3,701	6,171	9,634	10,067
November	2,401	3,178	5,202	7,610	6,407
December	2,662	3,194	7,036	7,132	6,059
TOTAL	30,401	42,747	67,322	110,164	113,040

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

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

Table 23. - Expenditures of Canadian Travellers in the United States by
Length of Stay, 1946

Mode of Travel	Number of Persons	% of Grand Total	Expenditures \$	% of Grand Total
A. Short Term Traffic				
Motorists - One Day	4,452,015	32.90	5,285,866	4.07
Two Days	187,429	1.38	2,681,903	2.06
Rail, in-transit	12,124	.09	-	-
Other Travellers (pedestrians local buses, ferries etc.)	7,354,834	54.35	18,127,000	13.95
Total	12,006,402	88.72	26,094,769	20.08
B. Long Term Traffic				
Motorists - More than two days	327,425	2.42	13,741,631	10.58
Rail	592,599	4.38	49,623,000	38.19
Through Bus	442,386	3.27	28,469,000	21.91
Airplane	63,608	.47	8,832,000	6.80
Boat	100,835	.74	3,166,544	2.44
Total	1,526,853	11.28	103,832,175	79.92
GRAND TOTAL	13,533,255	100.00	129,926,944	100.00

Table 24. - Number of Canadian Automobiles and Other Vehicles Travelling
in the United States by Provinces of Re-Entry into Canada
1943-1947

	1943	1944	1945	1946	1947
<u>Length of Stay - 24 hours or less</u>					
<u>Returning by Ports in:</u>					
Maritime Provinces	165,902	253,666	369,202	499,048	575,926
Quebec	67,158	108,526	141,947	198,296	241,669
Ontario	268,646	303,881	382,343	552,813	601,807
Manitoba	8,859	23,902	35,741	45,771	54,493
Saskatchewan	11,607	25,203	32,606	35,072	36,231
Alberta	3,935	11,053	10,008	17,208	19,226
British Columbia	34,475	46,111	99,955	202,486	271,816
Yukon	-	-	-	-	-
TOTAL CANADA	560,582	772,342	1,071,802	1,550,694	1,801,168
<u>Length of Stay - Over 24 hours</u>					
<u>Returning by Ports in:</u>					
Maritime Provinces	867	1,203	3,692	6,140	10,243
Quebec	4,772	12,348	21,909	37,641	51,977
Ontario	12,194	19,574	28,195	66,272	71,999
Manitoba	736	1,246	3,283	11,614	17,729
Saskatchewan	683	1,523	2,826	7,271	9,782
Alberta	316	511	1,139	3,518	8,503
British Columbia	8,220	11,528	18,910	34,741	39,555
Yukon	-	-	-	-	-
TOTAL CANADA	27,788	47,933	79,954	167,197	209,788
<u>Commercial Vehicles</u>					
<u>Returning by Ports in:</u>					
Maritimes Provinces	35,011	40,683	51,705	57,215	59,569
Quebec	19,751	28,664	22,139	26,552	28,026
Ontario	37,598	35,418	34,507	35,908	56,273
Manitoba	5,756	7,011	3,976	4,206	7,319
Saskatchewan	1,268	2,213	3,231	5,497	7,325
Alberta	4,491	5,728	5,002	6,402	6,994
British Columbia	7,925	10,627	12,442	13,890	15,942
Yukon	1	-	-	-	4
TOTAL CANADA	111,801	130,344	133,002	149,670	181,452

Table 25. - Number of Canadian Automobiles and Other Vehicles Travelling
in the United States, by Month of Re-Entry into Canada
1943-1947

Month	1943	1944	1945	1946	1947
<u>Length of Stay - 24 hours or less</u>					
January	31,953	48,935	44,184	78,383	96,935
February	31,243	41,843	39,569	72,338	93,195
March	40,073	50,832	62,954	101,534	121,419
April	43,685	58,863	67,080	109,738	139,094
May	51,235	61,334	85,282	146,250	165,239
June	51,173	64,305	92,216	149,138	174,863
July	55,203	85,147	118,667	170,774	212,141
August	55,032	85,205	131,529	175,613	219,559
September	51,687	77,379	124,660	154,289	174,749
October	53,604	74,598	113,714	146,566	176,099
November	48,101	65,758	96,663	128,540	136,791
December	47,593	58,143	95,284	117,531	91,084
TOTAL	560,582	772,342	1,071,802	1,550,694	1,801,168

<u>Length of Stay - Over 24 hours</u>					
January	1,085	1,646	1,560	4,098	5,154
February	1,020	1,294	1,307	3,684	5,485
March	1,625	1,555	1,947	6,375	8,148
April	1,807	2,519	2,935	10,315	14,322
May	2,297	2,178	2,978	15,251	15,287
June	2,074	3,272	4,706	15,959	18,528
July	3,271	8,268	12,288	26,697	35,336
August	4,119	9,011	13,435	28,652	40,009
September	3,539	7,337	13,795	21,478	26,294
October	3,160	5,569	12,180	17,512	24,223
November	2,102	3,153	8,068	10,399	11,791
December	1,689	2,131	4,755	6,777	5,211
TOTAL	27,788	47,933	79,954	167,197	209,788

<u>Commercial Vehicles</u>					
January	7,824	9,473	8,630	10,865	12,839
February	8,502	10,098	9,381	11,392	15,325
March	9,892	11,795	10,967	13,195	15,771
April	8,291	8,437	8,566	10,678	13,201
May	8,543	10,541	11,160	12,570	15,348
June	10,462	11,317	12,126	13,069	15,684
July	11,109	11,912	12,629	14,067	16,636
August	9,954	11,507	13,508	13,892	17,303
September	9,683	12,203	12,130	13,239	16,490
October	8,557	12,226	12,904	12,718	17,297
November	8,333	11,556	10,453	12,398	13,769
December	10,651	9,279	10,548	11,587	11,789
TOTAL	111,801	130,344	133,002	149,670	181,452

Table 26. - Number of Canadians Returning from the United States
by Province of Re-entry into Canada
1943-1947

(A) Rail

Province of Re-entry	1943	1944	1945	1946	1947
New Brunswick	16,083	23,614	27,080	24,991	22,651
Quebec	115,888	169,824	175,201	187,393	203,691
Ontario	250,138	292,261	309,684	319,354	282,413
Manitoba	13,736	20,884	23,289	24,071	25,950
Saskatchewan	5,315	6,936	7,429	8,152	8,949
Alberta	609	655	589	616	1,002
British Columbia	19,644	31,149	38,363	40,146	41,021
Yukon	-	-	-	-	-
TOTAL CANADA	421,413	545,313	581,635	604,723	585,677

(B) Boat

Province of Re-entry	1943	1944	1945	1946	1947
Maritime Provinces	14,365	20,603	25,717	22,752	28,376
Quebec	34	73	4,700	1,880	4,481
Ontario	13,417	27,973	39,278	34,329	41,861
Manitoba	-	-	-	-	-
Saskatchewan	-	-	-	-	-
Alberta	-	-	-	-	-
British Columbia	11,977	17,524	27,562	41,848	26,140
Yukon	17	36	26	26	3
TOTAL CANADA	39,810	66,209	97,283	100,835	100,861

(C) Bus (1)

Province of Re-entry	1943	1944	1945	1946	1947
New Brunswick	2,439	5,113	8,347	12,271	11,225
Quebec	4,566	11,396	16,305	31,635	37,591
Ontario	80,005	152,915	229,915	317,419	353,504
Manitoba	423	4,539	9,609	14,268	15,433
Saskatchewan	120	556	534	618	828
Alberta	1,400	2,297	2,319	2,779	2,982
British Columbia	12,883	22,829	35,041	63,396	81,853
Yukon	-	-	-	-	-
TOTAL CANADA	101,836	199,645	302,070	442,386	503,416

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

Table 26. - Number of Canadians Returning from the United States
by Province of Re-entry into Canada
1943-1947 - Concl'd.

(D) Airplane					
Province of Re-entry	1943	1944	1945	1946	1947
Nova Scotia	-	-	-	102	195
New Brunswick	430	1,093	1,075	1,594	2,487
Quebec	5,422	10,271	16,899	21,486	17,583
Ontario	5,153	9,205	11,504	27,853	27,174
Manitoba	397	689	1,359	2,879	2,924
Saskatchewan	-	-	-	25	19
Alberta	403	1,065	1,231	1,744	1,290
British Columbia	1,452	1,836	3,397	7,565	12,992
Yukon	54	260	124	360	365
TOTAL CANADA^x	13,311	24,419	35,589	63,608	65,029

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

Table 27. - Number of Canadians Returning from the United States
by Month of Re-entry into Canada
1943-1947

(A) Rail (Gross Entries)					
Month	1943	1944	1945	1946	1947
January	30,685	40,715	51,361	57,290	47,633
February	22,189	31,144	35,667	57,294	38,763
March	31,006	34,493	40,533	44,302	43,792
April	33,560	39,446	45,254	47,640	52,618
May	37,912	33,636	40,539	36,202	44,528
June	34,933	39,424	43,758	43,399	45,320
July	36,770	59,815	64,346	60,858	63,607
August	45,634	69,631	61,305	69,009	69,538
September	41,153	53,003	51,243	54,775	52,601
October	39,351	51,392	46,468	50,106	51,009
November	32,367	42,453	39,331	39,290	37,522
December	35,853	50,181	61,830	44,558	38,746
Total	421,413	545,313	581,635	604,723	585,677

(B) Rail (Net Entries)					
Month	1943	1944	1945	1946	1947
January	29,261	39,665	50,313	56,208	46,829
February	20,952	30,042	34,833	56,297	38,284
March	29,553	33,358	39,474	43,130	43,194
April	31,431	38,150	44,165	46,416	51,633
May	35,854	32,304	39,530	35,263	43,705
June	33,377	38,055	42,644	42,466	44,420
July	35,382	58,256	62,846	59,753	62,742
August	43,811	68,341	59,855	67,998	68,496
September	39,826	51,905	49,987	53,920	51,775
October	38,027	49,925	45,118	49,128	50,146
November	31,115	41,142	38,068	38,411	36,631
December	34,495	48,825	60,525	43,609	37,802
TOTAL	403,084	529,968	567,358	592,599	575,657

Table 27. - Number of Canadians Returning from the United States
by Month of Re-entry into Canada
1943-1947 - Concl'd.

(C) Boat

Month	1943	1944	1945	1946	1947
January	1,579	2,042	2,839	3,690	2,075
February	1,320	1,879	2,927	3,045	2,240
March	2,395	1,661	2,931	2,993	2,547
April	1,855	2,216	3,761	3,394	3,052
May	2,401	2,830	4,037	5,739	4,307
June	3,702	6,410	8,449	10,028	10,947
July	6,699	13,443	21,915	22,562	19,593
August	8,410	15,316	24,558	21,790	29,685
September	3,426	9,279	13,300	15,440	14,674
October	2,787	4,084	5,669	4,877	4,663
November	2,683	3,035	3,697	3,752	3,258
December	2,553	4,014	3,200	3,525	3,820
TOTAL	39,810	66,209	97,283	100,835	100,861

(D) Bus (1)

Month	1943	1944	1945	1946	1947
January	6,082	10,890	15,272	23,847	26,133
February	5,718	9,821	12,695	22,519	24,490
March	6,743	12,124	15,443	28,178	31,286
April	7,616	12,755	16,775	29,412	34,474
May	8,264	12,270	18,169	33,309	39,607
June	9,021	14,641	23,520	37,185	48,578
July	10,398	27,058	41,218	57,078	68,477
August	11,515	30,315	47,674	68,094	77,156
September	9,651	20,819	37,856	48,381	51,246
October	9,573	18,527	28,223	36,373	47,134
November	8,026	15,605	21,951	30,285	32,926
December	9,229	14,820	23,274	27,725	21,909
TOTAL	101,836	199,645	302,070	442,386	503,416

(E) Airplane

Month	1943	1944	1945	1946	1947
January	485	1,463	2,208	4,721	3,803
February	655	1,325	1,988	3,659	4,052
March	843	1,501	2,529	4,740	5,684
April	1,038	1,845	2,898	5,426	6,861
May	1,204	2,118	2,679	5,329	5,904
June	1,290	2,034	2,893	4,821	5,287
July	1,129	1,911	2,640	5,157	5,412
August	1,105	2,393	2,797	6,333	6,369
September	1,431	2,437	3,474	7,114	6,587
October	1,471	3,011	4,048	6,597	6,741
November	1,333	2,348	3,928	5,232	4,639
December	1,327	2,033	3,507	4,479	3,690
TOTAL	13,311	24,419	35,589	63,608	65,029

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

A P P E N D I X

The following is a brief description of the methods used by the Dominion Bureau of Statistics in preparing data on expenditures resulting from international travel:

I CANADIAN TRAVEL IN THE UNITED STATES:

A. Automobile Traffic

Customs officials stationed at each port of entry between Canada and the United States file with the Dominion Bureau of Statistics a copy of Form E 60 A for each Canadian automobile returning to Canada from the United States. Form E 60 A is a short questionnaire which requests the following information:

- (1) Number of persons in the automobile.
- (2) Length of stay in the United States.
- (3) Amount spent in the United States by all persons in the automobile.

An answer to question (3) is given voluntarily in nearly every case, and questions (1) and (2) are completed by the port officials. During periods of exceptionally heavy traffic at a few of the busier ports there are times when it is not possible to obtain answers to any of the questions. During such periods, however, a blank copy of the form stamped with the name of the port and the date of entry is filed for each returning automobile. In recent years more than 90 per cent of Forms E 60 A have been complete in all respects.

Forms E 60 A are used for two purposes: (1) The number of forms filed per month indicates the number of Canadian cars returning from the United States. Those forms which include an answer to the first question regarding number of persons in the car furnish a sample from which the total number of persons in all cars can be calculated each month. (2) Those forms which include an answer to the expenditure question furnish a sample of expenditures per car from which the

total expenditures of all cars can be calculated each month. Separate records are maintained of the numbers of cars remaining out of Canada for (a) one day, (b) two days, and (c) three days and over, and appropriate sample expenditures are applied to each group.

B. Other Types of Traffic

Immigration officials stationed at each port of entry between Canada and the United States make a count of all residents of Canada returning from the United States each month, classifying them according to the following means of travel used in returning to Canada:

- (1) Train
- (2) Boat
- (3) Airplane
- (4) Through Bus
- (5) Other (including automobile, commercial vehicle, local bus, pedestrian etc.)

Average expenditure per person for each of the first four of these types of traffic are obtained on a sample basis by the use of a questionnaire post card distributed by Immigration officials at the ports. The residual traffic mentioned in the fifth classification above, after an appropriate deduction for automobiles, is given an estimated expenditure value based on observation of local characteristics at some of the more important ports where the amount of expenditures are of some significance.

II UNITED STATES TRAVEL IN CANADA

A. Automobile Traffic

Statistical procedure respecting United States residents entering Canada by automobile has been patterned upon Customs procedure, in accordance with the methods used by the Canadian Customs in permitting entry of such vehicles into Canada.

All automobile traffic is classified in one or other of the

following three groups:

- (1) Non-permit local traffic.
- (2) Holders of traveller's vehicle permits who do not come within the following special classes:
 - (a) Summer residents
 - (b) Commuters
 - (c) Local permit-holdersPermit-holders not coming within (a), (b), or (c) above comprise the "Tourist" class of permit-holders.
- (3) Holders of traveller's vehicle permits who come within one or other of the following special classes:
 - (a) Summer residents
 - (b) Commuters
 - (c) Local permit-holders.

The first of these groups, "Non-permit local traffic", consists of cars which are not required to apply for Customs permits. They are restricted to travel within the jurisdiction of the port of entry and may not remain within Canada more than 48 hours. Monthly records of volume and expenditures of this type of traffic are maintained by a procedure similar to that used in the case of Canadian automobiles visiting the United States and described above under IA. The questionnaire which is used in this case, referred to as Form E 49, contains two questions only:

- (a) Number of persons in the automobile.
- (b) Amount spent in Canada by all persons in the automobile.

The American motoring public has responded generously to the use of this form and a satisfactory expenditure sample has been obtained, although the percentage of completed forms is not as high as in the case of Form E 60 A.

As the use of the Form E 49 is restricted to cars which remain in Canada less than 48 hours, the statistical procedure is somewhat simpler than it is in the case of Form E 60 A where length of stay has to be taken into consideration.

The second group of automobile travellers referred to above consists of tourists who are required to apply for a traveller's vehicle permit. They are tourists who wish to remain in Canada longer than 48 hours, or to travel beyond the jurisdiction of the port of entry. Permits are issued for specific periods up to a maximum of one year. They are issued in duplicate, one copy endorsed with the port of entry and date of entry being forwarded directly to the Dominion Bureau of Statistics, the other copy being retained by the traveller until he leaves the country, at which time it is endorsed with the port of exit and date of exit and is forwarded to the Dominion Bureau of Statistics. When the original and duplicate copies are matched together a complete record of the visit is obtained consisting of the following items:

- (a) Dates of entry and exit.
- (b) Ports of entry and exit.
- (c) State of registration of the vehicle.
- (d) Number of persons in the vehicle.

In addition there is a voluntary expenditure questionnaire requesting the amount spent in Canada by all persons in the automobile, which is generally answered by more than three-quarters of of the motorists to whom permits are issued.

The third group referred to above consists of permit-holders who are classed as summer residents, commuters or locals. These are: (1) Americans who have summer residences in Canada, or (2) Persons dwelling in the United States and working in Canada, or (3) residents of border communities, other than summer residents or commuters, who make frequent visits of short duration to Canada. In order to facilitate border crossings by these persons, most of whom are known personally to the border officials, they are issued traveller's vehicle permits good for periods of six months or more, one copy of which they are allowed to retain in their possession until expiry date. When these special types of permits are

finally surrendered the permit-holders are requested to estimate their total expenditures in Canada for the whole period of validity of the permit. In order to have a complete record of all border crossings, however, a record is maintained (by the use of Form E 49) of all intermediate trips made by these special permit-holders, and, after the first one on which the permit is issued, the count of these crossings is included with non-permit local traffic. Thus these special travellers are represented in the volume of travel figures of both the main groups of automobile traffic, which are referred to in (1) and (3) above.

B. Other Types of Traffic

- (1) Train
- (2) Boat
- (3) Airplane
- (4) Through bus
- (5) Other (including automobile, commercial vehicle, local bus, pedestrian, etc.)

The volume of traffic for each of the classifications shown above is obtained monthly by Canadian immigration officials stationed at the border. In the case of train and through bus traffic, adjustments are made to the total count of passengers

on account of in-transit traffic moving across Southern Ontario.

Expenditure estimates are obtained on a sample basis by the use of a questionnaire post card distributed by United States border officials to the travellers on their return to the United States. These cards are addressed to the United States Department of Commerce, which calculates average expenditures which, in turn, it makes available to the Dominion Bureau of Statistics.

III OVERSEAS TRAVEL (INCLUDING
TRAVEL BETWEEN CANADA AND
NEWFOUNDLAND)

Data on volume of traffic are obtained from two sources: (1) The Canadian Immigration Service furnishes the number of Canadians returning and the number of non-residents entering through Canadian ocean ports divided into immigrants and non-immigrants. (2) The United States Immigration and Naturalization Service has kindly furnished the number of Canadians returning and the number of non-residents, arriving at United States ocean ports with the intention of proceeding overland to Canada. Average expenditure per person is obtained by means of questionnaires.

The following notes define briefly the classifications used in the tables:

1. "Commercial Vehicles" are trucks used for commercial purposes.
2. Vehicles not classified as commercial vehicles consist of automobiles, taxis, motorcycles and bicycles.
3. Through buses, local buses, horse-drawn vehicles, and military trucks, or other military vehicles, are not included in any of the classifications.

4. Foreign Vehicles Inward

(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.

5. Canadian Vehicles Inward

Canadian vehicles returning to Canada are classified by length-of-stay depending upon whether they are abroad for more or less than 24 hours.

Publication is made possible through the co-operation of Customs and Immigration officials across Canada, the United States Department of Commerce, and the United States Immigration and Naturalization Service.

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