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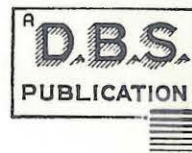
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**VOLUME OF TRAVEL
AND
ESTIMATED EXPENDITURES
1948
REVISED EXPENDITURES
1947**



**DOMINION BUREAU OF STATISTICS
DEPARTMENT OF TRADE AND COMMERCE**

**INTERNATIONAL TOURIST
AND
TRAVEL EXPENDITURES
VOLUME OF TRAVEL AND ESTIMATED EXPENDITURES
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REVISED EXPENDITURES
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INTERNATIONAL TOURIST AND TRAVEL EXPENDITURES

Expenditures in Canada by travellers from other countries in 1948 rose to a new height of \$283 million, (1) and were accompanied by a substantial decrease in expenditures of Canadian travellers in other countries, which dropped to \$134 million from \$167 million in the year before. As a result, net receipts were \$149 million compared to a previous high of \$90 million in 1929 and a low of \$45 million in 1933.

In travel between Canada and the United States total receipts were \$270 million, a gain of 12 per cent over the previous high point of \$241 million established in 1947, (2) while debits resulting from Canadian travel in the United States dropped to \$113 million from the peak of \$152 million established in 1947. The resulting net credits were \$157 million, 52 per cent more than the previous record of \$103 million which had held since 1929. Net credits in travel between Canada and the United States have increased each year from the wartime low of \$53 million in 1943. Between 1943 and 1947 the increase in net credits resulted from expansion in United States travel in Canada accompanied by expansion in Canadian travel in the United States. Very substantial increases in credits were accompanied by increases almost as large in debits. Consequently net credits showed only a minor improvement, standing at \$60 million in 1944, \$82 million in 1945, \$86 million in 1946 and \$89 million in 1947. In 1948, however, receipts from United States travellers continued to increase at

about the same rate as in the previous year, while debits were cut by the Emergency Exchange Conservation program which limited United States dollar expenditures on travel and banned imports of most types of merchandise which Canadian travellers have been in the habit of buying. As a result net credits increased by 76 per cent from \$89 million in 1947 to \$157 million in 1948.

Part of the increase in United States expenditures in Canada during 1948 may have been due to an extension of the United States customs exemption applying to United States travellers although the total expenditures of longer term tourists did not increase appreciably. For many years residents of the United States remaining out of the country for 48 hours or longer have been entitled to import free of duty purchases valued at not over \$100. Early in 1948 this privilege was extended by a further exemption not to exceed \$300, applying to all residents remaining out of the country for 12 days or more. The \$300 privilege is permitted once every six months and is granted in addition to the former exemption of \$100.

When expenditures of non-resident travellers in Canada in 1948 are compared with similar expenditures in 1947, the true significance of the figures can only be judged if changes which occurred in Canadian prices during the same period are taken into account. Travel receipts from all countries in 1948 were 13 per cent higher than in 1947. The cost of living in Canada as measured by the official index, however, was on average 15 per cent higher in 1948 than in 1947. Travel costs probably

(1) Data for 1948 are subject to revision.

(2) Receipts from the United States in 1947 are revised at \$241 million.

rose even more, therefore what non-resident travellers purchased in 1948, when measured not in terms of money but in terms of food, shelter, transportation and a multitude of other goods and services, was less than it was in the year before. As non-residents entered Canada in 1948 in greater volume than ever before, it follows that the average traveller must have cut his visit shorter or curtailed his purchases.

This feature of the year's traffic is also suggested in the analysis of expenditures by length of stay which accompanies Statement 3. The average expenditures of the group of shorter term visitors increased sharply and their expenditures made up a major part of the increase in total outlays in Canada during the year. The average expenditures of longer term visitors at the same time were only slightly higher than in 1947. As a result total expenditures of this longer term group rose only about 5.1 per cent during the year, with an increase in volume of traffic of about 3.6 per cent.

As a source of United States dollars international travel has in recent years ranked second only to the export of newsprint, and the industry of catering to visitors from other countries has become one of major importance. Although the whole Canadian economy benefits as a

result, the benefit is of particular significance to unproductive parts of the country which have natural 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. Further, the influx of visitors has given other countries a better understanding of Canada, its relation to the Commonwealth of Nations and its immediate problems.

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 to the population of the United States. Even with the restrictions in 1948 Canadian travel expenditures in the United States were about \$9 per capita of the population of Canada, whereas American expenditures in Canada were not much more than \$1.75 per capita of the population of the United States. On the other hand, average expenditures per traveller do not vary so much between Canadians and Americans when considered in the aggregate.

Receipts from United States Travellers in 1948 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 \$270 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 the number of such motorists leaving 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. 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.

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 an unknown volume of interprovincial travel. In Statement 1 is given a distribution of United States travel expenditures in Canada by province of entry for the years 1945-1948. 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.

STATEMENT 1. - DISTRIBUTION OF UNITED STATES TRAVEL EXPENDITURES IN CANADA BY PROVINCE OF ENTRY, 1945-1948.

<u>Province of Entry</u>	<u>Percentage of Total</u>			
	<u>1945</u>	<u>1946</u>	<u>1947</u>	<u>(2) 1948</u>
Maritimes (1)	6.7	6.3	7.0	8.2
Quebec	17.5	21.0	18.6	17.9
Ontario	58.6	50.9	54.2	55.4
Manitoba	2.3	3.1	2.9	2.8
Saskatchewan8	1.4	1.5	1.6
Alberta7	1.3	1.9	2.5
British Columbia	13.4	16.0	13.9	11.6
TOTAL	100.0	100.0	100.0	100.0

(1) Entering mainly through ports in New Brunswick.

(2) Data for 1948 are subject to revision.

Receipts from United States Travellers in 1948 Classified by Type of Transportation Used to Enter Canada.

An analysis of United States travel expenditures in Canada during 1948 according to types of transportation used in entering the country indicates that there was a pronounced rise in average expenditures per person by short term visitors. Average expenditure rates by non-permit motorists entering Canada for periods of less than 48 hours were approximately 39 per cent higher than in 1947. An increase was also shown in average expenditures of motorists entering on customs permits but the rise was much smaller, being only about 5 per cent. Aggregate expenditures by all short term motorists were at least 60 per cent greater than in the preceding year. Heavier spending by short term motorists no doubt reflects increased purchases of foodstuffs and other commodities which were in greater supply or at more attractive prices in Canadian border communities as well as increased outlays on recreation. Total ex-

penditures of motorists entering on customs permits, who are entitled to remain for 48 hours or longer or to leave by a point other than that of entry, were about 14 per cent greater than in 1947. For the first time since 1941 receipts from motorists exceeded those of travellers entering Canada from the United States by all other means of transportation.

The total number of entries into Canada by American cars during 1948 was 6.5 million, an increase of 12 per cent over the year before. They consisted of 1.8 million entries on customs permits and 4.7 million entries by short term or local vehicles. Entries on customs permits 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 1.8 million vehicles entering on permits represent

an inflow of 5.4 million travellers of a type which generally makes substantial expenditures in this country. The volume of permit-holding traffic entering Canada in 1948 broke previous records establish-

ed in 1947 and 1946, which, in turn, had replaced prewar high marks established in 1931 and 1937 when the total number of vehicles numbered 1.5 million and 1.4 million respectively.

STATEMENT 2. - EXPENDITURES IN CANADA OF TRAVELLERS FROM THE UNITED STATES, BY TYPE OF TRANSPORTATION, 1943-1948.
(Millions of Canadian Dollars)

Type of Transportation	1943	1944	1945	1946	1947	1948 (x)
Automobile	17.0	24.4	56.9	98.0	118.4	141.9
Rail	49.0	67.2	64.3	61.4	56.6	55.9
Boat	6.0	7.9	13.0	17.3	22.1	16.0
Bus (Exclusive of local bus)	5.0	6.3	12.9	15.8	16.7	20.8
Airplane	3.0	3.2	5.6	10.3	13.1	12.1
Other (pedestrians, local bus, etc.)	7.0	7.5	10.6	13.3	14.2	23.1
TOTAL	87.0	116.6	163.3	216.1	241.1	269.8

(x) Data for 1948 are subject to revision.

The number of travellers entering Canada by train during 1948 exclusive of intransit traffic across southern Ontario was 589,200, a decline of 9 per cent from the year before. Expenditures in 1948 by travellers arriving by train amounted to \$56 million. Expenditures by train passengers reached a peak of \$67 million in 1944 as a result of 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, but even the 1948 figure is well above prewar levels.

Through bus services, operating between interior points in Canada and the United States, brought 479,505 non-residents to Canada in 1948, an increase of 11 per cent over the previous year. Bus traffic has increased rapidly from a low of 150,600 persons in 1943. These data include intransit 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 intransit passengers, totalled \$21 million, or 25 per cent more than in the year before. Passengers on

local bus services operating between border communities are classified in the residuary group, "Other Travellers".

The growth of international 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, but in 1947 they had risen to \$13 million. The volume of traffic was slightly higher in 1948 than in 1947, but lower expenditure rates in 1948 resulted in total receipts about \$1 million less than in the year before. The number of air travellers during the year was 115,600 including 4,600 passengers who flew across Yukon Territory intransit between the United States and Alaska.

Receipts from travellers entering Canada by boat made a continuous recovery during the period from 1942 to 1947. In 1942 many vessels were either directly or indirectly involved in the war effort and expenditures by boat passengers totalled only \$4 million. Five years later in 1947 they were \$22 million. In 1948 substantially lower expenditure rates coupled with unchanged volume of traffic cut total

expenditures to \$16 million.

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 number of such travellers was greater in 1948 than in 1947, particularly in the summer months, and their expenditures per person increased substantially. The resulting total expenditures of this group of miscellaneous travellers, at \$23 million, was 63 per cent greater than in 1947.

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

Preliminary Statement, 1948

Mode of Travel	Number of Persons	% of Grand Total	Expenditures \$	% of Grand Total
<u>A. Short Term Traffic</u>				
Automobile:				
Non-permit or local traffic	8,872,000	35.38	22,900,000	8.49
Repeat trips of permit holders	3,109,000	12.40	-	-
Tourist Class, 1 Day	2,065,000	8.23	8,441,000	3.13
Tourist Class, 2 Days	1,034,000	4.12	8,763,000	3.25
Commuters	2,000	0.01	393,000	0.15
Local permit holders	9,000	0.04	383,000	0.14
Rail, intransit	721,000	2.88	-	-
Bus, intransit	110,000	0.44	275,000	0.10
Airplane, intransit	5,000	0.02	12,000	0.00
Other travellers	5,439,000	21.69	23,112,000	8.57
TOTAL	21,366,000	85.21	64,279,000	23.83
<u>B. Long Term Traffic</u>				
Automobile:				
Tourist Class, more than two days	2,287,000	9.12	96,806,000	35.89
Summer Residents	19,000	0.07	4,214,000	1.56
Rail	589,000	2.35	55,910,000	20.73
Bus	369,000	1.47	20,511,000	7.60
Airplane	111,000	0.44	12,039,000	4.46
Boat	335,000	1.34	16,001,000	5.93
TOTAL	3,710,000	14.79	205,481,000	76.17
GRAND TOTAL	25,076,000	100.00	269,760,000	100.00

Receipts from United States Travellers in 1948 Classified by
Length of Stay in Canada

The total number of entries into Canada by residents of the United States in 1948 was more than 25 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.

Data in Statement 3 are subject to revision at a later date. Final data for the year 1947 are shown in the same form in Table 9. 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 1947 in Tables 1 and 1-A.

In Statement 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 Statement 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

disbursements. In 1948 more than 76 per cent of the total expenditures of \$270 million were made by longer term travellers, who accounted for only 15 per cent of the 25 million border crossings made by American residents during the year. Of the 21 million short term visits, 15 million were made by motorists, close to a million were made by intransit rail and bus passengers, and more than 5 million were in the residuary classification, "Other Travellers". There has been little change in recent years in the relationship between the numbers of long and short term entries. The number of short term entries of two days or less expressed as a percentage of the total number of entries in the years 1945-1948 were respectively 85.8, 84.3, 84.2 and 85.2. There has been a tendency however in the past two years for a greater proportion of the total expenditures to be made by travellers on short visits. Expenditures by short term visitors expressed as percentages of the total amounted to 17.5 in 1945 and 1946 but increased to 18.9 in 1947 and to 23.8 in 1948.

The greater concentration of expenditures by short term visitors in 1948 led to this group accounting for a major part of the increase in total expenditures by all American visitors. The short term group accounted for a gain of \$18.8 million compared with the total increase of \$28.7 million in all expenditures. This was due mainly to higher average expenditures by this group, particularly in the case of non-permit local automobile traffic. The average expenditures of this group of motorists rose by 40.2 per cent.

The increase in the average expenditures by the longer term travellers was only small. Most of the increase of \$9.9 million in expenditures by this group, which contains the typical tourist on vacation, was due to the moderate rise of 3.6 per cent in the number of longer term visitors.

STATEMENT 4. - COMPARATIVE DATA ON VOLUME OF TRAFFIC AND EXPENDITURES
OF UNITED STATES TRAVELLERS TO CANADA 1947 AND 1948.

Preliminary Statement, 1948.

	Number of Persons	Expenditures in Canada	Average Expenditure per Person
	M	\$M	\$
<u>Short Term Traffic</u>			
1947	19,100	45,509	2.38
1948	21,366	64,279	3.01
Change during year	+ 2,266	+ 18,770	+ .63
Per cent change	+ 11.86	+ 41.24	+ 26.47
<u>Long Term Traffic</u>			
1947	3,580	195,576	54.63
1948	3,710	205,481	55.38
Change during year	+ 130	+ 9,905	+ .75
Per cent change	+ 3.63	+ 5.06	+ 1.37
<u>Total Traffic</u>			
1947	22,680	241,085	10.63
1948	25,076	269,760	10.76
Change during year	+ 2,396	+ 28,675	+ .13
Per cent change	+ 10.56	+ 11.89	+ 1.2

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 1948 were as follows: summer residents \$441, commuters \$372, and locals \$98. 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 4 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 1948 were \$63 per car.

STATEMENT 5. - AVERAGE DECLARED EXPENDITURES PER CAR OF NON-RESIDENT MOTORISTS
ENTERING CANADA ON CUSTOMS PERMITS, BY CLASS OF PERMIT
1943-1948

<u>Class of Permit</u>	<u>1943</u>	<u>1944</u>	<u>1945</u>	<u>1946</u>	<u>1947</u>	<u>1948</u> ^(x)
	\$	\$	\$	\$	\$	\$
Tourists	40.37	41.97	50.04	55.77	61.66	63.22
Commuters	258.53	270.56	391.50	374.62	311.04	372.04
Summer Residents	329.40	289.01	446.82	502.64	415.28	440.99
Locals	65.78	57.75	80.42	98.92	99.48	97.52

(x) Data for 1948 are subject to revision.

Statement 6 reveals that the average expenditure per car by motorists in the tourist class varies widely between provinces. In 1947 these expenditures ranged from \$53 in Ontario to \$126 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. Intransit 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 distance 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 \$62 per car.

When data for 1947 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.

Ontario recorded the greatest rise in 1947 over 1946 with an increase of 14 per cent. Increases in other provinces ranged from 11 per cent in the Maritimes to less than 1 per cent in British Columbia.

STATEMENT 6. - AVERAGE DECLARED EXPENDITURES PER CAR OF MOTORISTS OF THE
"TOURIST" CLASS OF CUSTOMS PERMITS, BY PROVINCE OF EXIT.
1943-1947

Province of Exit	1943	1944	1945	1946	1947
	\$	\$	\$	\$	\$
Maritimes	31.66	36.96	58.85	89.86	99.47
Quebec	30.49	33.13	53.76	62.55	65.88
Ontario	40.38	40.94	44.93	46.73	53.09
Manitoba	47.96	65.35	82.91	89.39	91.25
Saskatchewan	45.57	51.21	70.20	77.61	78.74
Alberta	81.26	119.64	146.78	123.71	126.32
British Columbia	57.37	57.66	84.14	84.96	85.30
Total	40.37	41.97	50.04	55.77	61.66

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

In Tables 1 and 1-A, United States permit-holding motor traffic of the "tourist class" is analyzed by length of

stay in Canada, and data for 1947 are presented according to number of days stay in Canada for each of the following:

- (a) Number of cars to which permits are issued.
- (b) Average expenditure 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.

The number of car-days according to visits of varying duration is shown in column 7 of Table 1. In 1947 the number of car-days resulting from visits of one day or less was 574,630 or 6.5 per cent of the total number of car-days for all visits. This percentage is somewhat smaller than the corresponding

figure for 1946 which was 7.4. The number of car-days resulting from visits of from 24 to 48 hours expressed as a percentage of the total was 7.1 for 1947, again slightly less than the 1946 figure of 7.6. If similar comparisons are made between 1947 data and 1946 data for each item in column 7, the 1947 percentages are found to be smaller than the 1946 percentages for each day's stay from 1 to 30 and for the two groups of traffic remaining in Canada for visits of 31-40

days and 41-50 days. On the other hand for all visits of longer duration than 50 days as shown in Table 1, namely for visits of 51-60 days, 61-70 days ----- 176-365 days, the 1947 percentages are greater than the 1946 percentages. These figures indicate a change in composition of this type of traffic between 1946 and 1947 - a relatively smaller number of cars staying in 1947 for visits of from 1 to 50 days and a relatively larger number staying for visits lasting longer than 50 days. In general the increase in longer term traffic more than compensated for the decrease in shorter term traffic, and the average length of stay in 1947 for all cars comprised in Tables 1 and 1-A is 5.39 days, an advance of 9 per cent over the 1946 figure of 4.95 days.

The average number of persons per car at 3.00 showed little change from 3.06 in 1946. Average expenditure per person per day advanced from \$3.83 to \$4.15.

More than half of all permits issued to the tourist class in 1947 were used for visits 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 \$12.35 as it does not customarily involve overnight accommodation. Maximum daily expenditure is reached in the three day class at \$17.47. 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 \$2.95, 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 weeks duration. This pattern is confirmed in the average expenditures per person per day where relatively light spending at the 8 and 15 day periods suggests the presence of family groups enjoying one and two weeks holidays.

The predominance of short-stay cars in the tourist class of permit-holders is partly due to a large volume of intransit travel, particularly across the peninsula of southern Ontario between the States of New York and Michigan. American motorists travelling between Buffalo and Detroit can save at least 100 miles by taking the Canadian short cut. An analysis of intransit motor traffic appears in Table 6, in which is presented the volume of traffic on one and two-day permits proceeding between selected ports in Ontario, Quebec and British Columbia. The number of such permits issued in 1947 was 281,700, constituting 32 per cent of the total number of one and two-day permits issued at all ports in Canada.

The intransit traffic across southern Ontario is supplemented by a smaller volume of similar traffic which cuts across short stretches of Quebec and British Columbia. In addition to its influence upon the volume of travel, it is probable that intransit traffic has a depressing influence upon the average expenditure per car in the short stay groups. It seems reasonable to suppose that persons travelling intransit 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 inter-provincial and inter-regional travel. The data on minimum interprovincial motor travel in Tables 2 and 5 show the number of American cars entering Canada in 1947 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 Table 5 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 44 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. This type of interprovincial traffic was heavier in 1947 than in 1946 with respect to entries through all provinces except Saskatchewan.

There are well defined preferences on the part of Americans regarding the direction in which motor tours through Canada should be taken. In 1947, 7,900 cars travelled from Ontario and Quebec to the Maritime Provinces as against only 4,800 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 1947 more than 60 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 1947 were as follows:

Number of Vehicles

<u>Route</u>	<u>Eastbound</u>	<u>Westbound</u>	<u>Total</u>
Between:			
St. Clair, Detroit River ports and Fort Erie, Niagara Falls	85,708	79,936	165,644
Fort Erie, Niagara Falls and St. Lawrence River ports in Ontario	17,317	8,964	26,281
St. Lawrence River ports in Ontario and Province of Quebec (1)	13,300	10,343	23,643
Sault Ste. Marie and St. Clair, Detroit River ports	3,129	3,831	6,960
St. Clair, Detroit River ports and St. Lawrence River ports in Ontario	3,915	2,660	6,575
Sault Ste. Marie and Fort Erie, Niagara Falls	2,851	2,103	4,954
(1) Excluding vehicles which travelled from Ontario across the Province of Quebec to the Maritime Provinces.			

Analysis of Non-resident Motor Traffic to Canada by State
or Country of Residence

More than 80 per cent of the cars entering Canada on customs permits and practically all of the non-permit cars 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.

The border states supplemented by Oregon and California on the Pacific

coast and Massachusetts, Connecticut, Rhode Island and New Jersey on the Atlantic seaboard normally account for 95 per cent of the permit-holding cars which enter Canada. In Table 3 is presented the number of permit-holding cars entering Canada in 1947 and earlier years classified by state or country of residence. For convenience in analysis the border states and the six additional states specified above are grouped into four main areas, with a residue comprising the remainder of the country.

The North-Eastern States, comprising the area from Maine to Pennsylvania, are the source of almost half of the permit-holding cars destined to Canada. From New York alone in 1947 came more than a

third of a million cars, or more than a fifth of the entries from all states. States bordering on the Great Lakes from Ohio to Wisconsin furnish close to a third of all entries, with the bulk of the regional total originating in Michigan. The North-Western Inland Border States, Minnesota, North Dakota and Montana, although aggregating 1,200 miles on the international boundary, furnished less than 3 per cent of the total number of entries. The West Coast States, Washington, Oregon and California, supplied 13 per cent of the total traffic, Washington furnishing almost twice as many cars as Oregon and California together. All states other than those which have been specified - well over half the states in the Union - contributed the remaining 5 per cent of the total number of entries originating in the United States.

In Table 4, the investigation into permit-holding motorists by state and country of residence has been carried further, and regional data are presented showing number of entries into Canada, total expenditures in Canada and average expenditures 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 intransit traffic originate - New York and Michigan - have low average expenditure rates per car. Motorists in Maine, New Hampshire 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. With regard to these five states average expenditures per car are depressed by the short duration of the average visit. With regard to other parts of the country average expenditures per visit are determined by the rate of spending per day. In general, high average expenditures per visit are reported by cars originating in states which have high per capita incomes and low expenditures are reported by visitors from states with low per capita incomes. The distribution of the states between high spending groups and low spending groups shows little change between 1947 and previous years.

STATEMENT 7. - EXPENDITURES OF CANADIAN TRAVELLERS IN OTHER COUNTRIES

1939 - 1948

(Millions of Canadian Dollars)

<u>Year</u>	<u>Total Expenditures</u>	<u>Expenditures in U. S. A.</u>	<u>Expenditures in Other Countries</u>
1939	81	67	14
1940	43	40	3
1941	21	18	3
1942	27	24	3
1943	37	34	3
1944	60	57	3
1945	83	81	2
1946	136	130	6
1947	167	152	15
1948	134	113	21

Expenditures of Canadian Travellers in Other Countries.

The outstanding development in international travel in 1948 was the substantial decrease in expenditures of Canadian travellers in other countries. From an all time low of \$21 million in 1941 brought about by wartime restrictions on travel, Canadian expenditures had made progressively greater annual gains until in 1947 they reached a peak of \$167 million, a figure more than twice as large as the average annual expenditures for the preceding twenty years. In 1948, principally as a result of the Emergency Exchange Conservation program, expenditures of Canadian travellers experienced their first drop in seven years and declined from \$167 million to \$133 million.

The Emergency Exchange Conservation program, first imposed in November, 1947, limits in general the amount of United States dollars which a Canadian resident may use for pleasure travel to \$150 per year. Expenditures of reasonable amounts of United States dollars for business and other necessary travel are still permitted, as are reasonable expenditures for travel of all kinds in countries of the sterling area. Until the end of 1948 the program imposed a ban on imports, which had the effect of reducing purchases of Canadian travellers in the United States entered under the \$100 customs exemption privilege

from \$16 million in 1947 to \$298,000 in 1948. Purchases of clothing which amounted to more than \$6 million in 1947 were cut to \$73,000 in 1948, and proportionate reductions were made in purchases of furniture and household appliances, radios and boots and shoes. The ban on imports in so far as it related to purchases by travellers was withdrawn as of January 1, 1949, and duty free purchases to a total value of \$100 may now be made once in four months by every resident who remains out of the country for at least 48 hours. The privilege covers almost every type of merchandise.

The effects of the Emergency Exchange Conservation restrictions upon travel expenditures and purchases of merchandise in the United States are reflected in substantial declines in both the numbers of Canadians returning and in average expenditures. The reduction in the volume of longer term Canadians returning was 10.8 per cent while total expenditures fell by 27.4 per cent. The reductions in average expenditures were notable in each class of traffic. Substantial parts of these reductions were due to the prohibitions on imports of goods by tourists.

STATEMENT 8. - AVERAGE EXPENDITURES PER PERSON OF SELECTED GROUPS OF CANADIANS RETURNING FROM LONGER TERM VISITS TO THE UNITED STATES

	<u>1947</u>	<u>1948</u>
	\$	\$
<u>Canadians Returning by -</u>		
Motor Car, - after visits of more than 48 hours	51.92	41.00
Rail	90.73	76.65
Through bus	68.78	57.66
Airplane	138.06	102.98
Boat	40.82	31.10

Canadians Returning from the United States by Type of Transportation

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 1948 it ranked third after train and through bus when considered in relation to expenditures of Canadian travellers in the United States. Expenditures of Canadian motorists in the United States in 1948 totalled \$25 million, of which \$19 million was

spent on trips lasting for **24 hours** or longer and \$6 million on shorter visits. When compared with 1947 data the longer term expenditures are down 26 per cent and the shorter term are down 12 per cent. The decline in total expenditures by motorists was smaller proportionately than in the case of other types of traffic. Hence motorists' expenditures in 1948 constitute a larger proportion of the total than they did in 1947.

STATEMENT 9. - EXPENDITURES OF CANADIAN TRAVELLERS IN THE UNITED STATES BY TYPE OF TRANSPORTATION USED TO RE-ENTER CANADA
1943-1948

(Millions of Canadian Dollars)

<u>Type of Transportation</u>	<u>1943</u>	<u>1944</u>	<u>1945</u>	<u>1946</u>	<u>1947</u>	<u>1948</u> ^(x)
Automobile	1.9	3.8	7.5	21.7	32.6	25.1
Train	22.0	33.1	39.4	49.6	52.2	35.9
Boat	0.7	1.1	1.8	3.2	4.1	3.1
Bus (Exclusive of local bus) ..	3.2	8.7	17.0	28.5	34.6	25.5
Airplane	1.2	2.4	4.1	8.8	9.0	7.3
Other (pedestrians, local bus, etc.)	4.7	7.9	11.0	18.1	19.8	16.3
TOTAL	33.7	57.1	80.9	129.9	152.3	113.2

(x) Data for 1948 are subject to revision

The greatest drop in expenditures was experienced in train travel where the total in 1948 was 31 per cent lower than in 1947. The decrease was brought about by the combined effect of diminished traffic and lighter spending per person. In spite of the decline, however, expenditures of train passengers at \$36 million were more than the aggregate expenditures of Canadians travelling by car, boat and plane.

Although more Americans entered Canada by **through bus** in 1948 than the number of Canadians who used this method of transportation in returning

from the United States, the aggregate expenditures of the Canadians were greater than those of the Americans. Total expenditures of Canadians in the United States in 1948 were \$26 million, a decrease of 26 per cent from 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 1948 by boat and plane were respectively 98,000 and 71,000.** Heavier spending

and longer visits by plane passengers brought their total disbursements in the United States to \$7 million as against \$3 million by boat passengers. When compared with similar data for the year 1947 the expenditures of boat passengers dropped 24 per cent and those of plane passengers were down 19 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 7.2 million in 1948 as compared to 7.5

million in 1947. Expenditures per person by this group are small but in the aggregate they totalled \$16 million during the year.

The following statement classifies the number of Canadian travellers to the United States and their expenditures in the year 1948 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 Statement 3 above respecting American Travellers visiting Canada.

STATEMENT 10. - EXPENDITURES OF CANADIAN TRAVELLERS IN THE UNITED STATES
BY LENGTH OF STAY
1948

Mode of Travel	Number of Persons	% Grand Total	Expenditures \$	% Grand Total
<u>A. Short Term Traffic</u>				
Motorists - One Day	4,672,940	34.45	6,167,073	5.45
Two Days	197,175	1.45	2,165,425	1.91
Rail, intransit	9,478	.07	-	-
Other Travellers (pedestrians, local buses, ferries, etc.)	7,196,910	53.05	16,302,301	14.40
TOTAL	12,076,503	89.02	24,634,799	21.76
<u>B. Long Term Traffic</u>				
Motorists - More than two days	409,850	3.02	16,805,595	14.84
Rail	467,895	3.45	35,862,286	31.68
Through Bus	443,038	3.27	25,546,077	22.57
Airplane	70,885	.52	7,299,679	6.45
Boat	98,266	.72	3,056,506	2.70
TOTAL	1,489,934	10.98	88,570,143	78.24
GRAND TOTAL	13,566,437	100.0	113,204,942	100.00

The number of Canadians on longer term visits to the United States in 1948 continued to constitute a smaller proportion, 11.0 per cent, of the total number of Canadians returning than has been the case with United States visitors to Canada where the corresponding ratio was 14.8 per cent in 1948. But the expenditures of this group of Canadians made up a slightly larger ratio, 78.2 per cent, of total expenditures of Canadians

in the United States than the corresponding proportion of expenditures of longer term United States visitors to Canada which was 76.2 per cent in 1948.

A comparison of the distribution of the volume and expenditures of Canadians returning from the United States in 1947 and 1948 was as follows:

STATEMENT 11. - COMPARATIVE DATA ON VOLUME OF TRAFFIC AND EXPENDITURES OF CANADIAN TRAVELLERS TO UNITED STATES 1947 AND 1948.

	Number of Persons M	Expenditures in U.S.A. \$M	Average Expenditure per person \$
<u>Short Term Traffic</u>			
1947	12,732	30,280	2.38
1948	12,076	24,635	2.04
Change during year	- 656	- 5,645	- .34
Per cent change	- 5.15	- 18.64	- 14.29
<u>Long Term Traffic</u>			
1947	1,671	122,055	73.05
1948	1,490	88,570	59.44
Change during year	- 181	- 33,485	- 13.60
Per cent change	- 10.83	- 27.44	- 18.62
<u>Total Traffic</u>			
1947	14,403	152,335	10.58
1948	13,566	113,205	8.34
Change during year	- 837	- 39,130	- 2.24
Per cent change	- 5.81	- 25.69	- 21.17

It is notable that even with the travel restrictions the average expenditures per person of longer term Canadians in the United States continued to be slightly higher than the average expenditures of similar groups

of American visitors in Canada in 1948. These averages were \$59.44 for Canadians and \$55.38 for Americans in 1948 compared with \$73.05 and \$54.63 respectively in 1947.

Travel between Canada and Overseas Countries including Newfoundland

Travel between Canada and overseas countries in 1948 produced a debit balance larger than in 1947, but in an amount which was small in comparison to the credit balance resulting from travel between Canada and the United States. Total expenditures in Canada by non-immigrant travellers from overseas countries including Newfoundland are estimated at \$13 million, compared to \$10 million in 1947. Included in these totals are transportation costs paid to Canadian carriers. Due to improved service by water and air, travellers arrived in greater number than in the year before but currency restrictions abroad kept average expenditures per person to a minimum.

The number of non-resident travellers by air and water arriving by way of Canadian ports in 1948 was 24,300, of whom 12,000 came from Newfoundland, 8,500 from the United Kingdom and 3,800 from other countries. These visitors were supplemented by an estimated 14,500 arrivals via United States ports, making a total of 38,800 persons. In 1939 by way of comparison the total number of entries was 25,600. Arrivals at Canadian ports in that year 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 then numbered only 2,200. Although the total volume of traffic was greater in 1948 by 13,200 persons, estimated expenditures were no higher than in 1939. This situation was influenced by the restrictions in many overseas countries upon travel expenditures in North America, and by the fact that the 1948 traffic contained a larger proportion of travellers from Newfoundland,

who customarily stay for shorter periods and spend less than travellers from more distant countries.

Canadians travelled to overseas countries in greater numbers in 1948 than in 1947, the increase being larger than that which occurred in overseas travellers visiting Canada. A higher proportion of the total travelled by air than in any former year. Plane passengers in general make visits of shorter duration than boat passengers but their rate of spending while abroad is usually higher. As more than half of the Canadian overseas air traffic is handled by Trans-Canada Air Lines a considerable part of the cost of transportation does not represent a movement of funds out of Canada and consequently is not included in expenditures of Canadians in overseas countries. Another factor tending to keep overseas expenditures down in recent years is that a large number of travellers visit relatives while abroad. Total travel expenditures in overseas countries including Newfoundland in 1948 are estimated at \$21 million as against \$15 million in 1947. The resulting net debit is \$8 million as compared with \$5 million in 1947.

The number of Canadian residents returning to this country via Canadian ports in 1948 after visits to overseas countries was 36,200 of whom 10,300 went no further than Newfoundland. Those returning from countries other than Newfoundland, numbering 25,900, can be compared with 27,800 in 1938, the last prewar year in which European travel was not adversely affected by threats of war, and can be compared with a peak of 33,900 in 1936.

STATEMENT 12. - EXPENDITURES OF OVERSEAS TRAVELLERS1938 - 1948

(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	10	15	- 5
1948 (x)	13	21	- 8

(x) Data for 1948 are subject to revision.

Table 1. - Number of and Expenditures by Non-Resident Motorists (Tourist Class)
Entering on Traveller's Vehicle Permits, by Length of Stay in Canada, 1947

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	574,630	35.26	12.35	7,097,315	7.27	574,630	12.35
2	311,938	19.14	28.99	9,043,289	9.27	623,876	14.50
3	196,958	12.09	52.42	10,324,538	10.58	590,874	17.47
4	120,733	7.41	69.31	8,368,004	8.57	482,932	17.33
5	80,391	4.93	84.88	6,823,588	6.99	401,955	16.98
6	54,668	3.36	104.34	5,704,059	5.85	328,008	17.39
7	46,535	2.86	115.42	5,371,070	5.50	325,745	16.49
8	47,097	2.89	124.79	5,877,233	6.02	376,776	15.60
9	32,938	2.02	137.87	4,541,162	4.65	296,442	15.32
10	22,918	1.41	149.99	3,437,471	3.52	229,180	15.00
11	17,076	1.05	162.85	2,780,827	2.85	187,836	14.80
12	14,580	.90	169.55	2,472,039	2.53	174,960	14.13
13	13,103	.81	174.10	2,281,232	2.34	170,339	13.39
14	12,999	.80	178.39	2,318,892	2.38	181,986	12.74
15	13,409	.82	178.91	2,399,004	2.46	201,135	11.93
16	8,331	.51	188.23	1,568,144	1.61	133,296	11.76
17	5,606	.35	198.21	1,111,165	1.14	95,302	11.66
18	3,609	.22	202.86	732,122	.75	64,962	11.27
19	2,974	.18	219.18	651,841	.67	56,506	11.54
20	2,667	.16	209.55	558,870	.57	53,340	10.48
21	2,254	.14	222.35	501,177	.51	47,334	10.59
22	2,168	.13	237.89	515,746	.53	47,696	10.81
23	2,003	.12	235.32	471,346	.48	46,069	10.23
24	1,516	.09	226.31	343,086	.35	36,384	9.43
25	1,481	.09	230.78	341,785	.35	37,025	9.23
26	1,211	.07	235.48	285,166	.29	31,486	9.06
27	1,084	.07	259.55	281,352	.29	29,268	9.61
28	991	.06	255.53	253,230	.26	27,748	9.13
29	1,118	.07	242.33	270,925	.28	32,422	8.36
30	1,028	.06	250.04	257,041	.26	30,840	8.33
31- 40	6,736	.41	224.97	1,515,398	1.55	232,593	6.52
41- 50	3,150	.19	279.65	880,898	.90	142,828	6.17
51- 60	3,132	.19	273.07	855,255	.88	175,165	4.88
61- 70	3,205	.20	263.82	845,543	.87	207,887	4.07
71- 80	1,810	.11	318.83	577,082	.59	136,132	4.24
81- 90	1,468	.09	331.24	486,260	.50	125,626	3.87
91-100	1,401	.09	323.49	453,209	.46	133,597	3.39
101-125	2,823	.17	395.87	1,117,541	1.15	321,841	3.47
126-150	2,390	.15	440.80	1,053,512	1.08	327,516	3.22
151-175	1,805	.11	536.96	969,213	.99	293,652	3.30
176-365	3,606	.22	516.05	1,860,876	1.91	771,098	2.41
Totals	1,629,540	100.00	59.89	97,597,508	100.00	8,784,287	11.11
Av. Length of stay						Per car 5.39 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 1A. - Number of and Expenditures by Non-Resident Motorists (Tourist Class)
Entering on Travellers Vehicle Permits by Length of Stay in Canada, 1947.

Days' Stay	Average persons per car	Number of persons	Number of Person - Days	Average Expenditure per person per day \$
1	3.21	1,846,683	1,846,683	3.84
2	2.92	912,187	1,824,374	4.96
3	2.90	571,561	1,714,683	6.02
4	2.88	347,454	1,389,816	6.02
5	2.85	229,321	1,146,605	5.95
6	2.84	155,323	931,938	6.12
7	2.92	135,879	951,153	5.65
8	3.04	143,115	1,144,920	5.13
9	2.96	97,340	876,060	5.18
10	2.89	66,281	662,810	5.19
11	2.85	48,637	535,007	5.20
12	2.85	41,530	498,360	4.96
13	2.92	38,278	497,614	4.58
14	2.99	38,818	543,452	4.27
15	3.03	40,655	609,825	3.93
16	2.89	24,040	384,640	4.08
17	2.77	15,519	263,823	4.21
18	2.70	9,737	175,266	4.18
19	2.64	7,860	149,340	4.36
20	2.64	7,039	140,780	3.97
21	2.67	6,020	126,420	3.96
22	2.72	5,900	129,800	3.97
23	2.60	5,202	119,646	3.94
24	2.60	3,943	94,632	3.63
25	2.49	3,692	92,300	3.70
26	2.49	3,021	78,546	3.63
27	2.52	2,735	73,845	3.81
28	2.63	2,605	72,940	3.47
29	2.60	2,902	84,158	3.22
30	2.63	2,700	81,000	3.17
31- 40	2.63	17,710	609,408	2.49
41- 50	2.44	7,698	348,701	2.53
51- 60	2.36	7,381	412,934	2.07
61- 70	2.39	7,651	496,534	1.70
71- 80	2.38	4,302	323,528	1.78
81- 90	2.29	3,359	287,280	1.69
91-100	2.29	3,205	305,384	1.48
101-125	2.14	6,050	689,273	1.62
126-150	2.06	4,916	673,826	1.56
151-175	2.05	3,700	601,260	1.61
176-365	2.01	7,232	1,553,230	1.20
Totals	3.00	4,889,181	23,541,794	4.15
Av. Length of Stay			Per person 4.82 days	

Table 2. - Number of Travellers Vehicle Permits issued to Motor Cars of the Tourist Class during the Four Months June to September 1947 Grouped by ports of Entry with corresponding Ports of Exit, by Selected Lengths of Stay in Canada.

<u>Ports of Entry</u>		<u>Ports of Exit</u>	<u>Number of Permits issued June to September by Length of Stay</u>			
			<u>1 Day</u>	<u>2 Days</u>	<u>3 days & Over</u>	<u>Total</u>
<u>Section 1. - Traffic Within Ontario</u>						
(a)	St. Lawrence River Ports	Cobourg	19	1	50	70
		Toronto	-	-	16	16
		Fort Erie and Niagara Falls	418	2,125	6,421	8,964
		Lake Erie Ports	-	21	7	28
		St. Clair and Detroit River Ports	221	753	1,686	2,660
		Sault Ste Marie	24	137	349	510
		Total of above	682	3,037	8,529	12,248
		St. Lawrence River Ports	18,041	8,755	33,416	60,212
		All Ports in the Province of Quebec	826	3,089	9,385	13,300
		All ports in Canada	19,572	15,100	52,114	86,786
(b)	Cobourg	St. Lawrence River Ports	4	7	78	89
		Toronto	-	-	1	1
		Fort Erie and Niagara Falls	-	16	129	145
		Lake Erie Ports	-	-	-	-
		St. Clair and Detroit River Ports	-	2	10	12
		Sault Ste Marie	-	-	4	4
		Total of above	4	25	222	251
		Cobourg	-	-	49	49
		All ports in Canada	4	26	292	322
(c)	Toronto	St. Lawrence River Ports	-	-	2	2
		Cobourg	-	-	-	-
		Fort Erie and Niagara Falls	-	2	3	5
		Lake Erie Ports	-	-	-	-
		St. Clair and Detroit River Ports	-	-	2	2
		Sault Ste. Marie	-	-	-	-
		Total of Above	-	2	7	9
		Toronto	-	1	-	1
		All ports in Canada	-	3	9	12

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	409	5,666	11,242	17,317
	Cobourg	10	47	163	220
	Toronto	10	87	57	154
	Lake Erie Ports	20	108	136	264
	St. Clair and Detroit River Ports	39,624	29,088	11,224	79,936
	Sault Ste. Marie	35	288	1,780	2,103
	Total of Above	40,108	35,284	24,602	99,994
	Fort Erie and Niagara Falls	78,949	36,896	95,755	211,600
(e) Lake Erie Ports	All Ports in Canada	119,342	73,120	135,990	328,452
	St. Lawrence River Ports	-	3	35	38
	Cobourg	-	-	2	2
	Toronto	-	-	-	-
	Fort Erie and Niagara Falls	10	98	607	715
	St. Clair and Detroit River Ports	104	54	220	378
	Sault Ste. Marie	-	1	26	27
	Total of Above	114	156	890	1,160
(f) St. Clair and Detroit River Ports	Lake Erie Ports	24	52	475	551
	All ports in Canada	139	208	1,429	1,776
	St. Lawrence River Ports	133	1,122	2,660	3,915
	Cobourg	-	1,477	18	1,495
	Toronto	-	-	10	10
	Fort Erie and Niagara Falls	37,374	32,160	16,174	85,708
	Lake Erie Ports	70	87	134	291
	Sault Ste. Marie	215	197	3,419	3,831
(g) Sault Ste. Marie	Total of Above	37,792	35,043	22,415	95,250
	St. Clair and Detroit River Ports	68,864	16,047	62,513	147,424
	All ports in Canada	107,045	51,429	94,353	252,827
	St. Lawrence River Ports	3	113	421	537
	Cobourg	-	-	-	-
	Toronto	-	-	-	-
	Fort Erie and Niagara Falls	8	316	2,527	2,851
	Lake Erie Ports	-	-	3	3
	St. Clair and Detroit River Ports	68	162	2,899	3,129
	Total of Above	79	591	5,850	6,520
	Sault Ste. Marie	2,657	1,544	11,313	15,514
	All Ports in Canada	2,746	2,215	18,547	23,508

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 II. Traffic from Ontario to Other Provinces</u>					
St. Lawrence River Ports	All Ports in Quebec	826	3,089	9,385	13,300
All Ports in Ontario West of Kingston & East of Sault Ste. Marie (Incl. Sault Ste. Marie)	All Ports in Quebec	370	1,244	23,619	25,233
All Ports in Ontario	All Ports in Quebec	1,199	4,350	33,058	38,607
All Ports in Ontario	All Ports in Maritime Provinces	19	89	2,787	2,895
All Ports in Ontario	All Ports in Manitoba	58	631	3,252	3,941
All Ports in Ontario	All Ports in Maritimes, Quebec and Manitoba	1,276	5,070	39,097	45,443
All Ports in Ontario	All Ports in Ontario	252,570	143,413	285,229	681,212
All Ports in Ontario	All Ports in Canada	253,849	148,496	324,684	727,029
<u>Section III Traffic from the Maritime Provinces to Central Canada</u>					
All Ports in the Maritime Provinces	All Ports in Quebec	88	252	2,885	3,225
	All Ports in Ontario	13	65	1,504	1,582
	All Ports in Quebec and Ontario	101	317	4,389	4,807
	All Ports in the Maritime Provinces	19,603	6,194	30,551	56,348
	All Ports in Canada	19,707	6,512	34,347	61,166
<u>Section IV. Traffic from Quebec to Other Provinces</u>					
All Ports in Quebec	All Ports in Ontario on the St. Lawrence River	719	1,956	7,668	10,343
	All Ports in Ontario west of Kingston and East of Sault Ste. Marie (Incl. Sault Ste. Marie)	237	1,189	13,985	15,411
	All Ports in Ontario	956	3,152	21,678	25,786
	All Ports in the Maritime Provinces	238	310	4,488	5,036
	All Ports in Ontario and the Maritime Provinces	1,194	3,462	26,166	30,822
	All Ports in Quebec	55,987	28,364	88,005	172,356
	All Ports in Canada	57,202	31,826	114,217	203,245

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	43	340	2,891	3,274
	All Ports in Manitoba	2,649	2,613	8,426	13,688
	All Ports in Canada	2,707	2,988	12,247	17,942
<u>Section VI. Traffic Between the Prairie Provinces</u>					
All Ports in Manitoba	All Ports in Saskatchewan	14	30	503	547
	All Ports in Alberta	1	2	181	184
	All Ports in Saskatchewan and Alberta	15	32	684	731
All Ports in Saskatchewan	All Ports in Manitoba	20	20	359	399
	All Ports in Alberta	3	4	295	302
	All Ports in Manitoba and Alberta	23	24	654	701
	All Ports in Saskatchewan	733	946	4,861	6,540
	All Ports in Canada	757	972	5,871	7,600
All Ports in Alberta	All Ports in Manitoba	1	2	98	101
	All Ports in Saskatchewan	3	9	232	244
	All Ports in Manitoba and Saskatchewan	4	11	330	345
	All Ports in Alberta	3,324	1,575	6,323	11,222
	All Ports in Canada	3,417	1,938	14,841	20,196
<u>Section VII. Traffic Between the Prairie Provinces and British Columbia</u>					
All Ports in the Prairie Provinces	All Ports in British Columbia	90	351	8,598	9,039
	All Ports in the Prairie Provinces	6,748	5,201	21,278	33,227
	All Ports in Canada	6,881	5,898	32,959	45,738
All Ports in British Columbia	All Ports in the Prairie Provinces	77	321	7,616	8,014
	All Ports in British Columbia	28,292	25,260	63,709	117,261
	All Ports in Canada	28,374	25,586	71,427	125,387

Table 3 - Number of Foreign Automobiles (Permit Class (1), Arriving in Canada, 1943-1947, by U.S. Federal States or Countries of Registration.

	1943	1944	1945	1946	1947
<u>NORTH EASTERN STATES</u>					
New York	92,302	135,966	232,528	335,204	368,784
Maine	17,617	25,801	38,938	60,647	67,726
Vermont	20,064	31,035	45,897	68,183	55,877
Massachusetts	7,012	10,175	30,447	73,927	86,782
Pennsylvania	7,369	12,664	32,657	74,417	98,294
Connecticut	2,588	4,358	11,868	29,011	32,048
New Jersey	1,273	2,253	8,714	31,312	40,461
Rhode Island	857	1,683	5,061	11,751	12,924
New Hampshire	3,325	5,188	9,645	17,483	17,787
	152,407	229,123	415,755	701,935	780,683
% of Total	52.9	52.1	48.7	47.9	47.4
<u>GREAT LAKE STATES</u>					
Ohio	8,535	15,071	46,980	103,185	144,161
Michigan	72,823	122,844	226,593	287,273	291,302
Illinois	1,754	2,465	9,814	38,541	51,196
Indiana	1,117	1,638	5,245	17,583	20,983
Wisconsin	850	806	3,521	14,185	18,849
	85,079	142,824	292,153	460,767	526,491
% of Total	29.6	32.5	34.2	31.4	32.0
<u>NORTH WESTERN INLAND BORDER STATES</u>					
Minnesota	2,114	2,965	8,408	23,555	26,286
North Dakota	3,022	4,132	7,412	12,869	10,490
Montana	1,677	2,109	3,706	8,254	8,417
	6,813	9,206	19,526	44,678	45,193
% of Total	2.4	2.1	2.3	3.1	2.7
<u>WEST COAST STATES</u>					
Washington	33,816	45,265	87,059	121,771	130,142
Oregon	1,290	1,676	6,414	15,031	18,462
California	1,766	2,569	10,648	47,046	60,063
	36,872	49,510	104,121	183,848	208,667
% of Total	12.8	11.3	12.2	12.5	12.7
<u>Remaining FEDERAL STATES and OTHER COUNTRIES (2)</u>					
	6,622	8,953	22,603	74,462	85,497
% of Total	2.3	2.0	2.6	5.1	5.2
TOTAL	287,793	439,616	854,158	1,465,690	1,646,531

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

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

Supplementary Table 3A. - Number of Foreign Automobiles (Permit-Class ⁽¹⁾), Arriving
in Canada, 1943-1947, by Countries of Registration

	1943	1944	1945	1946	1947
U.S. Government	458	1,007	557	7	2
U.S. Possessions (2)	41	28	91	994	1,688
Newfoundland	1	-	-	25	80
British West Indies	-	-	2	9	11
Cuba	-	-	1	16	50
Mexico	3	6	-	23	-
Panama	-	-	-	57	54
Great Britain	1	-	-	-	7
Aggregate of Others	-	-	1	24	3
Total	504	1,041	652	1,155	1,895

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

(2) See Supplementary Table "B".

Supplementary Table 3B. - Number of U.S. Automobiles (Permit-Class ⁽¹⁾), Arriving
In Canada, 1943-1947, from U.S. Possessions

	1943	1944	1945	1946	1947
Alaska	35	27	85	722	1,450
Hawaii	5	1	6	258	235
Puerto Rico	-	-	-	14	3
Others	-	-	1	-	-
Total	41	28	91	994	1,688

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

Table 4. - 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 U.S. Federal States or Countries of
Registration, 1947.

State	Average Expenditure per car	Number of cars	Total Expenditures
	\$		\$
<u>North Eastern States</u>			
New York	56.45	368,784	20,817,857
Maine	39.84	67,726	2,698,204
Vermont	20.59	55,877	1,150,507
Massachusetts	78.70	86,782	6,829,743
Pennsylvania	70.63	98,294	6,942,505
Connecticut	72.97	32,048	2,338,543
New Jersey	74.63	40,461	3,019,604
Rhode Island	68.71	12,924	888,008
New Hampshire	51.74	17,787	920,299
	58.42	780,683	45,605,270
% of Total	-	-	44.3
<u>Great Lake States</u>			
Ohio	74.95	144,161	10,804,867
Michigan	51.52	291,302	15,007,879
Illinois	85.31	51,196	4,367,531
Indiana	77.13	20,983	1,618,419
Wisconsin	87.88	18,849	1,656,450
	63.54	526,491	33,455,146
% of Total	-	-	32.5
<u>North Western Inland Border States</u>			
Minnesota	86.47	26,286	2,272,950
North Dakota	60.14	10,490	630,869
Montana	73.53	8,417	618,902
	77.95	45,193	3,522,721
% of Total	-	-	3.4
<u>West Coast States</u>			
Washington	49.84	130,142	6,486,227
Oregon	75.17	18,462	1,387,789
California	87.57	60,063	5,259,717
	62.94	208,667	13,133,783
% of Total	-	-	12.8
<u>Remaining Federal States and Other Countries</u>			
	84.18	85,497	7,197,349
% of Total	-	-	7.0

Table 5. - Non-Resident Permit-holding Automobile Traffic in Canada
Minimum Inter-provincial Travel, June - Sept., 1946 and 1947.

<u>Province of Entry</u>	<u>American Cars Returning to the United States by a Province Other than that of Entry into Canada</u>			
	Number		Percentage of all cars entering province	
	<u>1946</u>	<u>1947</u>	<u>1946</u>	<u>1947</u>
Maritimes	3,533	4,818	6.8	7.9
Quebec	23,151	30,889	12.9	15.2
Ontario	33,582	45,817	5.6	6.3
Manitoba	3,585	4,254	21.9	23.7
Saskatchewan	1,108	1,060	15.1	13.9
Alberta	5,375	8,974	37.7	44.4
British Columbia	5,590	8,126	5.3	6.5
Total	75,924	103,938	7.8	8.9

Table 6. - Number of One and Two-day Cars (Tourist-Class) Travelling on Permit Between Selected Ports of Entry and Exit, 1947.

Ports	One-day Cars	Two-day Cars	Total
<u>QUEBEC</u>			
Glen Sutton - Highwater	6,831	(1)	6,831
Highwater - Glen Sutton	6,620	(1)	6,620
Total	13,451		13,451
<u>ONTARIO</u>			
Fort Erie - Niagara Falls	33,209	(1)	33,209
Niagara Falls - Fort Erie	21,523	(1)	21,523
Total	54,732		54,732
Fort Erie - Windsor	26,123	10,759	36,882
Windsor - Fort Erie	24,141	13,278	37,419
Total	50,264	24,037	74,301
Fort Erie - Sarnia	5,754	2,486	8,240
Sarnia - Fort Erie	4,752	1,703	6,460
Total	10,506	4,194	14,700
Niagara Falls - Windsor	17,080	16,154	33,234
Windsor - Niagara Falls	16,019	20,192	36,211
Total	33,099	36,346	69,445
Niagara Falls - Sarnia	12,654	9,046	21,700
Sarnia - Niagara Falls	13,713	8,056	21,769
Total	26,367	17,102	43,469
Windsor - Sarnia	3,830	(1)	3,830
Sarnia - Windsor	3,805	(1)	3,805
Total	7,635		7,635
<u>BRITISH COLUMBIA</u>			
Pacific Highway - Boundary Bay	259	(1)	259
Boundary Bay - Pacific Highway	158	(1)	158
Total	417		417
Carson - Cascade City	1,867	(1)	1,867
Cascade City - Carson	1,690	(1)	1,690
Total	3,557		3,557
TOTAL (All ports)	200,028	81,679	281,707
Per cent of total one-day and two-day traffic entering through all ports in Canada	35	26	32

(1) Cannot be considered as in-transit.

Table 7. - Expenditures of Foreign Travellers in Canada 1943-1948
(Millions of Canadian Dollars)

	1943	1944	1945	1946	1947	1948 ^(x)
1. <u>Travellers from the United States</u>						
Means of Travel:						
Automobile	17.0	24.4	56.9	98.0	118.4	141.9
Rail	49.0	67.2	64.3	61.4	56.6	55.9
Boat	6.0	7.9	13.0	17.3	22.1	16.0
Bus (Exclusive of local bus)	5.0	6.3	12.9	15.8	16.7	20.8
Airplane	3.0	3.2	5.6	10.3	13.1	12.1
Other (pedestrians, local bus, etc.)	7.0	7.5	10.6	13.3	14.2	23.1
TOTAL, U.S.A.	87.0	116.6	163.3	216.1	241.1	269.8
2. <u>Travellers from Overseas Countries</u> (Including Newfoundland) ...	2.5	2.9	3.0	6.4	10.0	13.0
TOTAL, All Countries ...	89.5	119.5	166.3	222.5	251.1	282.8

(x) Data for 1948 are subject to revision.

Table 8. - Expenditures of Canadian Travellers in Foreign Countries 1943-1948
(Millions of Canadian Dollars)

	1943	1944	1945	1946	1947	1948 ^(x)
1. <u>Travellers to the United States</u>						
Means of Travel:						
Automobile	1.9	3.8	7.5	21.7	32.6	25.1
Train	22.0	33.1	39.4	49.6	52.2	35.9
Boat	0.7	1.1	1.8	3.2	4.1	3.1
Bus (Exclusive of local bus)	3.2	8.7	17.0	28.5	34.6	25.5
Airplane	1.2	2.4	4.1	8.8	9.0	7.3
Other (pedestrians, local bus, etc.)	4.7	7.9	11.0	18.1	19.8	16.3
TOTAL, U.S.A.	33.7	57.1	80.9	129.9	152.3	113.2
2. <u>Travellers to Overseas Countries</u> (Including Newfoundland)	3.5	2.8	2.0	6.0	15.0	21.0
TOTAL, All Countries ...	37.2	59.9	82.9	135.9	167.3	134.2

(x) Data for 1948 are subject to revision.

Table 9. - Expenditures of United States Travellers in Canada by Length of Stay.
Revised Statement 1947.

Mode of Travel	Number of Persons	% of Grand Total	Expenditures \$	% of Grand Total
<u>A. Short Term Traffic</u>				
Automobile:				
Non-permit or local traffic	7,632,791	33.66	14,021,163	5.82
Repeat trips of permit- holders	2,883,129	12.71	-	-
Tourist Class, 1 Day ...	1,846,683	8.14	7,097,315	2.94
Tourist Class, 2 Days ..	912,187	4.02	9,043,289	3.75
Commuters	2,957	0.01	386,038	0.16
Local permit-holders ..	10,877	0.05	498,363	0.21
Rail, intransit	831,941	3.67	-	-
Bus, intransit	100,636	0.44	251,590	0.10
Airplane, intransit	9,292	0.04	23,230	0.01
Other travellers	4,869,123	21.47	14,188,415	5.89
Total	19,099,616	84.21	45,509,403	18.88
<u>B. Long Term Traffic</u>				
Automobile:				
Tourist Class, more than two days	2,130,311	9.39	82,735,256	34.32
Summer Residents	23,277	0.10	4,575,873	1.90
Rail	647,543	2.86	56,581,636	23.47
Bus	341,431	1.51	16,495,429	6.84
Airplane	103,748	0.46	13,115,780	5.44
Boat	333,914	1.47	22,072,274	9.15
Total	3,580,224	15.79	195,576,248	81.12
GRAND TOTAL	22,679,840	100.00	241,085,651	100.00

Table 10. - Balance of Payments on Travel Account Between
Canada and All other Countries 1926-1948

(Net Credits + Net Debits =)
(Millions of Dollars)

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	241	152	+ 89	10	15	- 5	251	167	+ 84
1948 (x) .	270	113	+157	13	21	- 8	283	134	+149

(x) Data for 1948 are subject to revision.

Table 11. - Number of Foreign Automobiles and Other Vehicles Entering Canada, by Province of Entry, 1944-1948

Non-Permit Class - Local Traffic (1)

Entering by Ports in -	1944	1945	1946	1947	1948
Maritime Provinces	432,029	587,207	752,411	806,821	845,782
Quebec	102,026	131,881	173,148	199,670	234,153
Ontario	1,401,358	2,068,158	2,624,849	2,967,148	3,420,637
Manitoba	30,164	39,815	53,310	55,360	57,007
Saskatchewan	13,473	17,334	20,221	19,205	21,364
Alberta	11,455	6,840	12,243	18,024	19,143
British Columbia	31,197	41,102	59,776	77,356	89,324
Yukon	-	-	-	16	11
CANADA	2,021,702	2,892,337	3,695,958	4,143,600	4,687,421

Traveller's Vehicle Permits (1)

Entering by Ports in -	1944	1945	1946	1947	1948
Maritime Provinces	26,931	44,377	83,147	93,417	104,982
Quebec	72,477	138,215	277,641	300,914	335,236
Ontario	292,637	553,720	903,096	1,005,194	1,125,956
Manitoba	3,929	8,775	22,797	24,407	24,516
Saskatchewan	2,687	4,247	9,723	9,702	11,663
Alberta	1,680	3,045	16,522	23,476	27,662
British Columbia	51,280	107,506	178,595	205,216	191,572
Yukon	5	30	585	1,527	2,401
CANADA	451,626	859,915	1,492,106	1,663,853	1,823,988

Commercial Vehicles

Entering by Ports in -	1944	1945	1946	1947	1948
Maritime Provinces	52,412	56,184	65,294	62,295	61,791
Quebec	17,349	18,584	21,631	25,339	27,403
Ontario	73,438	78,139	81,441	87,982	87,288
Manitoba	1,658	1,830	1,736	3,778	3,191
Saskatchewan	3,937	4,221	3,907	3,745	5,146
Alberta	1,906	1,808	3,237	4,401	2,746
British Columbia	3,697	5,298	5,836	6,175	7,989
Yukon	1	9	54	84	316
CANADA	154,398	166,073	183,136	193,799	195,870

(1) The expressions "Non-Permit Class" and "Traveller's Vehicle Permits" are defined on page 47.

Table 12. - Number of Foreign Automobiles and Other Vehicles Entering
Canada, by Month of Entry, 1944-1948

Month	1944	1945	1946	1947	1948
<u>Non-Permit Class - Local Traffic (1)</u>					
January	114,104	102,149	162,652	189,790	225,540
February	96,466	102,384	157,998	167,863	224,075
March	107,644	156,313	213,741	210,224	258,309
April	133,223	199,681	241,622	241,501	310,508
May	175,290	256,493	295,963	330,240	423,911
June	208,946	297,595	394,558	431,926	479,661
July	289,519	391,913	524,577	590,979	666,898
August	254,528	386,608	492,504	643,812	641,671
September	196,604	344,843	376,832	425,942	502,099
October	165,712	271,092	325,014	368,243	368,271
November	144,288	193,760	270,330	292,881	299,995
December	135,378	189,506	240,167	250,199	286,483
TOTAL	2,021,702	2,892,337	3,695,958	4,143,600	4,687,421

<u>Traveller's Vehicle Permits (1)</u>					
January	13,037	10,556	26,780	24,306	28,243
February	10,575	12,889	29,847	25,083	33,329
March	12,520	22,341	47,492	34,247	46,087
April	19,477	32,102	64,550	58,241	69,907
May	32,492	46,999	105,499	114,875	134,440
June	43,309	79,133	183,362	203,916	191,954
July	88,696	151,007	300,635	362,638	407,884
August	84,771	187,215	332,407	409,433	408,026
September	61,648	145,968	181,734	198,865	253,564
October	38,036	84,933	111,696	126,180	128,121
November	27,994	53,330	68,497	68,284	74,967
December	19,071	33,442	39,607	37,785	47,466
TOTAL ^x	451,626	859,915	1,492,106	1,663,353	1,823,988

<u>Commercial Vehicles</u>					
January	10,311	11,228	11,815	13,288	13,309
February	11,773	11,304	11,984	13,505	12,199
March	13,873	13,237	14,938	14,049	14,681
April	11,881	12,291	15,296	16,608	16,299
May	12,999	14,646	18,794	16,827	15,911
June	14,084	15,948	17,301	17,477	17,627
July	13,913	16,106	15,431	17,816	16,643
August	15,088	15,864	16,947	17,204	18,224
September	12,798	14,331	15,558	17,000	18,453
October	12,871	15,623	16,200	17,928	18,356
November	12,690	12,973	14,823	16,681	17,251
December	12,117	12,522	14,049	15,416	16,917
TOTAL	154,398	166,073	183,136	193,799	195,870

(1) The Expressions "Non-Permit-Class" and "Traveller's Vehicle Permits" are defined on page 47.

x Includes a small number of motorcycles, bicycles and taxis, which amounted to 5,764 in 1948 and 5,135 in 1947.

Table 13. - Number of Foreign Travellers entering Canada from the United States, by Province of Entry 1944-1948

(A) Rail (1)

Province of Entry	1944	1945	1946	1947	1948
Maritime Provinces.....	48,974	44,427	40,001	28,897	23,702
Quebec	231,430	229,153	239,263	244,961	223,040
Ontario	376,790	424,800	307,725	280,905	257,093
Manitoba	41,656	28,335	25,861	24,488	22,543
Saskatchewan	11,884	7,358	15,478	17,553	17,464
Alberta	3,963	788	603	1,220	1,288
British Columbia	67,864	60,987	56,616	49,519	44,077
CANADA	782,561	795,848	685,547	647,543	589,207

(B) Boat

Nova Scotia	328	1,142	1,540	17,806	15,034
New Brunswick	7,211	7,718	8,084	6,394	8,058
Quebec	5,669	3,261	3,183	5,122	1,670
Ontario	93,772	134,676	129,068	162,423	177,788
Manitoba	-	-	-	-	-
Saskatchewan	-	-	-	-	-
Alberta	-	-	-	-	-
British Columbia	173,325	176,949	197,433	142,161	132,388
Yukon	21	40	53	8	12
CANADA	280,326	323,786	339,361	333,914	334,950

(C) Bus (2)

Maritime Provinces	9,350	11,774	13,056	9,508	9,724
Quebec	11,379	14,968	25,357	32,855	36,663
Ontario	151,297	196,616	308,813	352,538	383,638
Manitoba	2,833	4,253	5,189	5,843	6,500
Saskatchewan	148	135	147	280	203
Alberta	2,234	2,177	2,164	2,345	5,422
British Columbia	23,536	31,740	49,760	38,698	37,355
Yukon	-	-	-	-	-
CANADA	200,777	261,663	404,486	442,067	479,505

(1) After deducting intratransit passengers across Southern Ontario.

(2) Exclusive of local bus traffic between border communities but including intratransit traffic.

Table 13. - Number of Foreign Travellers entering Canada from the United States, by
Province of Entry 1944-1948 - Concl'd.

(D) Airplane

Province of Entry	1944	1945	1946	1947	1948
Maritime Provinces	3,962	4,022	5,749	7,309	7,105
Quebec	14,014	28,717	40,637	29,744	28,202
Ontario	6,766	9,631	29,049	32,414	33,777
Manitoba	1,545	2,345	3,995	4,513	4,929
Saskatchewan	4	12	72	102	354
Alberta	2,040	2,151	2,852	7,144	11,610
British Columbia	7,059	12,304	16,513	22,522	25,006
Yukon x	7,357	8,140	11,297	9,292	4,601
CANADA	42,747	67,322	110,164	113,040	115,584

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

Table 14. - Number of Foreign Travellers entering Canada from the United States, by
Month of Entry 1944-1948

(A) Rail (Including Intransit Traffic)

Month	1944	1945	1946	1947	1948
January	148,454	143,179	137,635	111,361	105,026
February	136,605	128,076	114,027	102,914	95,299
March	145,490	135,606	119,918	91,862	87,856
April	148,818	138,198	120,892	99,691	92,044
May	147,862	151,722	105,442	108,274	92,227
June	180,155	196,227	154,231	156,852	125,299
July	228,679	238,153	195,061	173,104	171,478
August	225,091	208,004	201,720	181,083	148,687
September	192,767	156,223	145,981	136,283	114,091
October	168,037	154,240	114,912	102,856	93,810
November	149,803	148,907	107,051	94,345	86,541
December	168,800	166,533	133,550	120,859	98,249
TOTAL	2,040,561	1,965,068	1,650,420	1,479,484	1,310,607

(B) Boat

Month	1944	1945	1946	1947	1948
January	8,415	6,686	5,405	2,300	2,248
February	8,058	6,457	5,765	2,828	2,374
March	9,903	7,339	6,149	3,792	2,978
April	13,406	9,908	7,193	5,278	3,545
May	14,271	13,418	13,083	12,056	16,137
June	30,633	35,355	34,466	37,156	39,261
July	62,725	85,981	93,281	101,935	98,586
August	69,586	95,912	104,496	118,281	111,995
September	29,086	34,824	47,211	35,996	43,679
October	14,723	12,548	11,152	8,270	7,368
November	9,971	7,438	5,841	3,409	3,886
December	9,549	7,920	5,319	2,613	2,893
TOTAL	280,326	323,786	339,361	333,914	334,950

Table 14. - Number of Foreign Travellers, entering Canada from the United States,
Month of Entry 1944-1948 - Concl'd.

(C) Bus (1) and (2)

Month	1944	1945	1946	1947	1948
January	6,589	7,733	11,351	13,005	14,111
February	6,487	8,508	12,383	11,973	14,222
March	7,943	9,892	14,259	11,317	14,454
April	8,775	11,065	16,327	19,504	17,035
May	14,152	15,218	27,791	28,726	33,719
June	22,782	25,016	41,215	48,710	51,105
July	41,143	53,855	85,302	98,342	105,381
August	38,981	56,723	88,394	104,362	106,398
September	20,637	28,696	41,721	44,491	57,492
October	12,765	19,948	29,919	27,826	26,851
November	10,481	12,950	19,565	16,973	19,638
December	10,042	12,059	16,259	16,838	19,099
 TOTAL	 200,777	 261,663	 404,486	 442,067	 479,505

(D) Airplane

January	2,413	2,809	5,571	4,462	4,690
February	2,266	3,124	6,147	5,095	5,296
March	2,410	3,984	6,323	6,595	6,172
April	2,838	3,990	6,673	7,716	7,501
May	3,287	4,588	8,692	10,477	9,851
June	3,899	6,323	10,523	11,906	13,179
July	4,947	8,079	13,622	14,815	14,494
August	5,967	8,885	15,874	16,638	15,539
September	4,647	7,131	12,363	12,803	13,844
October	3,701	6,171	9,634	10,067	10,145
November	3,178	5,202	7,610	6,407	7,491
December	3,194	7,036	7,132	6,059	7,382
 TOTAL	 42,747	 67,322	 110,164	 113,040	 115,584

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

(2) Includes a small percentage of intransit passengers across southern Ontario.

Table 15. - Number of Canadian Automobiles and Other Vehicles Travelling in the United States by Provinces of Re-Entry into Canada, 1944-1948

	1944	1945	1946	1947	1948
<u>Length of Stay - 24 hours or less</u>					
<u>Returning by Ports in:</u>					
Maritime Provinces	263,666	369,202	499,048	575,926	567,569
Quebec	108,526	141,947	198,296	241,669	235,403
Ontario	303,881	382,343	552,813	601,807	591,232
Manitoba	23,902	35,741	45,771	54,493	47,818
Saskatchewan	25,203	32,606	35,072	36,231	29,000
Alberta	11,053	10,008	17,208	19,226	21,319
British Columbia	46,111	99,955	202,486	271,816	249,254
Yukon	-	-	-	-	1
CANADA	772,342	1,071,802	1,550,694	1,801,168	1,741,596
<u>Length of Stay - Over 24 hours</u>					
<u>Returning by Ports in:</u>					
Maritime Provinces	1,203	3,692	6,140	10,243	11,253
Quebec	12,348	21,909	37,641	51,977	46,882
Ontario	19,574	28,195	66,272	71,999	66,502
Manitoba	1,246	3,283	11,614	17,729	14,739
Saskatchewan	1,523	2,826	7,271	9,782	11,279
Alberta	511	1,139	3,518	8,503	12,119
British Columbia	11,528	18,910	34,741	39,555	37,534
Yukon	-	-	-	-	7
CANADA	47,933	79,954	167,197	209,788	200,315
<u>Commercial Vehicles</u>					
<u>Returning by Ports in:</u>					
Maritime Provinces	40,683	51,705	57,215	59,569	57,085
Quebec	28,664	22,139	26,552	28,026	29,005
Ontario	35,418	34,507	35,908	56,273	55,473
Manitoba	7,011	3,976	4,206	7,319	5,106
Saskatchewan	2,213	3,231	5,497	7,325	6,907
Alberta	5,728	5,002	6,402	6,994	5,604
British Columbia	10,627	12,442	13,890	15,942	18,580
Yukon	-	-	-	4	64
CANADA	130,344	133,002	149,670	181,452	177,824

Table 16. - Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Month of Re-Entry into Canada, 1944-1948

Month	1944	1945	1946	1947	1948
<u>Length of Stay - 24 hours or less</u>					
January	48,935	44,184	78,383	96,935	83,263
February	41,843	39,569	72,338	93,195	82,722
March	50,832	62,954	101,534	121,419	108,764
April	58,863	67,080	109,738	139,094	120,027
May	61,334	85,282	146,250	165,239	153,570
June	64,305	92,216	149,138	174,863	160,091
July	85,147	118,667	170,774	212,141	194,261
August	85,205	131,529	175,613	219,559	203,857
September	77,379	124,660	154,289	174,749	177,600
October	74,598	113,714	146,566	176,099	173,654
November	65,758	96,663	128,540	136,791	148,253
December	58,143	95,284	117,531	91,084	135,534
TOTAL	772,342	1,071,802	1,550,694	1,801,168	1,741,596

<u>Length of Stay - Over 24 hours</u>					
January	1,646	1,560	4,098	5,154	4,576
February	1,294	1,307	3,634	5,485	3,962
March	1,555	1,947	6,375	8,148	7,768
April	2,519	2,935	10,315	14,322	9,496
May	2,178	2,978	15,251	15,287	14,810
June	3,272	4,706	15,959	18,528	16,493
July	8,268	12,288	26,697	35,336	34,110
August	9,011	13,435	28,652	40,009	39,877
September	7,337	13,795	21,478	26,294	26,552
October	5,569	12,180	17,512	24,223	21,971
November	3,153	8,068	10,399	11,791	12,497
December	2,131	4,755	6,777	5,211	8,203
TOTAL	47,933	79,954	167,197	209,788	200,315

<u>Commercial Vehicles</u>					
January	9,473	8,630	10,865	12,839	11,793
February	10,098	9,381	11,392	15,325	11,743
March	11,795	10,967	13,195	15,771	13,149
April	8,437	8,566	10,678	13,201	12,535
May	10,541	11,160	12,570	15,348	15,307
June	11,317	12,126	13,069	15,684	16,034
July	11,912	12,629	14,067	16,636	17,150
August	11,507	13,508	13,892	17,303	17,765
September	12,203	12,130	13,239	16,490	16,383
October	12,226	12,904	12,718	17,297	16,125
November	11,556	10,453	12,398	13,769	15,659
December	9,279	10,548	11,537	11,789	14,181
TOTAL	130,344	133,002	149,670	181,452	177,824

Table 17. - Number of Canadians Returning from the United States by Province of
Re-entry into Canada 1944-1948

(A) Rail

Province of Re-entry	1944	1945	1946	1947	1948
New Brunswick	23,614	27,080	24,991	22,651	19,813
Quebec	169,824	175,201	187,393	203,691	165,160
Ontario	292,251	309,684	319,354	282,413	234,187
Manitoba	20,884	23,289	24,071	25,950	21,020
Saskatchewan	6,936	7,429	8,152	8,949	7,880
Alberta	655	589	616	1,002	879
British Columbia	31,149	38,363	40,146	41,021	28,434
Yukon	-	-	-	-	-
CANADA	545,313	581,635	604,723	585,677	477,373

(B) Boat

Maritime Provinces	20,603	25,717	22,752	28,376	32,469
Quebec	73	4,700	1,880	4,481	4,418
Ontario	27,973	39,278	34,329	41,861	40,903
Manitoba	-	-	-	-	-
Saskatchewan	-	-	-	-	-
Alberta	-	-	-	-	-
British Columbia	17,524	27,562	41,848	26,140	20,462
Yukon	36	26	26	3	14
TOTAL CANADA	66,209	97,283	100,835	100,861	98,266

(C) Bus (1)

New Brunswick	5,113	8,347	12,271	11,225	9,331
Quebec	11,396	16,305	31,635	37,591	39,208
Ontario	152,915	229,915	317,419	353,504	294,790
Manitoba	4,539	9,609	14,268	15,433	18,806
Saskatchewan	556	534	618	828	707
Alberta	2,297	2,319	2,779	2,982	3,126
British Columbia	22,829	35,041	63,396	81,853	77,071
Yukon	-	-	-	-	-
CANADA	199,645	302,070	442,386	503,416	443,039

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

Table 17. - Number of Canadians Returning from the United States
by Province of Re-entry into Canada 1944-1948 - Concl'd.

(D) Airplane

Province of Re-entry	1944	1945	1946	1947	1948
Nova Scotia	-	-	102	195	127
New Brunswick	1,093	1,075	1,594	2,487	2,586
Quebec	10,271	16,899	21,486	17,583	17,544
Ontario	9,205	11,504	27,853	27,174	33,874
Manitoba	689	1,359	2,879	2,924	2,738
Saskatchewan	-	-	25	19	66
Alberta	1,065	1,231	1,744	1,290	1,255
British Columbia	1,836	3,397	7,565	12,992	12,382
Yukon	260	124	360	365	312
CANADA ^x	24,419	35,589	63,608	65,029	70,884

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

Table 18. - Number of Canadians Returning from the United States
by Month of Re-entry into Canada 1944-1948

(A) Rail (Gross Entries)

Month	1944	1945	1946	1947	1948
January	40,715	51,361	57,290	47,633	39,227
February	31,144	35,667	57,294	38,763	30,359
March	34,493	40,533	44,302	43,792	39,491
April	39,446	45,254	47,640	52,618	33,960
May	33,636	40,539	36,202	44,528	37,946
June	39,424	43,758	43,399	45,320	33,856
July	59,815	64,346	60,858	63,607	49,863
August	69,631	61,305	69,009	69,538	54,945
September	53,003	51,243	54,775	52,601	44,284
October	51,392	46,468	50,106	51,009	42,721
November	42,433	39,331	39,290	37,522	32,173
December	50,181	61,830	44,558	38,746	38,548
Total	545,313	581,635	604,723	585,677	477,373

(B) Rail (Net Entries)

January	39,665	50,313	56,208	46,829	38,516
February	30,042	34,833	56,297	38,284	29,841
March	33,358	39,474	43,130	43,194	38,635
April	38,150	44,165	46,416	51,633	33,160
May	32,304	39,530	35,263	43,705	37,159
June	38,055	42,644	42,466	44,420	33,091
July	58,256	62,846	59,753	62,742	48,975
August	68,341	59,855	67,998	68,496	53,949
September	51,905	49,987	53,920	51,775	43,405
October	49,925	45,118	49,128	50,146	41,931
November	41,142	38,068	38,411	36,631	31,486
December	48,825	60,525	43,609	37,802	37,747
TOTAL	529,968	567,358	592,599	575,657	467,895

Table 18. - Number of Canadians Returning from the United States by Month of Re-entry
into Canada 1944-1948 - Concl'd.

(C) Boat

Month	1944	1945	1946	1947	1948
January	2,042	2,839	3,690	2,075	2,954
February	1,879	2,927	3,045	2,240	2,744
March	1,661	2,931	2,993	2,547	2,772
April	2,216	3,761	3,394	3,052	2,587
May	2,830	4,037	5,739	4,307	4,360
June	6,410	8,449	10,028	10,947	9,179
July	13,443	21,915	22,562	19,593	22,327
August	15,316	24,558	21,790	29,685	25,891
September	9,279	13,300	15,440	14,674	14,383
October	4,084	5,669	4,877	4,663	4,425
November	3,035	3,697	3,752	3,258	3,216
December	4,014	3,200	3,525	3,820	3,428
TOTAL	66,209	97,283	100,835	100,861	98,266

(D) Bus (1)

January	10,390	15,272	23,847	26,133	23,317
February	9,821	12,695	22,519	24,490	21,979
March	12,124	15,443	28,178	31,286	26,937
April	12,755	16,775	29,412	34,474	26,701
May	12,270	18,169	33,309	39,607	36,052
June	14,641	23,520	37,185	48,578	40,931
July	27,058	41,218	57,078	68,477	57,405
August	30,315	47,674	68,094	77,156	69,423
September	20,819	37,856	48,381	51,246	51,990
October	18,527	28,223	36,373	47,134	38,777
November	15,605	21,951	30,285	32,926	25,931
December	14,820	23,274	27,725	21,909	23,596
TOTAL	199,645	302,070	442,386	503,416	443,039

(E) Airplane

January	1,463	2,208	4,721	3,803	3,791
February	1,325	1,988	3,659	4,052	3,708
March	1,501	2,529	4,740	5,684	5,454
April	1,845	2,898	5,426	6,861	6,051
May	2,118	2,679	5,329	5,904	6,472
June	2,034	2,893	4,821	5,287	6,741
July	1,911	2,640	5,157	5,412	7,203
August	2,393	2,797	6,333	6,369	6,304
September	2,437	3,474	7,114	6,587	7,356
October	3,011	4,048	6,597	6,741	7,415
November	2,348	3,928	5,232	4,639	5,357
December	2,033	3,507	4,479	3,690	5,032
TOTAL	24,419	35,589	63,608	65,029	70,384

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

Overnight Accommodation in Canada, 1948.

Some light is thrown on Canada's capacity to provide overnight accommodation for transients by an investigation into the average number of travellers from the United States who remained overnight in Canada at various seasons

of the year 1948. The number of American travellers requiring overnight accommodation varied from a minimum of 32,000 for an average night in February to a maximum of 254,000 for an average night in August.

TABLE 19. - NUMBER OF TRAVELLERS FROM THE UNITED STATES REMAINING OVERNIGHT IN CANADA ON AN AVERAGE NIGHT IN EACH MONTH, 1948.

<u>Month</u>	<u>Number of Automobile Travellers</u>	<u>Number of Other Travellers</u>	<u>Total Number of Travellers</u>
(Thousands of Persons)			
January	21	14	35
February	17	15	32
March	19	14	33
April	26	15	41
May	44	20	64
June	65	28	93
July	169	56	225
August	192	62	254
September	149	47	196
October	76	20	96
November	45	17	62
December	29	22	51

It can be assumed that the averages shown above are exceeded on most Saturdays and Sundays and supporting data indicate that Labour Day and Independence Day when it falls close to a week-end far outstrip the daily averages. These figures are not obtained by a count of persons staying overnight but are estimated from known data on number of entries per day by various types of travellers and the average length of their visits in Canada. While they are believed to give a reasonably accurate picture of American demand for overnight accommodation in Canada they should not be accepted as exact data.

Table 19 illustrates the wide range between summer and winter requirements for accommodation by travellers from the United States, particularly by motorists. No information is available regarding the requirements of Canadians travelling in their own country but it

can be assumed that they will follow much the same seasonal trend as that shown by American travellers. As a result, hotels, tourist camps and other facilities are taxed to the utmost for two to three months and many operate below capacity for the balance of the year. A capital investment large enough to take care of the summer peak in travel is either unemployed or operated at an uneconomically low level for nine months in the year. The concentration of travel in the summer months has resulted in a large number of seasonal hotels which in 1941 (the most recent year for which data are available) had between one sixth and one seventh as many guest rooms as hotels which remain open the year round. Summer hotels are supplemented by tourist camps and other facilities most of which operate on a seasonal basis. Complete data on tourist camps are not available but in the Province of Ontario alone there were at least 2,600 camps in operation during the summer of 1947.

Description of Methods

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.

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 and give a complete record of the visit 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 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 intransit 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 and the data are made 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. Highway Traffic not classified as commercial vehicles consists of automobiles, taxis, motorcycles and bicycles.
3. Foreign Vehicles Inward
 - (a) Non-Permit Class consists of 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 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 valid for periods of 60 days or 6 months, but more than 50 per cent of all permits issued each year are used for visits of 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.

4. 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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