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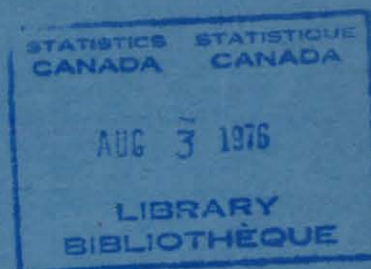
GOVERNMENT OF CANADA

TRAVEL BETWEEN CANADA

AND

OTHER COUNTRIES

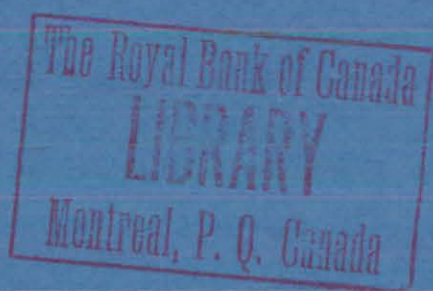
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TRAVEL BETWEEN CANADA
AND
OTHER COUNTRIES
1949

(This publication was previously known as
"Volume of Travel and Estimated Expenditures")

Published by Authority of the Rt. Hon. C. D. Howe
Minister of Trade and Commerce

Prepared in the Balance of Payments Section,
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(21 Aug 50)

TRAVEL BETWEEN CANADA AND OTHER COUNTRIES

1949

Travellers from other countries spent a total of \$286 million in Canada in 1949 - two per cent more than the previous record established in 1948. Of this amount, \$268 million originated in the United States and the greater part of the balance of \$18 million came from the United Kingdom. In both 1948 and 1949 the annual gain in travel expenditures by non-residents of Canada was less than the corresponding rise in the Canadian cost of living index. The cost of living index is not directly applicable to travel expenditures but it can be used to provide a general indication of changes in price levels as they affect the traveller. Travel expenditures adjusted for changes in price levels as reflected in the cost of living index reached a peak in 1947 and declined slightly in each of the two following years. Although the number of longer-term visitors to Canada has continued to rise moderately each year recently, there was a small decline in the number of short-term visitors from the United States in 1949 following the peak reached in 1948.

During recent years expenditures of travellers from the United States and expenditures of travellers from overseas countries have followed divergent trends. In each case expenditures have risen year by year from 1946 to 1949, but while the gain in overseas expenditures has been at a fairly constant rate the gain in United States expenditures has become progressively smaller. In 1949, in spite of currency restrictions imposed by many overseas countries, expenditures of overseas travellers were 39 per cent greater than in the year before. At \$18 million they were the highest ever recorded, and exceeded those of 1948 by \$5 million, whereas expenditures by travellers from the United States increased by only \$1

million. These figures reflect changing conditions in transportation facilities. Highway traffic between Canada and the United States made a comparatively rapid recovery in the postwar years with the return of unrestricted sales of gasoline and tires. The rehabilitation of ocean shipping, however, was a lengthy operation, and had it not been for the rapid growth of transatlantic air service, overseas traffic would not have recovered to the position which it holds to-day. When travel receipts in 1949 are compared with those in the pre-war year of 1937 it is seen that receipts from the United States have increased by 80 per cent whereas those from overseas countries have grown by only 6 per cent. Lack of shipping has been an important factor in the relatively slow recovery of overseas travel. It is probable that lack of shipping has also been a factor in the rapid development of travel from the United States - by directing to Canada American travellers who could not secure accommodation to overseas countries.

An increase of \$6 million in expenditures of non-resident travellers in Canada in 1949 was offset by a much larger gain of \$57 million in expenditures of Canadian travellers in other countries. Therefore net receipts dropped sharply below those of the year before. The drop in net receipts from all countries was 35 per cent and in those from the United States alone was 32 per cent. In spite of this decline, however, the credit balance with the United States remained substantial. During the past twenty years net receipts from United States travellers have never been less than \$50 million a year and have exceeded \$100 million on three occasions. During the twenty year period they have totalled more than \$1.5 billion.

STATEMENT 1. - ANNUAL INCREASE IN EXPENDITURES OF NON-RESIDENT
TRAVELLERS IN CANADA, 1946 - 1949.

<u>Year</u>	<u>Expenditures by Residents of the United States</u>		<u>Expenditures by Residents of Overseas Countries⁺</u>	
	Annual Increase (\$ Million)	% Gain Over Previous Year	Annual Increase (\$ Million)	% Gain Over Previous Year
1946	53	33	3	100
1947	26	12	4	67
1948	26	11	3	30
1949	1	0.4	5	39

* Including Newfoundland prior to March 31, 1949.
Data for 1949 are subject to revision.

The Field Covered by Statistics
on International Travel

Expenditures referred to above are those made by all types of non-immigrant travellers resident in countries other than Canada. They include expenditures of persons travelling for holiday, vacation or health; of businessmen and officials, summer residents and commuters; of persons travelling for education or to visit relatives. They also include expenditures of people whose only purpose in entering Canada is to take the most direct route between two points in the United States. Visits contributing to these expenditures range from those lasting for an hour or less to others extending for many months. The total number of visits in 1949 amounted to more than 24 million, but, as will be seen in Statement 6, short visits lasting less than 48 hours far outnumber longer visits and are of much less importance than longer visits as a source of travel expenditures.

When considered from the point of view of the financial significance of international travel, expenditures of all types of visitors are of equal importance. Irrespective of the duration of the visit or the purpose for which it is made, all travel expenditures rank as invisible exports of the country in which the visit takes place.

Money spent by a non-resident businessman in Montreal has the same effect on Canada's international payments as money spent by a non-resident vacationist at Jasper Park. Being primarily concerned with the economic and financial aspects of travel the Bureau of Statistics does not attempt to classify expenditures according to the purpose of the visit. Furthermore, an accurate breakdown of travel expenditures according to types of visitor could only be obtained by subjecting travellers to questioning regarding the purpose of their visits. Attempts have been made in the past to segregate expenditures of travellers on vacation or holiday - often referred to as "tourists" - from expenditures of persons travelling for other purposes. Such distinctions were generally based upon the duration of the visit. It was assumed that the purpose of the visit could be deduced from its duration and that every visitor who remained longer than a specified number of hours was by definition a tourist.

Any attempt to delineate closely the field of the tourist trade introduces problems of definition. In an attempt to secure uniformity in definition of the term "tourist" a Committee

of Experts of the League of Nations in 1936 decided that for statistical purposes the expression "tourist" should be interpreted to mean "Any person travelling for a period of twenty-four hours or more in a country other than that in which he usually resides." According to this definition travellers in their own country of residence and persons staying in a resort in the country where they reside are not tourists. The League went on to enumerate certain classes of travellers who were to be considered as tourists and others who were not, pointing out that the lists were not exhaustive. It laid down that the following classes were to be regarded as tourists:-

1. Persons travelling for pleasure, for domestic reasons, for health, etc.;
2. Persons travelling to meetings or in a representative capacity of any kind (scientific, administrative, diplomatic, religious, athletic, etc.);
3. Visitors travelling for business purposes;
4. Visitors arriving in the course of a sea cruise, even when they stay for less than twenty-four hours.

The following were not to be regarded as tourists:-

1. Persons arriving, with or without a contract, to take up an occupation or engage in any business activity in the country;
2. Other persons coming to establish a residence in the country;
3. Students and young persons in boarding establishments or schools;
4. Residents in a frontier zone and persons domiciled in one country and working in an adjoining country;
5. Travellers passing through a country without stopping, even if the journey takes more than twenty-four hours

Certain features of the League's definition of tourist are not applicable

to travel between Canada and the United States. For example, according to the fourth item in the list of persons who are not to be regarded as tourists, any visitor from Detroit or Buffalo would be debarred from being a tourist because he is a resident of a frontier zone. From another point of view the League's definition does not lend itself to countries having federal constitutions. In Canada and the United States the expression "tourist" has different meanings depending upon whether it is used from a national or a sectional view point. According to the national use of the term it usually signifies a non-resident of the country, but provincial and state organizations customarily use it to include travellers from other provinces or states, as well as from other countries. As a result of this last mentioned ambiguity, D.B.S. estimates of expenditures in Canada by travellers who do not reside in Canada have on occasion been compared with expenditures in some American state by persons who do not reside in the state. From such comparisons the conclusion is drawn that the tourist trade brings to the whole of Canada little more than it brings to some American state. The conclusion, of course, is not valid as it is drawn from a comparison of Canadian figures based on international travel with American figures based on international plus interstate travel.

On account of the variety of ways in which the word "tourist" is used it is considered advisable to emphasize that D.B.S. data on travel are not restricted to tourists in the more limited sense but refer to all non-immigrant travellers who are residents of countries other than Canada.

Because of the system of recording the volume of international travel and the carefully developed method of estimating expenditures which is described below it is possible to estimate international travel expenditures in Canada's case with comparative accuracy, whereas there are formidable obstacles

to the satisfactory estimation of internal expenditures on travel by residents within a country. In the latter case of internal travel there is no ready means of measuring the volume of the traffic comparable to that existing in the records of movements across the frontiers. There is also no existing channel for sampling internal expenditures. But even if a satisfactory method of measuring the volume and expenditures of internal travel was available, there would still be the problem of analyzing this class of traffic according to purpose. Yet an addi-

tional analysis of this kind would be necessary if data on internal travel were used for most purposes. It would obviously be exceedingly difficult to identify the variety of types of expenditure connected with internal travel as for the most part these are an indistinguishable part of consumer expenditures in general. While there are, of course, statistics covering many aspects of internal travel expenditures these usually cover services rendered to persons travelling for a great variety of purposes.

Method of Calculation of Non-Resident Travel Expenditures in Canada

Estimates of travel expenditures in Canada are obtained by multiplying the volume of various types of traffic by average expenditure rates per person or per vehicle obtained by means of sample questionnaires. The figures on volume of traffic are based on a count made by Canadian customs and immigration officers of all non-residents of Canada as they enter the country. The total number of border-crossings is very large, amounting to more than 24 million persons in 1949. If this traffic were uniform in character it would be a simple matter to obtain an average expenditure rate applicable to all persons by the use of a sample questionnaire. The rate thus obtained multiplied by the total number of border-crossings would produce the required estimate of total travel expenditures in Canada. Unfortunately a procedure of this kind is not practical as the traffic is far from uniform in character. It consists of a wide variety of types of travellers ranging from casual visitors who walk across the border and spend a dollar or less in Canada to visitors from Australia or New Zealand whose average expenditure rates including cost of transportation paid to Canadian ocean carriers is well over a thousand dollars. Any uniform system of sample expenditures if applied to the heterogeneous mass of travellers

represented in the 24 million border-crossings would be of little value. Estimates based on a sample are only reliable if the material sampled is reasonably homogenous. Hence the chief problem in evaluating international travel expenditures is to sort out heavy spending categories from light spending categories and to obtain satisfactory data on volume of traffic and average expenditure rates for each type of traveller.

In attempting to solve this problem we have not been able to specify the categories into which travellers are to be classified, but have had to adapt our sampling technique to classifications already in use by Canadian customs and immigration officials. In some respects the pre-existing breakdown of traffic coincides with a division between heavy spending and light spending groups but in others it does not. Wherever the classifications are not satisfactory we have had to make use of supplementary procedures to provide a suitable breakdown of traffic. Separate records of arrivals are maintained by immigration officials according to the country of last residence of each traveller. This enables us to segregate overseas travellers most of whom stay for a month or more from United States travellers whose visits are considerably shorter on average.

STATEMENT 2. - METHOD OF CALCULATION OF NON-RESIDENT TRAVEL EXPENDITURES
IN CANADA, 1949

<u>Mode of Travel</u>	<u>Number of Persons (Thousands)</u>	<u>Rate per Person \$</u>	<u>Expenditures (1) (\$ Million)</u>
<u>A.- Travellers from the United States</u>			
1. Train			
Intransit	630	nil	-
Other	551	95.82	52.8
2. Boat	300	51.00	15.3
3. Bus			
Intransit	94	2.50	0.2
Other	335	72.24	24.2
4. Plane			
Intransit	7	2.50	0.02
Other	<u>129</u>	<u>136.43</u>	<u>17.6</u>
Total of Items 1-4	2,046		110.1
5. Car			
Traveller's Vehicle Permit:			
Summer Residents,			
commuters, etc.	3,111	(2)	6.8
Other	5,802	(3)	119.4
Non-permit or local	<u>8,749</u>	<u>2.13</u>	<u>18.7</u>
	17,662		144.9
6. Other travellers			
(Pedestrians, local bus, etc.)	<u>4,561</u>	2.96	<u>13.5</u>
Total	24,269		268.5
<u>B.- Travellers from Overseas Countries</u>	<u>37</u>		<u>18.0</u>
Grand Total	24,306		286.5

(1) Product of data in first two columns.

(2) The 3,111,000 border crossings were made by 54,243 individual summer residents, commuters etc. The average expenditure rate per individual is \$125.05.

(3) Separate expenditure calculations are made for traffic remaining in Canada for (a) 24 hours or less, (b) 24-48 hours, and (c) more than 48 hours. The average rate for the three groups is \$20.58 per person.

Data on expenditures and rate per person are subject to revision.

Turning first to travel from the United States, entries from that country are classified by immigration officials into one or other of the following groups:

Those arriving:

- (1) By train
- (2) By boat
- (3) By through bus
- (4) By plane
- (5) All others, including entries by automobile, commercial vehicle, local bus and pedestrians.

The first of these classifications - train travellers - is far from a homogenous group as more than half the total are intransit passengers on American railroads whose only purpose in entering Canada is to take the most direct route between Detroit and Buffalo. These intransits in 1949 numbered 630,000 and their expenditures can be considered as negligible. Train passengers other than intransits in that year totalled 551,000. According to sample expenditures collected by the United States Department of Commerce and furnished to the Dominion Bureau of Statistics the average United States resident travelling in Canada by train (exclusive of intransits) stayed for 9 days and spent \$95.82. Multiplying the \$95.82 by the total volume of 551,000 passengers we obtain an estimated total expenditure of \$52.8 million for this type of traffic.

The second classification used by

STATEMENT 3. - EXPENDITURES IN CANADA OF TRAVELLERS FROM THE UNITED STATES
BY TYPE OF TRANSPORTATION, 1945 - 1949
(\$ Million)

Type of Transportation	1945	1946	1947	1948	1949(*)
Automobile	56.9	98.0	118.4	139.4	144.9
Rail	64.3	61.4	56.6	55.9	52.8
Boat	13.0	17.3	22.1	16.0	15.3
Bus (Exclusive of local bus)	12.9	15.8	16.7	20.8	24.4
Airplane	5.6	10.3	13.1	12.1	17.6
Other (pedestrians, local bus, etc.) ..	10.6	13.3	14.2	23.2	13.5
TOTAL	163.3	216.1	241.1	267.4	268.5

(*) Subject to revision.

Canadian immigration officials - boat traffic - is exclusive of ferry traffic across rivers or other short stretches of water separating Canada from the United States. It consists principally of passengers entering Ontario, and passengers on the ships operating between Vancouver, Victoria and Seattle on the Pacific coast. The total number of people carried in 1949 was 300,000, who spent at an average rate of \$51.00 per head, thereby producing total expenditures in Canada of \$15.3 million.

The third item, through bus traffic, is exclusive of local bus services operating between border communities. The total volume of traffic in 1949 was 429,000, of whom 94,000 were travelling intransit across southern Ontario. As intransit bus passengers have more opportunity to spend money than intransit train passengers we credit them with a nominal \$2.50 per head. Bus passengers other than intransits totalled 335,000. At an average of \$72.24 each their aggregate expenditures in Canada amounted to \$24.2 million.

The fourth item, plane traffic, requires only a small deduction for passengers flying intransit through Canada between the United States and Alaska. Passengers other than intransits numbered 129,000. At the comparatively high rate of \$136.43 each their expenditures totalled \$17.6 million.

The types of traffic which have been considered above have accounted for expenditures totalling \$110.1 million but amount to only 2 million out of the total of 24 million border-crossings. As the residue of 22 million border-crossings is not broken down by immigration officials some other means was required to separate heavy spenders from light spenders. This residual group consists principally of automobile traffic but automobile traffic in itself is not sufficiently uniform to make a satisfactory classification. In the solution of this problem we have made use of the procedure used by Canadian customs offi-

cials in allowing non-resident travellers to bring their automobiles into Canada for a limited time without payment of duty. Customs regulations require the use of a traveller's vehicle permit for all vehicles which remain in Canada longer than 48 hours or which travel beyond the jurisdiction of the port of entry. In practice this means that traveller's vehicle permits are issued to all vehicles except those which remain close to the port of entry. Although traveller's vehicle permits are often referred to as "48 hour permits" this expression is a misnomer as more than half of them are used for visits of less than 48 hours.

STATEMENT 4. - AVERAGE DECLARED EXPENDITURES PER CAR OF NON-RESIDENT MOTORISTS
ENTERING CANADA ON CUSTOMS PERMITS, BY CLASS OF PERMIT,
1945 - 1949.

<u>Class of Permit</u>	<u>1945</u> \$	<u>1946</u> \$	<u>1947</u> \$	<u>1948</u> \$	<u>1949(x)</u> \$
Tourists	50.04	55.77	61.66	63.34	66.47
Commuters	391.50	374.62	311.04	372.07	284.36
Summer Residents	446.82	502.64	415.28	440.99	371.36
Locals	80.42	98.92	99.48	97.52	87.78

(x) Subject to revision.

As this is the most important of all types of traffic entering Canada we subject it to a very thorough examination. The Department of National Revenue has kindly arranged to have traveller's vehicle permits completed in triplicate and forwards one copy of every permit to the Dominion Bureau of Statistics. At the Bureau of Statistics the principal items appearing on the permits are transferred to mechanical tabulation cards which enables a detailed analysis of this type of traffic to be made. By this means we are able to sort out heavy spending groups such as summer residents whose expenditures average more than \$370 per season for the driver and his passengers, and commuters who average close to \$300, from other permit holders who spend considerably less. After these special classes -

the summer residents, commuters and others - have been taken care of, the remaining permit holders who are referred to as the "tourist class" are subjected to a further breakdown before their expenditures are calculated. This last breakdown is carried out to separate the large number of cars which stay for only one or two days from the smaller number which stay for longer visits. The procedure by which expenditures of this type of traffic are estimated is shown in Statement 5.

Statement 5 shows that 864,000 cars containing only 10 per cent of all the persons crossing the border during the year accounted for \$102 million or 38 per cent of the total United States travel expenditures in Canada. This last mentioned group stayed in Canada for an average of 10 days per visit.

STATEMENT 5. - CALCULATION OF EXPENDITURES OF TOURIST CLASS OF AUTOMOBILE TRAFFIC
ENTERING CANADA ON TRAVELLER'S VEHICLE PERMITS, 1949

<u>Duration of Stay</u>	<u>Number of Cars (Thousand)</u>	<u>Average Expenditure Per Car (\$)</u>	<u>Expenditures (1) (\$ Million)</u>
24 hours or less	677	12.41	8.4
24-48 hours	395	23.54	9.3
Over 48 hours	864	117.71	101.7
Total	1,936		119.4

(1) Product of data in first two columns.
Data on expenditures are subject to revision.

The source of the average expenditure rates per car for this type of traffic is the question on the back of the traveller's vehicle permit asking how much was spent in Canada for all purposes, such as gas, oil, repairs, lodging, food, beverages, merchandise, amusements, etc. Although this is a voluntary question an answer is given on approximately 75 per cent of the permits. When the vehicle leaves Canada the permit is surrendered to Canadian customs officials before the traveller declares to United States officials the value of commodities purchased in Canada, hence the document is not a source of embarrassment to the traveller. United States customs exemptions are now much larger than they used to be, therefore any temptation to under-value purchases has been diminished. The expenditure question on the permit is endorsed as follows: "This information will be used only for the purpose of estimating total travel expenditures and will be treated as strictly confidential". All answers are carefully scrutinized before they are accepted. According to an investigation made by the United States Department of Commerce into similar data which it collects from non-automobile traffic the answers are not subject to bias, and in a sufficiently large number of cases plus and minus errors should balance.

The remainder of the non-resident automobiles - the non-permit or local group - is very heavy in volume, amounting to between 4 and 5 million cars in recent years, but the rate of spending is low due to the short length of visit and consequently total expenditures are not great. They amounted to \$18.7 million in 1949.

All United States travellers to Canada who are not included in any of the classifications which have been referred to above are grouped for convenience into a residual class called "Other Travellers". This group consists of persons proceeding on foot or by ferry, taxi, motorcycle, bicycle or local bus. The volume of this traffic reaches large proportions at such ports as Windsor, Fort Erie, Niagara Falls and St. Stephen. It is equivalent to the number of persons remaining after all other types of traffic have been taken from the 24 million border-crossings recorded by immigration officials. This residual group numbered 4,561,000 in 1949 and their expenditures at an average of \$2.96 each amounted to \$13.5 million.

With regard to travel from overseas countries the number of persons is small compared to the volume of traffic from the United States, amounting to only 36,700 persons in 1949. The average duration of stay, however, is more than

a month and the cost of ocean transportation paid to Canadian ocean carriers is substantial. Hence expenditure rates per person range from \$350 for visitors from the West Indies to \$1,000 or more

for residents of distant countries like Australia and New Zealand. The resulting estimates of total travel expenditures in Canada by overseas visitors amounted to \$18 million in 1949.

STATEMENT 6. - EXPENDITURES OF UNITED STATES TRAVELLERS IN CANADA BY LENGTH OF STAY
1949

Mode of Travel	Number of Persons	% of Grand Total	Expenditures (x) \$	% of Grand Total
		%	\$	%
<u>A. Short Term Traffic</u>				
Automobile:				
Non-permit or local traffic	8,749,174	36.05	18,681,260	6.96
Repeat trips of permit- holders	3,056,451	12.60	-	-
Tourist Class, 1 Day	2,172,614	8.95	8,386,200	3.12
Tourist Class, 2 Days ...	1,162,331	4.79	9,335,655	3.48
Commuters	5,839	0.02	687,793	0.25
Local permit holders	15,056	0.06	577,809	0.21
Rail, intransit	629,643	2.60	-	-
Bus, intransit	94,477	0.39	236,192	0.09
Airplane, intransit	6,910	0.03	17,275	0.01
Other travellers	4,560,478	18.79	13,446,825	5.01
Total	20,452,973	84.28	51,369,009	19.13
<u>B. Long Term Traffic</u>				
Automobile:				
Tourist Class, more than two days	2,467,439	10.16	101,693,465	37.88
Summer Residents	33,348	0.14	5,517,565	2.05
Rail	551,309	2.27	52,781,555	19.66
Bus	334,680	1.38	24,203,520	9.02
Airplane	128,836	0.53	17,603,737	6.56
Boat	300,243	1.24	15,297,554	5.70
Total	3,815,855	15.72	217,097,396	80.87
GRAND TOTAL	24,268,828	100.00	268,466,405	100.00

(x) Subject to revision.

Receipts From United States Travellers in 1949,
Classified by Length of Stay in Canada

For convenience in analysis, summaries have been prepared of all short

term traffic and all long term traffic entering Canada from the United States.

This information is presented in Statement 6---the short term group consisting principally of visits of 48 hours or less and the long term group of visits lasting longer than 48 hours. The statement presents both volume of traffic and expenditures for the year 1949. It shows that much the greater part of the expenditures are made by the comparatively small number of long term travellers. In 1949 more than 80 per cent of the total expenditures of \$268 million were made by long term travellers, who accounted for only 16 per cent of the 24 million border-crossings made during the year. There has been little change in recent years in the relationship between the volume of long and short term traffic. Short term entries expressed as percentages of total traffic have remained within the narrow limits of 84.2 and 85.8 throughout the period of 5 years from 1945 through 1949.

With one exception the proportion of short term expenditures to total expenditures has also remained stable. The exception to the general trend occurred in 1948 when expenditures of short term travellers rose to 24 per cent of the total, contrasting with a narrow range between 17.5 and 19.1 in the years 1945, 1946, 1947, and 1949. As will be seen in Statement 9 expenditures of short term travellers advanced in 1948 by \$18.7 million and

receded in the following year by \$12.9 million. The rise in 1948 was caused principally by non-permit or local automobile traffic and the residual class of "other travellers". Expenditures of non-permit automobile traffic rose from \$14.0 million in 1947 to \$22.7 million in 1948, a gain of 62 per cent, only to drop again to \$18.7 million in 1949. Similarly, expenditures of "other travellers" rose from \$14.2 million to \$23.2 million and receded again to \$13.5 million. The explanation appears to be that many Americans living in border communities took advantage of lower prices and better supply in Canadian meat and grocery shops in 1948 and bought a substantial amount of their supplies in Canada. Price levels, however, commenced to decline in the United States in the fall of 1948 and continued to drop during the first half of 1949, whereas Canadian prices remained relatively stable. Thus the differential which existed in favour of Canadian prices did not continue in 1949. These figures are significant in the interpretation of the annual increases in expenditures of American travellers which appear in Statement 1. If shopping visits are disregarded the gain of \$26 million in United States expenditures in 1948 receives a substantial cut and the gain of \$1 million in 1949 is raised by the same amount.

STATEMENT 7. - DISTRIBUTION OF UNITED STATES TRAVEL EXPENDITURES IN CANADA
BY PROVINCE OF ENTRY, 1945 - 1949.

<u>Province of Entry</u>	<u>Percentage of Total</u>				
	<u>1945</u>	<u>1946</u>	<u>1947</u>	<u>1948</u>	<u>1949(2)</u>
Maritimes (1)	6.7	6.3	7.0	7.9	7.7
Quebec	17.5	21.0	18.6	18.0	18.6
Ontario	58.6	50.9	54.2	56.5	55.7
Manitoba	2.3	3.1	2.9	2.8	2.7
Saskatchewan8	1.4	1.5	1.6	1.4
Alberta7	1.3	1.9	2.4	2.5
British Columbia	13.4	16.0	13.9	10.8	11.4
TOTAL	100.0	100.0	100.0	100.0	100.0

(1) Entering mainly through ports in New Brunswick.

(2) Subject to revision.

Receipts From United States Travellers in 1949
Classified by Province of Entry Into Canada

Lack of information on the movements of American travellers within Canada makes it impossible to divide their expenditures according to the provinces in which they are made. It is possible to divide expenditures according to the provinces through which the travellers enter Canada, but such figures are only generally indicative of provincial receipts from foreign travel, being subject to an unknown volume of interprovincial travel. A distribution of United States travel expenditures in Canada by province of entry for the years 1945 - 1949 is given in Statement 7. The distribution is presented in the form of percentages of total expenditures. The statement shows that the provinces generally remained in the same order of rank in each year.

Data in Statement 7 are influenced not only by differences in the volume of traffic entering Canada through each province but by the fact that average

expenditure rates vary to a large extent between provinces. Statement 8 shows that motorists of the tourist class entering Canada in 1949 by way of Alberta spent more than twice as much per visit as motorists entering by way of Ontario or Quebec. The proximity of Ontario and Quebec to large centres of population in the United States encourages more visits of short duration than are made in other provinces. In-transit traffic across southern Ontario is another factor tending to depress average expenditures in that province. Heavily weighted by the large volume of traffic in Ontario the average expenditure for the Dominion was only \$66 per car. Saskatchewan recorded the greatest rise in these rates in 1949 with an increase of 30 per cent over the year before. Increases in other provinces ranged from 7 per cent in Ontario to less than 1 per cent in Alberta and Quebec. There were decreases in British Columbia, Manitoba and the Maritimes.

STATEMENT 8. - AVERAGE DECLARED EXPENDITURES PER CAR OF MOTORISTS OF THE
TOURIST CLASS OF CUSTOMS PERMITS, BY PROVINCE OF EXIT,
1945 - 1949.

Province of Exit	1945	1946	1947	1948	1949 (x)
	\$	\$	\$	\$	\$
Maritimes	58.85	89.86	99.47	102.36	98.20
Quebec	53.76	62.55	65.88	66.35	66.46
Ontario	44.93	46.73	53.09	54.05	57.89
Manitoba	82.91	89.39	91.25	97.33	88.31
Saskatchewan	70.20	77.61	78.74	69.56	91.16
Alberta	146.78	123.71	126.32	133.60	134.35
British Columbia ..	84.14	84.96	85.30	100.83	84.21
 TOTAL	 50.04	 55.77	 61.66	 63.34	 66.47

(x) Subject to revision.

STATEMENT 9. - COMPARATIVE DATA ON VOLUME OF TRAFFIC AND EXPENDITURES
OF UNITED STATES TRAVELLERS TO CANADA, 1947 - 1949.

	Number of Persons (Thousand)	Expenditures in Canada (\$ Thousand)	Average Expenditure per Person \$
<u>Short Term Traffic</u>			
1947	19,100	45,509	2.38
1948	21,400	64,245	3.00
1949 (x)	20,453	51,369	2.51
Change during 1948	+ 2,300	+ 18,736	+ .62
Change during 1949	- 947	- 12,876	- .49
<u>Long Term Traffic</u>			
1947	3,580	195,576	54.63
1948	3,676	203,118	55.25
1949 (x)	3,816	217,097	56.89
Change during 1948	+ 96	+ 7,542	+ .62
Change during 1949	+ 140	+ 13,979	+ 1.64
<u>Total Traffic</u>			
1947	22,680	241,085	
1948	25,076	267,363	
1949 (x)	24,269	268,466	
Change during 1948	+ 2,396	+ 26,278	
Change during 1949	- 807	+ 1,103	
(x) Subject to revision.			

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 analysed by length of stay in Canada, and data for 1948 are presented according to number of days stay in Canada for each of the following items:

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

The average length of visit for this type of traffic dropped slightly in 1948 to 5.28 days from 5.39 in the previous year. A gradual change in the composition of the traffic has been apparent in recent years, resulting in greater importance of both the shortest and the longest visits as sources of foreign exchange. Expenditures of visits lasting for 24 hours or less in the early war year of 1941 amounted to only 3.9 per cent of total expenditures for the tourist class of permit holders, whereas by 1948 this percentage had almost doubled at 7.6. Similarly, expenditures of visits lasting for one month or more advanced from 9.1 per cent of the total in 1941 to 11.5 per cent in 1948. There has been little change in the relative importance of visits of intermediate length when considered from the viewpoint of expenditures.

EXPENDITURES OF TOURIST CLASS OF UNITED STATES MOTORISTS

<u>Year</u>	<u>Percentage of Total Expenditures Derived from Visits of:</u>	
	<u>24 Hours or Less</u>	<u>One Month or More</u>
1941	3.9	9.1
-	-	-
1946	6.4	10.7
1947	7.3	10.9
1948	7.6	11.5

More than half of all permits issued to the tourist class are used for visits of two 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 expenditures per visit of longer stay cars.

Maximum daily expenditures per car in 1948 was reached in the 5 day class at \$18.08. For a number of years previously the maximum rate per day had occurred in visits lasting for three days. A gradual decline in daily expenditures

is in evidence as the length of stay increases until cars remaining for three months or more report daily disbursements of only \$3.24, suggesting that the occupants are living in cottages or staying with relatives. The average daily expenditure per person increased to \$4.32 from \$4.15 in 1947. As in former years visits of 8 days and 15 days showed relatively light daily expenditures per person together with more than the average number of persons per vehicle, suggesting the presence of family groups enjoying holidays of one and two weeks duration. The average number of persons per car remained practically unchanged from the year before at 2.99.

A special analysis of the number of persons per car in the tourist class leaving Canada in August, 1949, indicates that cars containing two persons far outnumbered those containing any other number of persons and constituted 37 per

cent of the total for the month. The percentage distribution for the month is shown in Statement 10. These figures indicate the relative demand for accommodation by parties of varying size.

STATEMENT 10. - NUMBER OF PERSONS PER CAR IN TOURIST CLASS OF
UNITED STATES MOTORISTS,
AUGUST 1949

<u>Number of Persons</u> <u>Per Car</u>	<u>Per Cent</u> <u>of Total</u>
1	6
2	37
3	21
4	22
5	9
6 and over	5
<hr/>	
Total	100

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

From 8 to 10 per cent of all American cars entering Canada on customs permits return to the United States via a province other than that of entry. The above ratio dropped from 8.9 per cent in 1947 to 8.5 in 1948 and rose again to 9.2 in 1949. Particulars of this interprovincial movement of traffic are shown in Table 9. The trend in 1949 was toward lower percentages in entries through Manitoba and Alberta and higher percentages for each of the other provinces. These figures do not represent the total volume of traffic crossing provincial boundaries as they are exclusive of vehicles which leave by the province of entry after visiting another province or provinces.

More than 60 per cent of all permit-holding cars enter Canada through ports of entry in the Province of Ontario. The six routes within the province which are followed by the greatest number of American cars are outlined in Statement 11. The statement shows the number of cars

of the tourist class following these routes during the period of four months from June through September for each of the years 1947, 1948, 1949. The statement also gives the volume of traffic over each route as a percentage of the total number of cars to enter the province through all ports of entry.

The extent of intransit traffic between the states of New York and Michigan can be judged from the first route appearing in the statement. In 1949, 211,200 cars took this route across the southern part of the province and 179,200 of them spent less than 48 hours in Canada and can therefore be assumed to be travelling intransit. This last mentioned group of 179,200 cars constitutes more than 20 per cent of all permit holding cars entering Ontario during the period; from which it follows that one car out of five to come into the province on a customs permit in the summer months is primarily concerned with taking the shortest route between two points in the United States.

STATEMENT 11. - SELECTED ROUTES WITHIN ONTARIO FOLLOWED BY FOREIGN CARS OF THE TOURIST CLASS,
JUNE - SEPTEMBER, 1947 - 1949.

Between:	ROUTE	NUMBER OF CARS			PERCENTAGE OF ENTRIES VIA ALL PORTS IN ONTARIO		
		1947	1948	1949	1947	1948	1949
1. St. Clair, Detroit River Ports and Fort Erie, Niagara Falls		165,644	199,094	211,204	22.8	24.8	25.4
2. Fort Erie, Niagara Falls and St. Lawrence River Ports in Ontario		26,281	28,174	32,155	3.6	3.5	3.9
3. St. Lawrence River Ports in Ontario and Province of Quebec (1)		23,643	24,151	27,290	3.3	3.0	3.3
4. St. Clair, Detroit River Ports and St. Lawrence River Ports in Ontario		6,575	7,228	8,830	0.9	0.9	1.1
5. Sault Ste. Marie and St. Clair, Detroit River Ports		6,960	6,855	8,033	1.0	0.8	1.0
6. Sault Ste. Marie and Fort Erie, Niagara Falls		4,954	5,480	6,477	0.7	0.7	0.8
Total of above		234,057	270,982	293,989	32.2	33.8	35.3

(1) Excluding vehicles which travelled from Ontario across Quebec to the Maritime Provinces.

Cars following the six routes described in Statement 11 constituted 35 per cent of the total volume of traffic entering the province on tourist permits during the summer months of 1949, as against 34 per cent in 1948 and 32 per cent in 1947. In 1949 the number of

cars following each route was a higher percentage of total entries into the province than in 1948, indicating a decreasing trend to leave the province by the port of entry. The six routes remained in the same order of relative importance in 1949 as in 1948.

STATEMENT 12. - PERCENTAGE CHANGES BETWEEN 1948 AND 1949, IN NUMBER
OF CUSTOMS PERMITS ISSUED TO VEHICLES
ORIGINATING IN SELECTED STATES.

<u>State of Origin</u>	<u>Percentage Change</u>
North Dakota	+ 50.1
Maine	+ 28.3
Montana	+ 23.2
Minnesota	+ 18.9
Wisconsin	+ 13.7
Washington	+ 13.4
Illinois	+ 11.8
Indiana	+ 10.6
Oregon	+ 9.2
Vermont	+ 8.2
New Jersey	+ 8.2
New Hampshire	+ 8.1
Michigan	+ 7.5
California	+ 5.9
New York	+ 3.3
Massachusetts	+ 0.4
Ohio	- 0.1
Pennsylvania	- 0.5
Rhode Island	- 0.9
Connecticut	- 2.2
Other States	+ 22.3
TOTAL	+ 8.0

Analysis of United States Motor Traffic to Canada
By State of Origin

More than 80 per cent of the cars entering Canada on customs permits and practically all the non-permit cars come from the states forming the northern boundary of the United States. The border states supplemented by Oregon and California on the Pacific coast and Massachusetts, Connecticut, Rhode Island and New Jersey on the Atlantic seaboard account for 93 per cent of the permit holding cars which enter Canada. Vehicles from more distant states, however, have

been gaining in importance each year and, as will be seen in Table 3, have increased from 2.6 per cent of the total in 1945 to 6.5 per cent in 1949. The four regional groups of states appearing in Table 3 have changed little in relative importance during the past four years. When traffic in 1949 is compared with that in 1948 the western groups show a small advance at the expense of the eastern groups. Greater differences appear when the states are examined individually -

STATEMENT 13. - AVERAGE EXPENDITURE PER CAR DECLARED BY NON-RESIDENT
PERMIT HOLDING MOTORISTS, BY STATE OF ORIGIN,
1947 - 1949

<u>STATE OF ORIGIN</u>	<u>AVERAGE DECLARED EXPENDITURE PER CAR</u>		
	<u>1947</u>	<u>1948</u>	<u>1949 (1)</u>
<u>North Eastern</u>	\$	\$	\$
Connecticut	72.97	75.14	78.53
Maine	39.84	37.28	31.45
Massachusetts	78.70	84.32	85.34
New Hampshire	51.74	49.28	52.70
New Jersey	74.63	80.71	87.22
New York	56.45	55.63	55.95
Pennsylvania	70.63	77.22	79.83
Rhode Island	68.71	76.86	79.90
Vermont	20.59	19.73	17.96
 <u>Great Lakes</u>			
Illinois	85.31	87.88	89.74
Indiana	77.13	71.92	74.43
Michigan	51.52	48.06	45.57
Ohio	74.95	86.61	87.99
Wisconsin	87.88	79.79	80.50
 <u>North Western</u>			
Minnesota	86.47	84.00	70.30
Montana	73.53	81.69	75.93
North Dakota	60.14	64.83	58.86
 <u>West Coast</u>			
California	87.57	105.35	106.08
Oregon	75.17	92.77	92.05
Washington	49.84	49.82	49.55
 <u>Other States</u>	84.18	94.27	93.64

(1) Subject to revision.

ranging from an increase of 50 per cent in the volume of traffic from North Dakota to a decrease of 2 per cent in that from Connecticut. In Statement 12 the twenty states in Table 3 are arranged in descending order according to changes between 1948 and 1949 in the volume of traffic originating in each state.

The six states appearing at the top of Statement 12 are located on the Canadian border, whereas the four states at the bottom are separated from the border by other states or by the Great Lakes. Traffic from states other than those named increased by 22 per cent. From which it follows that the greatest improvements in 1949 were made by the nearest and the farthest states at the expense of those located at intermediate distances.

Average expenditures per visit for the states appearing in Table 3 varied in 1949 from \$17.96 for cars registered in Vermont to \$106.08 for cars registered in California. 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 short term intrastate traffic originates - New York and Michigan - have low 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.

There is a marked uniformity in the range from year to year in average expenditures per visit for each state. With the exception of Minnesota, Oregon and California, expenditure rates for each of the states shown in Statement 13 vary by less than \$10 per visit between 1947 and 1948 and between 1948 and 1949. Such a high degree of stability reflects unchanging habits in travel behaviour by residents of each of these states.

STATEMENT 14. - EXPENDITURES OF CANADIAN TRAVELLERS IN THE UNITED STATES,
1942* - 1949.

<u>Year</u>	<u>Expenditures</u> (\$ Million)	<u>Change from</u> <u>Previous Year</u> (\$ Million)	<u>Per cent Change from</u> <u>Previous Year</u> (%)
1942	24		
1943	34	+ 10	+ 42
1944	57	+ 23	+ 68
1945	81	+ 24	+ 42
1946	130	+ 49	+ 60
1947	152	+ 22	+ 17
1948	113	- 39)	- 26)
1949	164	+ 51) + 12	+ 45) + 7

EXPENDITURES OF CANADIAN TRAVELLERS IN THE UNITED STATES

The rise in Canadian travel expenditures in the United States since the early war years has been much more pronounced than the corresponding rise in United States travel expenditures in Canada. If data for 1949 are compared with those for 1942 it is seen that Canadian expenditures have increased by 583 per cent as against a United States advance of 239 per cent. As a result of this rapid development Canadian travel expenditures in the United States in 1949 amounted to 63 per cent of United States travel expenditures in Canada. The corresponding ratio for the prewar period of 14 years ending in 1939 was 43 per cent and for the war years was 39 per cent. If the total population of the two countries is taken into consideration, Canadian travel expenditures in the United States in 1949 amounted to more than \$12 per capita whereas American expenditures in Canada were only about \$1.80 per capita.

Statement 14 shows that Canadian expenditures have increased in each year since 1942 with the exception of 1948, the drop in the latter year being caused by the Emergency Exchange Conservation Program initiated in November, 1947. The decrease in expenditures in 1948 was followed by a sharp increase, caused by removal in January 1949 of some important restrictions on imports by

travellers. The long term trend in Canadian expenditures since 1942 can perhaps best be observed by consolidating data for 1948 and 1949, the net increase for the two years being \$12 million. After this adjustment has been made Statement 14 shows a maximum annual increase of \$49 million in 1946. A reference to Statement 1 above shows that 1946 was also the year of maximum increase in United States travel expenditures in Canada. Thus the peak in the post war recovery in travel between the two countries appears to have occurred in that year. Each subsequent year has brought larger expenditures by Canadians, but the gain from year to year (if data for 1948 and 1949 are consolidated) has been at a progressively smaller rate. But expenditures in both of those latter years were still influenced by the ration of \$150 a year for expenditures of United States dollars on pleasure travel.

More than half the 1949 increase in expenditures of Canadian travellers in the United States was due to purchases declared under the \$100 customs exemption. These declarations totalled \$29 million in 1949 as against only \$300,000 in the year before when there was a ban on most types of merchandise which Canadian travellers are in the habit of buying.

STATEMENT 15. - IMPORTS UNDER \$100 CUSTOMS EXEMPTION DECLARED BY
CANADIAN TRAVELLERS RETURNING FROM UNITED STATES
1949

<u>Type of Commodity</u>	<u>Declared Value</u> <u>(\$ Million)</u>
Clothing	13.8
Furniture and household appliances	3.7
Boots and shoes	2.6
Radio sets	1.5
Automobile accessories, tires and tubes	0.3
Other	6.7
TOTAL	28.6

STATEMENT 16. - EXPENDITURES OF CANADIAN TRAVELLERS IN THE UNITED STATES
BY TYPE OF TRANSPORTATION USED TO RE-ENTER CANADA
1945-1949.

(\$ Million)

<u>Type of Transportation</u>	<u>1945</u>	<u>1946</u>	<u>1947</u>	<u>1948</u>	<u>1949</u>
Automobile	7.5	21.7	32.6	25.1	52.9
Train	39.4	49.6	52.2	35.9	46.1
Boat	1.3	3.2	4.1	3.1	3.9
Bus (Exclusive of local bus)	17.0	28.5	34.6	25.5	33.1
Airplane	4.1	8.8	9.0	7.3	9.7
Other (pedestrians, local bus, etc.)	11.0	18.1	19.8	16.3	18.5
 TOTAL	 80.9	 129.9	 152.3	 113.2	 164.2

Canadians Returning from the United States
By Type of Transportation

In 1949 expenditures of Canadian travellers returning from the United States by automobile were more than twice those of the year before, and for the first time on record were greater than expenditures of persons returning by train. The change in relative importance of these two methods of transportation was due in part to the larger number of automobiles available, but was also influenced to a very large extent by the increased use of automobiles for shopping visits to United States border communities. The gain in volume of longer term motor traffic in 1949 over the year before was 66 per cent. The greater part of the advance was concentrated at Fort Erie, Niagara Falls, Windsor and Pacific Highway, each of which is within a short distance of a large American shopping centre. The aggregate rise in volume of long term motor traffic through these four ports was 165 per cent while at all other ports of entry the gain was only 38 per cent.

ing from the United States by train, bus and boat were in each case from 25 to 30 per cent greater than in 1948 but did not regain the 1947 levels. Expenditures of plane passengers increased by 32 per cent to reach a new high level. Pedestrians and other miscellaneous types of travellers spent 13 per cent more than in the year before.

Statement 17 classifies the number of Canadian travellers to the United States and their expenditures in the year 1949 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 6 respecting American travellers visiting Canada. The average expenditure per person of both long and short term Canadians in the United States was higher than average expenditures of similar groups of American visitors in Canada.

Expenditures of travellers return-

STATEMENT 17. - EXPENDITURES OF CANADIAN TRAVELLERS IN THE UNITED STATES
BY LENGTH OF STAY, 1949

Mode of Travel	Number of Persons	% of Grand Total	Expenditures	% of Grand Total
		%	\$	%
<u>A. Short Term Traffic</u>				
Motorists - One Day	5,601,910	37.13	8,624,979	5.25
Two Days	353,892	2.35	8,580,401	5.22
Rail, intransit	9,897	0.07	-	-
Other Travellers (pedestrians, local bus, etc.)	7,169,915	47.53	18,482,330	11.26
TOTAL	13,135,614	87.08	35,687,710	21.73
<u>B. Long Term Traffic</u>				
Motorists - More than two days	665,338	4.41	35,673,396	21.72
Rail	522,217	3.46	46,160,566	28.11
Through Bus	563,292	3.74	33,155,256	20.19
Airplane	90,719	0.60	9,661,590	5.88
Boat	107,681	0.71	3,886,081	2.37
TOTAL	1,949,247	12.92	128,536,889	78.27
GRAND TOTAL	15,084,861	100.00	164,224,599	100.00

TRAVEL BETWEEN CANADA AND OVERSEAS COUNTRIES

Travel between Canada and overseas countries normally produces a debit balance, which reached \$17 million in 1926 - the highest on record. In 1949 this balance stood at \$10 million - \$1 million higher than the year before.

Expenditures in Canada by overseas travellers in 1949 reached a new record of \$18 million. Included in this total are transportation costs paid to Canadian carriers. The number of visitors arriving by way of Canadian ports was 20,200, of whom 12,600 or 62 per cent of the total originated in the United Kingdom. Included in the balance of 7,600 were 1,886

who came from Newfoundland during the three months prior to Confederation with Canada. Visitors through Canadian ports were supplemented by an estimated 16,500 arrivals via United States ports, making a total volume of 36,700 persons. This figure is 2,100 less than the corresponding volume of traffic in 1948, but the reduction is due to Newfoundland being classed as a foreign country for 12 months in 1948 and for only 3 months in 1949. Arrivals from countries other than Newfoundland increased substantially in 1949, the increase being 48 per cent in residents of the United Kingdom and 50 per cent in residents of other countries.

Canadian travel expenditures in overseas countries (including cost of passage paid to non-Canadian carriers) totalled \$28 million - the highest in 22 years. The number of Canadian residents returning via Canadian ports after visits to overseas countries was 40,500. Those returning from countries other than Newfoundland, numbering 38,400, can be compared with 25,900 in 1948, an increase of 48 per cent.

Canadian travellers visiting overseas countries via the United States are estimated at 8,000 in 1948 and 8,500 in 1949, resulting in a total for 1949 via Canadian and United States ports of 49,000. Travel to Bermuda and the West Indies was particularly heavy. The proportion of Canadian travellers to European countries who reported that they were visiting relatives was even larger in 1949 than in 1948.

STATEMENT 18. - EXPENDITURES OF CANADIAN TRAVELLERS IN OTHER COUNTRIES

1939 - 1949

(\$ Million)

<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	136	113	22
1949	192	164	28

DISTRIBUTION OF TRAVELLERS' EXPENDITURES

Samples of expenditures obtained from travellers are confined to their total outlay in Canada. Although it can be assumed that the typical visitor would have difficulty in providing a breakdown of his expenditures, he knows the total amount within reasonably narrow limits. This total, of course, covers a variety of goods and services but usually the largest part is for meals and accommodation, with transportation and purchases of merchandise being of varying importance according to the nature of the visits and personal inclinations. Other outlays cover expenditures on special services such as those on recreation and other personal services.

While an accurate estimate is not available showing the way in which the traveller's dollar is spent, it is possible to judge the relative significance of some of the various broad types of expenditure. The number of meals consumed can be estimated for example. For 1949 it is estimated that between 150 and 200 million meals were provided visitors from the United States. From this figure further estimates may be made regarding the volume of food consumed by visitors. It is notable that this number of meals consumed by United States visitors is approximately the same as the number of meals which would be consumed by an addition of approxi-

mately 1.2 per cent to Canada's permanent population. But of course the demand of visitors for meals served in hotels and restaurants is proportionately much greater than this overall comparison suggests.

Likewise it is possible to judge the demand for overnight accommodation from information on the number of visitors and their length of stay. It is estimated that in 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. The heavy demand for accommodation in the summer months by non-residents, when added to the requirements of Canadian travellers, has resulted in a large capital investment in hotels and other establishments catering to travellers. The results of a census of Canadian hotels - the first complete picture of the hotel business in Canada since 1941 - will be published in a report to be released by the Dominion Bureau of Statistics later in the year.

Less information is available on the actual amounts spent by visitors on purchases of merchandise but it is well known that there are particularly strong demands from visitors for certain types of goods in Canada. Among these are woollens, chinaware, handicrafts, and antiques. Many of the goods in special demand are British and European importations and a large part of the sales during the summer months particularly are to tourists. The existence of special exemptions

from duties extended to imports by tourists is an important stimulant to purchases. In the case of Canadian expenditures in the United States in 1949 the declared value of tourist purchases under the special exemption privilege amounted to approximately 18% of the total expenditures by Canadian travellers in the United States for all purposes.

The amounts spent on transportation by visitors are also substantial and widely distributed. The largest item in recent years is the purchase of gasoline and other expenses incidental to motoring visits to Canada. But railway, bus, and air transportation provided non-residents is also large, particularly on some routes. During the later years of the war American non-automobile travellers reported that more than 30 per cent of their travel expenditures in Canada were payments for transportation.

While the impact of the traveller's dollar is greatest in districts which cater more exclusively to tourists these outlays are of some importance throughout most parts of Canada, particularly in certain seasons. Even when they represent only a small part of the demand these outlays are often of major significance to certain businesses depending upon the visitor for the maintenance of full employment during the tourist season. In some places the expenditures by travellers are most dynamic, notably in regions featuring hunting, fishing, and other outdoor recreation.

Table 1. - Number of and Expenditures by Non-Resident Motorists (Tourist Class)
Entering on Traveller's Vehicle Permits, By Length of Stay in Canada, 1948.

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	651,765	36.20	12.71	8,282,130	7.62	651,765	12.71
2	358,941	19.94	24.90	8,939,080	8.22	717,882	12.45
3	214,747	11.93	53.32	11,450,310	10.54	644,241	17.77
4	127,931	7.11	72.12	9,226,384	8.49	511,724	18.03
5	85,780	4.76	90.43	7,757,085	7.14	428,900	18.08
6	57,893	3.22	107.74	6,237,392	5.74	347,358	17.96
7	48,685	2.70	124.20	6,046,677	5.56	340,795	17.74
8	50,531	2.81	133.94	6,768,122	6.23	404,248	16.74
9	33,983	1.89	148.58	5,049,194	4.65	305,847	16.51
10	23,814	1.32	156.97	3,738,084	3.44	238,140	15.70
11	16,910	.94	173.00	2,925,430	2.69	186,010	15.73
12	14,695	.82	181.09	2,661,118	2.45	176,340	15.09
13	13,740	.76	191.70	2,633,958	2.42	178,620	14.75
14	13,748	.76	193.35	2,658,176	2.45	192,472	13.81
15	14,435	.80	195.55	2,822,764	2.60	216,525	13.04
16	8,571	.48	205.93	1,765,026	1.62	137,136	12.87
17	5,488	.30	209.47	1,149,571	1.06	93,296	12.32
18	3,767	.21	238.11	896,960	.82	67,806	13.23
19	2,969	.17	230.83	685,334	.63	56,411	12.15
20	2,797	.16	231.41	647,254	.60	55,940	11.57
21	2,346	.13	249.80	586,031	.54	49,266	11.89
22	2,173	.12	245.23	532,885	.49	47,806	11.15
23	2,107	.12	229.74	484,062	.45	48,461	9.99
24	1,488	.08	248.31	370,229	.34	35,712	10.37
25	1,282	.07	255.51	327,564	.30	32,050	10.22
26	1,196	.07	261.96	313,304	.29	31,096	10.07
27	1,066	.06	275.45	293,630	.27	28,782	10.20
28	1,007	.06	254.06	255,838	.24	28,196	9.07
29	1,136	.06	258.83	294,031	.27	32,944	8.92
30	1,329	.07	264.31	351,268	.32	39,870	8.81
31- 40	6,005	.33	247.41	1,485,697	1.37	208,219	7.13
41- 50	3,430	.19	293.26	1,005,882	.93	155,758	6.46
51- 60	3,306	.18	281.35	930,143	.86	184,559	5.04
61- 70	3,630	.20	245.90	892,617	.82	234,839	3.80
71- 80	2,192	.12	353.85	775,639	.71	164,778	4.71
81- 90	1,678	.09	398.00	667,844	.61	143,325	4.66
91-100	1,498	.08	377.81	565,959	.52	142,719	3.96
101-125	3,322	.19	410.16	1,362,552	1.25	378,958	3.59
126-150	2,872	.16	480.09	1,378,818	1.27	392,306	3.51
151-175	2,105	.12	563.39	1,185,936	1.09	342,170	3.46
176-365	3,864	.22	588.02	2,272,109	2.09	829,374	2.74
Totals	1,800,222	100.00	60.36	108,672,087	100.00	9,502,644	11.44
Av.Length of stay						Per car 5.28 days	

N.B. The above data derived from averages for the Dominion for periods of three days and over rather than from 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, 1948.

Days' Stay	Average persons per car	Number of persons	Number of person - Days	Average Expenditure per person per day
				\$
1	3.19	2,079,777	2,079,777	3.98
2	2.93	1,053,393	2,106,786	4.24
3	2.90	622,547	1,867,641	6.13
4	2.85	365,219	1,460,876	6.31
5	2.83	243,079	1,215,395	6.38
6	2.82	163,570	981,420	6.35
7	2.93	142,799	999,593	6.05
8	3.05	154,158	1,233,264	5.49
9	2.94	99,786	898,074	5.62
10	2.86	68,125	681,250	5.49
11	2.84	48,095	529,045	5.53
12	2.82	41,391	496,692	5.36
13	2.87	39,408	512,304	5.14
14	2.97	40,833	571,662	4.65
15	3.02	43,647	654,705	4.31
16	2.85	24,457	391,312	4.51
17	2.73	14,970	254,490	4.52
18	2.63	9,910	178,380	5.03
19	2.63	7,816	148,504	4.61
20	2.62	7,319	146,380	4.42
21	2.65	6,227	130,767	4.48
22	2.64	5,746	126,412	4.21
23	2.60	5,486	126,178	3.84
24	2.47	3,679	88,296	4.19
25	2.53	3,245	81,125	4.04
26	2.56	3,063	79,638	3.93
27	2.53	2,695	72,765	4.03
28	2.54	2,555	71,540	3.58
29	2.62	2,977	86,333	3.40
30	2.54	3,375	101,250	3.47
31- 40	2.51	15,050	521,323	2.85
41- 50	2.35	8,058	365,815	2.75
51- 60	2.29	7,557	421,419	2.21
61- 70	2.31	8,378	542,517	1.64
71- 80	2.33	5,103	383,272	2.02
81- 90	2.26	3,791	323,675	2.06
91-100	2.09	3,138	298,801	1.89
101-125	2.06	6,831	779,183	1.75
126-150	2.06	5,913	808,148	1.71
151-175	2.00	4,212	684,484	1.73
176-365	1.96	7,574	1,635,650	1.39
Totals	2.99	5,384,952	25,136,141	4.32
Av. Length of Stay			Per person 4.67 days	

Table 2. - Number of Foreign Automobiles of the Tourist Class Leaving Canada during the Four Months
June to September 1949, Grouped by Ports of Entry with Corresponding Ports of Exit,
by Selected Lengths of Stay in Canada

Ports of Entry	Ports of Exit	Number of Permits by Length of Stay			
		1 Day	2 Days	3 Days & Over	Total
Section 1. - Traffic Within Ontario					
(a) St. Lawrence River Ports					
	Cobourg	4	10	52	66
	Fort Erie and Niagara Falls	733	2,625	7,714	11,072
	Lake Erie Ports	-	-	8	8
	St. Clair and Detroit River Ports	282	1,612	1,994	3,888
	Sault Ste. Marie	12	177	460	649
	Total of above	1,031	4,424	10,228	15,683
	St. Lawrence River Ports	13,876	7,192	38,677	59,745
	All Ports in the Province of Quebec	758	3,249	10,900	14,907
	All Ports in Canada	15,668	14,904	60,887	91,459
(b) Cobourg					
	St. Lawrence River Ports	10	10	59	79
	Fort Erie and Niagara Falls	-	2	124	126
	Lake Erie Ports	-	-	-	-
	St. Clair and Detroit River Ports	-	-	11	11
	Sault Ste. Marie	-	-	1	1
	Total of above	10	12	195	217
	Cobourg	-	4	40	44
	All Ports in Canada	11	16	256	283
(c) Fort Erie and Niagara Falls					
	St. Lawrence River Ports	816	6,076	14,191	21,083
	Cobourg	10	53	169	232
	Lake Erie Ports	5	45	76	126
	St. Clair and Detroit River Ports	51,837	37,594	12,643	102,074
	Sault Ste. Marie	15	410	2,370	2,795
	Total of above	52,683	44,178	29,449	126,310
	Fort Erie and Niagara Falls	83,271	39,983	108,671	231,925
	All Ports in Canada	136,078	84,914	156,694	377,686
(d) Lake Erie Ports					
	St. Lawrence River Ports	-	1	12	13
	Cobourg	-	-	-	-
	Fort Erie and Niagara Falls	1	47	119	167
	St. Clair and Detroit River Ports	70	32	111	213
	Sault Ste. Marie	-	-	13	13
	Total of above	71	80	255	406

Ports of Entry	Ports of Exit	Number of Permits by Length of Stay			
		1 Day	2 Days	3 Days & Over	Total
(d) Lake Erie Ports - Concl'd.	Lake Erie Ports	9	49	414	472
	All Ports in Canada	80	130	683	893
(e) St. Clair and Detroit River Ports	St. Lawrence River Ports	364	1,474	3,104	4,942
	Cobourg	1	7	22	30
	Fort Erie and Niagara Falls	47,765	41,976	19,389	109,130
	Lake Erie Ports	37	31	64	132
	Sault Ste. Marie	15	191	4,159	4,365
	Total of above	48,182	43,679	26,738	118,599
	St. Clair and Detroit River Ports	71,098	22,861	64,890	158,849
	All Ports in Canada	119,280	66,830	103,258	289,378
(f) Sault Ste. Marie	St. Lawrence River Ports	5	159	535	699
	Cobourg	-	1	-	1
	Fort Erie and Niagara Falls	55	593	3,034	3,682
	Lake Erie Ports	-	-	1	1
	St. Clair and Detroit River Ports	44	227	3,397	3,668
	Total of above	104	980	6,967	8,051
	Sault Ste. Marie	3,240	1,757	11,809	16,806
	All Ports in Canada	3,346	2,919	20,635	26,900
<u>Section II. Traffic from Ontario</u>					
<u>to Other Provinces</u>					
St. Lawrence River Ports	All Ports in Quebec	758	3,249	10,900	14,907
All Ports in Ontario West of Kingston and East of Sault Ste. Marie (Incl. Sault Ste. Marie)	All Ports in Quebec	119	1,146	28,734	29,999
All Ports in Ontario	All Ports in Quebec	877	4,398	39,697	44,972
All Ports in Ontario	All Ports in Maritime Provinces	7	80	3,631	3,718
All Ports in Ontario	All Ports in Manitoba	83	1,043	4,111	5,237
All Ports in Ontario	All Ports in Maritimes, Quebec and Manitoba	967	5,521	47,439	53,927
All Ports in Ontario	All Ports in Ontario	279,659	172,522	325,339	777,520
All Ports in Ontario	All Ports in Canada	280,640	178,055	373,223	831,918

Ports of Entry	Ports of Exit	Number of Permits by Length of Stay			
		<u>1 Day</u>	<u>2 Days</u>	<u>3 Days & Over</u>	<u>Total</u>
<u>Section III. Traffic from the Maritime Provinces to Central Canada</u>					
All Ports in the Maritime Provinces	All Ports in Quebec	184	380	3,217	3,781
	All Ports in Ontario	-	54	2,079	2,133
	All Ports in Quebec and Ontario	184	434	5,296	5,914
	All Ports in the Maritime Provinces	28,370	8,880	37,074	74,324
	All Ports in Canada	28,554	9,314	42,382	80,250
<u>Section IV. Traffic from Quebec to Other Provinces</u>					
All Ports in Quebec	All Ports in Ontario on the St. Lawrence River	895	2,997	8,491	12,383
	All Ports in Ontario West of Kingston and East of Sault Ste. Marie (Incl. Sault Ste. Marie)	150	960	16,475	17,585
	All Ports in Ontario	1,045	3,957	25,013	30,015
	All Ports in the Maritime Provinces	189	263	5,409	5,861
	All Ports in Ontario and the Maritime Provinces	1,234	4,220	30,422	35,876
	All Ports in Quebec	57,036	37,522	95,245	187,803
	All Ports in Canada	58,271	41,745	123,719	223,735
<u>Section V. Traffic from Manitoba To Ontario</u>					
All Ports in Manitoba	All Ports in Ontario	34	633	4,045	4,712
	All Ports in Manitoba	4,218	3,532	9,141	16,891
	All Ports in Canada	4,295	4,205	14,119	22,619
<u>Section VI. Traffic Between the Prairie Provinces</u>					
All Ports in Manitoba	All Ports in Saskatchewan	43	39	505	587
	All Ports in Alberta	-	1	223	224
	All Ports in Saskatchewan and Alberta	43	40	728	811

Ports of Entry	Ports of Exit	Number of Permits by Length of Stay			
		1 Day	2 Days	3 Days & Over	Total
All Ports in Saskatchewan	All Ports in Manitoba	27	35	421	483
	All Ports in Alberta	3	11	472	486
	All Ports in Manitoba and Alberta	30	46	893	969
	All Ports in Saskatchewan	1,130	1,527	6,312	8,969
	All Ports in Canada	1,162	1,581	7,671	10,414
All Ports in Alberta	All Ports in Manitoba	1	1	118	120
	All Ports in Saskatchewan	2	36	324	362
	All Ports in Manitoba and Saskatchewan	3	37	442	482
	All Ports in Alberta	4,696	2,508	10,223	17,427
	All Ports in Canada	4,770	3,055	20,242	28,067
<u>Section VII. Traffic Between the</u> <u>Prairie Provinces and British</u> <u>Columbia</u>					
All Ports in the Prairie Provinces	All Ports in British Columbia	72	508	9,956	10,536
	All Ports in the Prairie Provinces	10,120	7,690	27,739	45,549
	All Ports in Canada	10,227	8,841	42,032	61,100
All Ports in British Columbia	All Ports in the Prairie Provinces	59	348	8,049	8,456
	All Ports in British Columbia	28,946	27,881	65,998	122,825
	All Ports in Canada	29,008	28,231	74,346	131,585

Table 3. - Number of Foreign Automobiles Entering Canada on Traveller's Vehicle Permits which Returned to the United States in the Years 1945 - 1949,
Classified by U.S. Federal States of Registration

STATE OF ORIGIN	1945	1946	1947	1948	1949
<u>NORTH EASTERN</u>					
Connecticut	11,868	29,011	32,048	33,391	32,663
Maine	38,938	60,647	67,726	79,592	102,095
Massachusetts	30,447	73,927	86,782	85,975	86,300
New Hampshire	9,645	17,483	17,787	20,595	22,268
New Jersey	8,714	31,312	40,461	42,568	46,043
New York	232,528	335,204	368,784	428,902	443,239
Pennsylvania	32,657	74,417	98,294	102,245	101,788
Rhode Island	5,061	11,751	12,924	12,855	12,735
Vermont	45,897	68,183	55,877	80,226	86,785
	415,755	701,935	780,683	886,349	933,916
% of Total	48.7	47.9	47.5	48.9	47.7
<u>GREAT LAKES</u>					
Illinois	9,814	38,541	51,196	55,600	62,170
Indiana	5,245	17,583	20,983	24,662	27,281
Michigan	226,593	287,273	291,302	339,093	364,458
Ohio	46,980	103,185	144,161	130,994	130,827
Wisconsin	3,521	14,185	18,849	21,645	24,608
	292,153	460,767	526,491	571,994	609,344
% of Total	34.2	31.5	32.0	31.6	31.2
<u>NORTH WESTERN</u>					
Minnesota	8,408	23,555	26,286	29,590	35,196
Montana	3,706	8,254	8,417	10,511	12,948
North Dakota	7,412	12,869	10,490	13,196	19,809
	19,526	44,678	45,193	53,297	67,953
% of Total	2.3	3.1	2.7	2.9	3.5
<u>WEST COAST</u>					
California	10,648	47,046	60,063	51,578	54,644
Oregon	6,414	15,031	18,462	17,883	19,525
Washington	87,059	121,771	130,142	126,514	143,466
	104,121	183,848	208,667	195,975	217,635
% of Total	12.2	12.5	12.7	10.8	11.1
<u>OTHER</u>					
	21,951	73,307	83,602	104,349	127,600
% of Total	2.6	5.0	5.1	5.8	6.5
TOTAL	853,506	1,464,535	1,644,636	1,811,964	1,956,448

Table 4. - Average Expenditure Per Car Reported, and Total Expenditures in Canada of Non-Resident Permit-Holding Motorists, Classified by U.S. Federal States of Registration, 1949

STATE OF ORIGIN	Average Expenditure per car	Number of cars	Total Expenditures
<u>NORTH EASTERN</u>			
Connecticut	78.53	32,663	2,565,025
Maine	31.45	102,095	3,210,888
Massachusetts	85.34	86,300	7,364,842
New Hampshire	52.70	22,268	1,173,524
New Jersey	87.22	46,043	4,015,870
New York	55.95	443,239	24,799,222
Pennsylvania	79.83	101,788	8,125,736
Rhode Island	79.90	12,735	1,017,527
Vermont	17.96	86,785	1,558,659
		933,916	52,657,769
% of Total	-	47.7	43.3
<u>GREAT LAKES</u>			
Illinois	89.74	62,170	5,579,136
Indiana	74.43	27,291	2,030,525
Michigan	45.57	364,451	16,608,351
Ohio	87.99	130,827	11,511,468
Wisconsin	80.50	24,608	1,980,944
		609,344	37,710,424
% of Total	-	31.2	31.0
<u>NORTH WESTERN</u>			
Minnesota	70.30	35,196	2,474,279
Montana	75.93	12,948	983,142
North Dakota	58.86	19,809	1,165,958
		67,953	4,623,379
% of Total	-	3.5	3.8
<u>WEST COAST</u>			
California	106.08	54,644	5,796,636
Oregon	92.05	19,525	1,797,276
Washington	49.55	143,466	7,108,740
		217,635	14,702,652
% of Total	-	11.1	12.1
<u>OTHER</u>			
	93.64	127,600	11,948,505
% of Total	-	6.5	9.8

TABLE 5. NUMBER OF FOREIGN AUTOMOBILES WHICH ENTERED CANADA ON CUSTOMS PERMITS THROUGH PROVINCES INDICATED, AND WHICH RETURNED TO THE COUNTRY OF ORIGIN IN THE YEAR 1949, CLASSIFIED BY UNITED STATES FEDERAL STATES OR COUNTRIES OF REGISTRATION

STATE OF ORIGIN	P.E.I. ⁽¹⁾	N.S. ⁽¹⁾	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.&Y.T.	Total
Alabama.....	-	1	32	148	1,129	28	12	54	63	1,467
Arizona.....	-	-	26	109	769	34	25	212	530	1,705
Arkansas.....	-	-	17	57	828	55	7	83	114	1,161
California.....	-	8	406	1,796	12,745	857	625	4,439	33,768	54,644
Colorado.....	-	-	25	160	1,306	113	100	661	1,110	3,475
Connecticut.....	-	136	3,946	17,304	10,782	38	15	109	333	32,663
Delaware.....	-	6	119	576	1,213	4	1	22	48	1,989
Dist. of Columbia.	-	26	290	1,362	2,812	27	13	64	84	4,678
Florida.....	-	11	593	2,036	6,788	90	39	216	409	10,182
Georgia.....	-	3	62	409	1,742	33	10	62	156	2,477
Idaho.....	-	-	20	37	488	42	64	830	3,589	5,070
Illinois.....	-	23	511	2,757	53,098	1,768	378	2,100	1,535	62,170
Indiana.....	-	11	242	1,022	24,703	328	96	438	441	27,281
Iowa.....	-	-	73	378	11,738	1,178	478	704	663	15,212
Kansas.....	-	-	54	241	2,841	548	192	520	695	5,091
Kentucky.....	-	2	69	209	4,413	36	16	67	103	4,915
Louisiana.....	-	2	58	309	1,287	68	19	148	210	2,101
Maine.....	-	5	82,844	16,746	2,373	13	8	35	71	102,095
Maryland.....	-	35	548	2,486	6,690	41	13	106	175	10,094
Massachusetts.....	2	561	19,708	45,558	19,822	66	20	229	334	86,300
Michigan.....	-	20	726	2,668	357,745	903	305	948	1,143	364,458
Minnesota.....	-	1	79	559	23,232	7,981	1,074	1,359	911	35,196
Mississippi.....	-	-	19	85	436	21	6	39	44	650
Missouri.....	-	8	117	576	7,961	449	104	535	630	10,380
Montana.....	-	-	13	141	608	203	2,508	8,023	1,452	12,948
Nebraska.....	-	1	42	211	2,412	538	235	471	575	4,485
Nevada.....	-	-	9	31	305	17	19	106	324	811
New Hampshire.....	-	19	1,854	18,245	2,080	10	6	28	26	22,268
New Jersey.....	-	180	3,015	17,821	24,211	75	26	311	404	46,043
New Mexico.....	-	-	11	71	386	18	23	167	223	899
New York.....	-	516	6,644	102,309	331,644	211	92	820	1,003	443,239
North Carolina.....	-	7	118	631	2,277	29	11	65	90	3,228
North Dakota.....	-	1	9	192	1,362	11,692	5,812	405	336	19,809
Ohio.....	-	30	874	4,171	123,768	316	113	764	791	130,827
Oklahoma.....	-	-	28	165	1,844	248	115	454	469	3,323
Oregon.....	-	8	50	143	1,114	115	170	855	17,070	19,525
Pennsylvania.....	-	147	2,171	12,077	86,142	127	50	491	583	101,788
Rhode Island.....	-	40	1,422	8,153	3,019	12	4	29	56	12,735
South Carolina.....	-	5	66	272	903	12	11	23	34	1,326
South Dakota.....	-	-	11	51	1,419	775	392	293	349	3,290
Tennessee.....	-	5	48	329	3,014	28	7	76	153	3,660
Texas.....	-	6	106	638	4,384	356	141	1,157	1,469	8,257
Utah.....	-	-	2	57	585	25	17	1,036	1,163	2,885
Vermont.....	-	3	459	84,027	2,193	6	5	24	68	86,785
Virginia.....	-	21	364	1,721	5,621	49	10	111	216	8,113
Washington.....	-	2	78	320	2,013	220	381	2,028	138,424	143,466
West Virginia.....	-	3	54	216	4,754	11	5	25	66	5,134
Wisconsin.....	-	4	125	653	20,924	1,034	319	803	746	24,608
Wyoming.....	-	-	8	26	329	49	55	708	367	1,542
U.S. Government...	-	2	8	6	16	10	-	7	17	66
Total U.S. by States	2	1,859	128,173	350,265	1,184,268	30,907	14,147	33,260	213,633	1,956,514
Other Countries (2)	-	26	34	178	344	32	8	540	1,625	2,787
Grand Total	2	1,885	128,207	350,443	1,184,612	30,939	14,155	33,800	215,258	1,959,301

- (1) As Nova Scotia and Prince Edward Island have no ports of entry adjacent to the United States boundary, cars proceeding to these provinces (with the exception of those travelling direct from the United States by water) enter through ports in other provinces and are recorded in the latter.
- (2) Other countries comprise: Alaska 2,001, Aruba 1, Australia 1, Bahamas 18, Belgium 1, Belgium Congo 1, Bermuda 1, Bolivia 1, Brazil 3, Colombia 2, Costa Rica 2, Cuba 83, Dutch East Indies 1, England 5, France 4, Gambia 1, Germany 3, Guam 4, Guatemala 1, Haiti 1, Hawaiian Islands 263, Hong Kong 2, Holland 2, Ireland 1, Italy 3, Jamaica 1, Japan 4, Java 1, Mexico 91, Netherlands West Indies 1, Newfoundland 21, New Zealand 1, Panama (Canal Zone 142, Peru 1, Philippine Islands 6, Puerto Rico 10, Scotland 1, South America 1, Switzerland 3, Venezuela 3, Wales 1, West Indies 2.
- (3) Due to minor revisions data for the Calendar year do not in all cases equal the sum of monthly data previously published.

Table 6. - Number of One and Two-Day Cars (Tourist Class) Travelling Intransit
Between Selected Ports of Entry and Exit, 1949

Ports of Entry and Exit	One-day Cars	Two-day Cars	Total
<u>QUEBEC</u>			
Glen Sutton - Highwater	7,702	(1)	7,702
Highwater - Glen Sutton	7,480	(1)	7,480
Total	15,182		15,182
<u>ONTARIO</u>			
Fort Erie - Niagara Falls	37,654	(1)	37,654
Niagara Falls - Fort Erie	20,597	(1)	20,597
Total	58,251		58,251
Fort Erie - Windsor	35,523	14,406	49,929
Windsor - Fort Erie	32,079	15,375	47,454
Total	67,602	29,781	97,383
Fort Erie - Sarnia	8,760	4,002	12,762
Sarnia - Fort Erie	9,329	4,077	13,406
Total	18,089	8,079	26,168
Niagara Falls - Windsor	21,082	20,300	41,382
Windsor - Niagara Falls	18,558	23,926	42,484
Total	39,640	44,226	83,866
Niagara Falls - Sarnia.....	16,115	11,642	27,757
Sarnia - Niagara Falls	17,400	13,897	31,297
Total	33,515	25,539	59,054
Windsor - Sarnia	3,635	(1)	3,635
Sarnia - Windsor	5,613	(1)	5,613
Total	9,248		9,248
<u>BRITISH COLUMBIA</u>			
Pacific Highway - Boundary Bay	138	(1)	138
Boundary Bay - Pacific Highway	154	(1)	154
Total	292		292
Carson - Cascade City.....	1,090	(1)	1,090
Cascade City - Carson.....	1,043	(1)	1,043
Total	2,133		2,133
TOTAL (All ports)	243,952	107,626	351,577
Per cent of total one-day and two-day traffic entering through all ports in Canada	36	27	33

(1) Cannot be considered as intransit.

Table 7. - Expenditures of Foreign Travellers in Canada, 1945 - 1949

(\$ Millions)

<u>1. Travellers from the United States</u>	<u>1945</u>	<u>1946</u>	<u>1947</u>	<u>1948</u>	<u>1949(2)</u>
<u>Means of Travel:</u>					
Automobile	56.9	98.0	118.4	139.4	144.9
Rail	64.3	61.4	56.6	55.9	52.8
Boat	13.0	17.3	22.1	16.0	15.3
Bus (Exclusive of local bus)	12.9	15.8	16.7	20.8	24.4
Airplane	5.6	10.3	13.1	12.1	17.6
Other (pedestrians, local bus, etc.)	10.6	13.3	14.2	23.2	13.5
 TOTAL, U.S.A.	 163.3	 216.1	 241.1	 267.4	 268.5
 <u>2. Travellers from Overseas Countries (1)</u>	 <u>3.0</u>	 <u>6.4</u>	 <u>10.0</u>	 <u>13.0</u>	 <u>18.0</u>
 TOTAL, All Countries	 166.3	 222.5	 251.1	 280.4	 286.5

Table 8. - Expenditures of Canadian Travellers in Foreign Countries, 1945-1949

(\$ Millions)

<u>1. Travellers to the United States</u>	<u>1945</u>	<u>1946</u>	<u>1947</u>	<u>1948</u>	<u>1949</u>
<u>Means of Travel:</u>					
Automobile	7.5	21.7	32.6	25.1	52.9
Train	39.4	49.6	52.2	35.9	46.1
Boat	1.8	3.2	4.1	3.1	3.9
Bus (Exclusive of local bus)	17.0	28.5	34.6	25.5	33.1
Airplane	4.1	8.8	9.0	7.3	9.7
Other (pedestrians, local bus, etc.)	11.0	18.1	19.8	16.3	18.5
 TOTAL, U.S.A.	 80.9	 129.9	 152.3	 113.2	 164.2
 <u>2. Travellers to Overseas Countries (1)</u>	 <u>2.0</u>	 <u>6.0</u>	 <u>15.0</u>	 <u>21.0</u>	 <u>28.0</u>
 TOTAL, All Countries	 82.9	 135.9	 167.3	 134.2	 192.2

(1) Prior to union with Canada in 1949 Newfoundland was classed as an overseas country.

(2) Subject to revision.

Table 9. - Non-Resident Permit-Holding Automobile Traffic in Canada,
Minimum Inter-Provincial Travel, June - September, 1947 - 1949

<u>Province of Entry</u>	<u>American Cars Leaving Canada by a Province Other than that of Entry</u>			<u>Percentage of All Cars Entering Provinces</u>		
	<u>1947</u>	<u>1948</u>	<u>1949</u>	<u>1947</u>	<u>1948</u>	<u>1949</u>
Maritimes	4,818	4,812	5,926	7.9	7.3	7.4
Quebec	30,889	31,329	35,932	15.2	14.3	16.1
Ontario	45,817	48,422	54,398	6.3	6.0	6.5
Manitoba	4,254	4,747	5,728	23.7	27.6	25.3
Saskatchewan	1,060	1,182	1,445	13.9	13.3	13.9
Alberta	8,974	9,266	10,640	44.4	40.5	37.9
British Columbia	8,126	6,629	8,760	6.5	6.0	6.7
TOTAL	103,938	106,387	122,829	8.9	8.5	9.2

Table 10. - Expenditures of United States Travellers in Canada by Length of Stay,

Revised Statement, 1948

Mode of Travel	Number of Persons	% of Grand Total	Expenditures \$	% of Grand Total
<u>A. Short Term Traffic</u>				
Automobiles:				
Non-permit or local traffic	8,871,646	35.38	22,727,193	8.50
Repeat trips of permit- holders	3,109,339	12.40	-	-
Tourist Class, 1 Day ..	2,079,777	8.29	8,282,130	3.10
Tourist Class, 2 Days ..	1,053,393	4.20	8,939,080	3.34
Commuters	1,990	0.01	362,481	0.14
Local permit-holders ..	9,145	0.04	432,199	0.16
Rail, intransit	721,400	2.88	-	-
Bus, intransit	110,068	0.44	275,170	0.10
Airplane, intransit	4,601	0.02	11,502	0.01
Other travellers	5,438,992	21.69	23,215,545	8.68
 TOTAL	 21,400,351	 85.35	 64,245,300	 24.03
<u>B. Long Term Traffic</u>				
Automobiles:				
Tourist Class, more than two days	2,251,782	8.98	94,450,858	35.33
Summer Residents	19,250	0.08	4,205,928	1.57
Rail	589,207	2.35	55,909,988	20.91
Bus	369,437	1.47	20,510,980	7.67
Airplane	110,983	0.44	12,039,456	4.50
Boat	334,950	1.33	16,000,907	5.99
 TOTAL	 3,675,609	 14.65	 203,118,117	 75.97
 GRAND TOTAL	 25,075,960	 100.00	 267,363,417	 100.00

Table 11. - Balance of Payments on Travel Account Between Canada
and All Other Countries, 1926 - 1949

(Net Credits + Net Credits -)
(\$ Million)

Year	Account with United States			Account with Overseas Countries(1)			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	267	113	+154	13	22	- 9	280	135	+145
1949(2)...	268	164	+104	18	28	- 10	286	192	+ 94

- (1) Prior to union with Canada in 1949 Newfoundland was classed as an overseas country.
(2) Subject to revision.

Table 12. - Number of Foreign Automobiles and Other Vehicles entering Canada,
by Province of Entry, 1945 - 1949.

Non-Permit Class - Local Traffic (1)

Entering by Ports in -	1945	1946	1947	1948	1949
Maritime Provinces	587,207	752,411	806,821	845,782	961,707
Quebec	131,881	173,148	199,670	234,153	218,196
Ontario	2,068,158	2,624,849	2,967,148	3,420,637	3,357,224
Manitoba	39,815	53,310	55,360	57,007	57,520
Saskatchewan	17,334	20,221	19,205	21,364	21,217
Alberta	6,840	12,243	18,024	19,143	17,674
British Columbia	41,102	59,776	77,356	89,324	90,221
Yukon	-	-	16	11	552
CANADA	2,892,337	3,695,958	4,143,600	4,687,421	4,724,311

Traveller's Vehicle Permits (1)

Maritime Provinces	44,377	83,147	93,417	104,982	130,751
Quebec	138,215	277,641	300,914	335,236	362,425
Ontario	553,720	903,096	1,005,194	1,125,956	1,200,491
Manitoba	8,775	22,797	24,407	24,516	31,129
Saskatchewan	4,247	9,723	9,702	11,663	14,155
Alberta	3,045	16,522	23,476	27,662	34,637
British Columbia	107,506	178,595	205,216	191,572	214,805
Yukon	30	585	1,527	2,401	1,561
CANADA	859,915	1,492,106	1,663,853	1,823,988	1,989,954

Commercial Vehicles

Maritime Provinces	56,184	65,294	62,295	61,791	76,260
Quebec	18,584	21,631	25,339	27,403	36,750
Ontario	78,139	81,441	87,982	87,288	95,844
Manitoba	1,830	1,736	3,778	3,191	4,262
Saskatchewan	4,221	3,907	3,745	5,146	3,414
Alberta	1,808	3,237	4,401	2,746	3,155
British Columbia	5,298	5,836	6,175	7,989	8,538
Yukon	9	54	84	316	678
CANADA	166,073	183,136	193,799	195,870	228,901

(1) The expressions "Non-Permit Class " and "Traveller's Vehicle Permits" are defined on page 51.

Table 13. - Number of Foreign Automobiles and Other Vehicles Entering Canada,
by Month of Entry, 1945 - 1949

Month	1945	1946	1947	1948	1949
Non-Permit Class - Local Traffic (1)					
January	102,149	162,652	189,790	225,540	244,609
February	102,384	157,998	167,863	224,075	239,202
March	156,313	213,741	210,224	258,309	253,881
April	199,681	241,622	241,501	310,508	315,660
May	256,493	295,963	330,240	423,911	406,528
June	297,595	394,558	431,926	479,661	501,106
July	391,913	524,577	590,979	666,898	695,554
August	386,608	492,504	643,812	641,671	626,231
September	344,843	376,832	425,942	502,099	456,460
October	271,092	325,014	368,243	368,271	388,556
November	193,760	270,330	292,881	299,995	302,135
December	189,506	240,167	250,199	286,483	294,389
TOTAL (2)	2,892,337	3,695,958	4,143,600	4,687,421	4,724,311
Traveller's Vehicle Permits (1)					
January	10,556	26,780	24,306	28,243	32,590
February	12,889	29,847	25,083	33,329	35,826
March	22,341	47,492	34,247	46,087	46,160
April	32,102	64,550	58,241	69,907	83,510
May	46,999	105,499	114,875	134,440	153,988
June	79,133	183,362	203,916	191,954	221,002
July	151,007	300,635	362,638	407,884	453,045
August	187,215	332,407	409,433	408,026	426,302
September	145,968	181,734	198,865	253,564	264,467
October	84,933	111,696	126,180	128,121	141,089
November	53,330	68,497	68,284	74,967	76,120
December	33,442	39,607	37,785	47,486	55,855
TOTAL (3)	859,915	1,492,106	1,663,853	1,823,988	1,989,954
Commercial Vehicles					
January	11,228	11,815	13,288	13,309	14,993
February	11,304	11,984	13,505	12,199	14,908
March	13,237	14,938	14,049	14,681	17,609
April	12,291	15,296	16,608	16,299	16,266
May	14,646	18,794	16,827	15,911	18,584
June	15,948	17,301	17,477	17,627	19,591
July	16,106	15,431	17,816	16,643	20,572
August	15,864	16,947	17,204	18,224	23,163
September	14,331	15,558	17,000	18,453	22,085
October	15,623	16,200	17,928	18,356	21,431
November	12,973	14,823	16,681	17,251	19,918
December	12,522	14,049	15,416	16,917	19,781
TOTAL	166,073	183,136	193,799	195,870	228,901

(1) "Non-Permit Class" and "Traveller's Vehicle Permits" are defined on page 51.

(2) Includes 4,662 motorcycles, 22,887 bicycles and 65,371 taxis in 1949.

(3) Includes 1,307 motorcycles, 3,294 bicycles and 1,816 other vehicles in 1949.

Table 14. - Number of Foreign Travellers entering Canada from the United States,
by Province of Entry, 1945 - 1949.

(A) Rail (1)

Province of Entry	1945	1946	1947	1948	1949
Maritime Provinces	44,427	40,001	28,897	23,702	18,889
Quebec	229,153	239,263	244,961	223,040	198,552
Ontario	424,800	307,725	280,905	257,093	242,293
Manitoba	28,335	25,861	24,488	22,543	23,819
Saskatchewan	7,358	15,478	17,553	17,464	14,492
Alberta	788	603	1,220	1,288	1,594
British Columbia	60,987	56,616	49,519	44,077	51,670
CANADA	795,848	685,547	647,543	589,207	551,309

(B) Boat

Nova Scotia	1,142	1,540	17,806	15,034	14,094
New Brunswick	7,718	8,084	6,394	8,058	8,926
Quebec	3,261	3,183	5,122	1,670	1,646
Ontario	134,676	129,068	162,423	177,788	141,385
Manitoba	-	-	-	-	-
Saskatchewan	-	-	-	-	-
Alberta	-	-	-	-	-
British Columbia	176,949	197,433	142,161	132,388	134,188
Yukon	40	53	8	12	4
CANADA	323,786	339,361	333,914	334,950	300,243

(C) Bus (2)

Maritime Provinces	11,774	13,056	9,508	9,724	9,904
Quebec	14,968	25,357	32,855	36,663	35,450
Ontario	196,616	308,813	352,538	383,638	338,244
Manitoba	4,253	5,189	5,843	6,500	2,846
Saskatchewan	135	147	280	203	899
Alberta	2,177	2,164	2,345	5,422	2,617
British Columbia	31,740	49,760	38,698	37,355	39,197
Yukon	-	-	-	-	-
CANADA	261,663	404,486	442,067	479,505	429,157

(1) After deducting intransit passengers across southern Ontario.

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

Table 14. - Number of Foreign Travellers Entering Canada from the United States,
by Province of Entry, 1945 - 1949 - Concl'd.

(D) Airplane

Province of Entry	1945	1946	1947	1948	1949
Newfoundland	(1)	(1)	(1)	(1)	1,050
Prince Edward Island ...	-	-	-	-	6
Nova Scotia	-	412	659	501	609
New Brunswick	4,022	5,337	6,650	6,604	7,077
Quebec	28,717	40,637	29,744	28,202	33,522
Ontario	9,631	29,049	32,414	33,777	42,601
Manitoba	2,345	3,995	4,513	4,929	6,447
Saskatchewan	12	72	102	354	248
Alberta	2,151	2,852	7,144	11,610	9,815
British Columbia	12,304	16,513	22,522	25,006	27,461
Yukon (2)	8,140	11,297	9,292	4,601	6,910
CANADA	67,322	110,164	113,040	115,584	135,746

(1) Comparable data not available.

(2) Yukon traffic is practically all intransit to and from Alaska.

Table 15. - Number of Foreign Travellers Entering Canada from the United States,
by Month of Entry, 1945 - 1949

(A) Rail (Including intransit traffic)

Month	1945	1946	1947	1948	1949
January	143,179	137,635	111,361	105,026	95,561
February	128,076	114,027	102,914	95,299	71,482
March	135,606	119,918	91,862	87,856	68,837
April	138,198	120,892	99,691	92,044	78,448
May	151,722	105,442	108,274	92,227	89,093
June	196,227	154,231	156,852	125,299	117,313
July	238,153	195,061	173,104	171,478	151,982
August	208,004	201,720	181,083	148,687	128,503
September	156,223	145,981	136,283	114,091	105,642
October	154,240	114,912	102,856	93,810	96,132
November	148,907	107,051	94,345	86,541	77,557
December	166,533	133,550	120,859	98,249	100,402
TOTAL	1,965,068	1,650,420	1,479,484	1,310,607	1,180,952

(B) Boat

January	6,686	5,405	2,300	2,248	1,936
February	6,457	5,765	2,828	2,374	1,627
March	7,339	6,149	3,792	2,978	2,761
April	9,908	7,193	5,278	3,545	3,616
May	13,418	13,083	12,056	16,137	18,548
June	35,355	34,466	37,156	39,261	39,790
July	85,981	93,281	101,935	98,586	90,207
August	95,912	104,496	118,281	111,995	95,727
September	34,824	47,211	35,996	43,679	34,404
October	12,548	11,152	8,270	7,368	6,637
November	7,438	5,841	3,409	3,886	2,513
December	7,920	5,319	2,613	2,893	2,477
TOTAL	323,786	339,361	333,914	334,950	300,243

Table 15. - Number of Foreign Travellers Entering Canada From the United States,
by Month of Entry, 1945 - 1949 - Concl'd.

<u>(C) Bus (1) and (2)</u>					
<u>Month</u>	<u>1945</u>	<u>1946</u>	<u>1947</u>	<u>1948</u>	<u>1949</u>
January	7,733	11,351	13,005	14,111	12,558
February	8,508	12,383	11,973	14,222	13,908
March	9,892	14,259	11,317	14,454	13,691
April	11,065	16,327	19,504	17,035	17,837
May	15,218	27,791	28,726	33,719	31,793
June	25,016	41,215	48,710	51,105	54,012
July	53,855	85,302	98,342	105,381	95,325
August	56,723	88,394	104,362	106,398	82,308
September	28,696	41,721	44,491	57,492	50,377
October	19,948	29,919	27,826	26,851	25,548
November	12,950	19,565	16,973	19,638	16,522
December	12,059	16,259	16,338	19,099	15,278
 TOTAL	 261,663	 404,486	 442,067	 479,505	 429,157

<u>(D) Airplane</u>					
January	2,809	5,571	4,462	4,690	5,814
February	3,124	6,147	5,095	5,296	6,032
March	3,984	6,323	3,595	6,172	7,748
April	3,990	6,673	7,716	7,501	8,985
May	4,588	8,692	10,477	9,851	12,866
June	6,323	10,523	11,906	13,179	16,092
July	8,079	13,622	14,315	14,494	18,267
August	8,885	15,874	16,638	15,539	17,297
September	7,131	12,363	12,803	13,844	15,132
October	6,171	9,634	10,067	10,145	11,016
November	5,202	7,610	6,407	7,491	8,220
December	7,036	7,132	6,059	7,382	8,277
 TOTAL	 67,322	 110,164	 113,040	 115,584	 135,746

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

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

Table 16. - Number of Canadian Automobiles and Other Vehicles Travelling in the United States by Province of Re-Entry into Canada, 1945-1949

	1945	1946	1947	1948	1949
<u>Length of Stay - 24 hours or less</u>					
<u>Returning by Ports in:</u>					
Maritime Provinces	369,202	499,048	575,926	567,569	708,493
Quebec	141,947	198,296	241,669	235,403	255,647
Ontario	382,343	552,813	601,807	591,232	762,970
Manitoba	35,741	45,771	54,493	47,818	53,893
Saskatchewan	32,606	35,072	36,231	29,000	32,502
Alberta	10,008	17,208	19,226	21,319	25,854
British Columbia	99,955	202,486	271,816	249,254	278,749
Yukon	-	-	-	1	3
CANADA	1,071,802	1,550,694	1,801,168	1,741,596	2,118,111
<u>Length of Stay - Over 24 Hours</u>					
Maritime Provinces	3,692	6,140	10,243	11,253	17,684
Quebec	21,909	37,641	51,977	46,882	60,303
Ontario	28,195	66,272	71,999	66,502	120,814
Manitoba	3,283	11,614	17,729	14,739	20,821
Saskatchewan	2,826	7,271	9,782	11,279	15,197
Alberta	1,139	3,518	8,503	12,119	17,536
British Columbia	18,910	34,741	39,555	37,534	79,847
Yukon	-	-	-	7	4
CANADA	79,954	167,197	209,788	200,315	332,206
<u>Commercial Vehicles</u>					
Maritime Provinces	51,705	57,215	59,569	57,085	60,837
Quebec	22,139	26,552	28,026	29,005	32,548
Ontario	34,507	35,908	56,273	55,473	65,490
Manitoba	3,976	4,206	7,319	5,106	5,261
Saskatchewan	3,231	5,497	7,325	6,907	6,407
Alberta	5,002	6,402	6,994	5,604	5,229
British Columbia	12,442	13,890	15,942	18,580	17,643
Yukon	-	-	4	64	49
CANADA	133,002	149,670	181,452	177,824	193,464

Table 17. - Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Month of Re-Entry into Canada, 1945-1949

Month	1945	1946	1947	1948	1949
<u>Length of Stay - 24 hours or less</u>					
January	44,184	78,383	96,935	83,263	116,110
February	39,569	72,338	93,195	82,722	109,327
March	62,954	101,534	121,419	108,764	130,750
April	67,080	109,738	139,094	120,027	160,391
May	85,282	146,250	166,239	153,570	197,556
June	92,216	149,138	174,863	160,091	198,556
July	118,667	170,774	212,141	194,261	248,819
August	131,529	175,613	219,559	203,857	230,555
September	124,660	154,289	174,749	177,600	198,195
October	113,714	146,566	176,099	173,654	203,816
November	96,663	128,540	136,791	148,253	163,838
December	95,284	117,531	91,084	135,534	160,198
TOTAL(1)	1,071,802	1,550,694	1,801,168	1,741,596	2,118,111
<u>Length of Stay - Over 24 hours</u>					
January	1,560	4,098	5,154	4,576	7,457
February	1,307	3,684	5,485	3,962	6,175
March	1,947	6,375	8,148	7,768	11,825
April	2,935	10,315	14,322	9,496	23,123
May	2,978	15,251	15,287	14,810	23,462
June	4,706	15,959	18,528	16,493	28,183
July	12,238	26,697	35,336	34,110	61,955
August	13,435	28,652	40,009	39,877	60,000
September	13,795	21,478	26,294	26,552	43,371
October	12,180	17,512	24,223	21,971	34,689
November	8,068	10,399	11,791	12,497	19,349
December	4,755	6,777	5,211	8,203	12,617
TOTAL(2)	79,954	167,197	209,788	200,315	332,206
<u>Commercial Vehicles</u>					
January	8,630	10,865	12,839	11,793	14,448
February	9,381	11,392	15,325	11,743	14,478
March	10,967	13,195	15,771	13,149	16,862
April	8,566	10,678	13,201	12,535	14,886
May	11,160	12,570	15,348	15,307	16,153
June	12,126	13,069	15,684	16,034	17,247
July	12,629	14,067	16,636	17,150	15,086
August	13,508	13,892	17,303	17,765	17,483
September	12,130	13,239	16,490	16,383	16,069
October	12,904	12,718	17,297	16,125	17,746
November	10,453	12,398	13,769	15,659	16,802
December	10,548	11,587	11,789	14,181	16,204
TOTAL	133,002	149,670	181,452	177,824	193,464

(1) Includes 10,247 motorcycles, 29,213 bicycles and 90,542 taxis in 1949.

(2) Includes 1,056 motorcycles, 163 bicycles and 1,014 taxis in 1949.

Table 18. - Number of Canadians Returning From the United States
by Province of Re-Entry Into Canada, 1945 - 1949

(A) Rail					
Province of Re-entry	1945	1946	1947	1948	1949
New Brunswick	27,080	24,991	22,651	19,813	18,185
Quebec	175,201	187,393	203,691	165,160	175,446
Ontario	309,684	319,354	282,413	234,187	260,586
Manitoba	23,289	24,071	25,950	21,020	27,831
Saskatchewan	7,429	8,152	8,949	7,880	7,817
Alberta	589	616	1,002	879	977
British Columbia	38,363	40,146	41,021	28,434	41,272
Yukon	-	-	-	-	-
CANADA	581,635	604,723	585,677	477,373	532,114

(B) Boat					
Newfoundland	(1)	(1)	(1)	(1)	2
Nova Scotia	74	86	3,031	1,654	1,848
New Brunswick	25,643	22,666	25,345	30,815	37,214
Quebec	4,700	1,880	4,481	4,418	1,086
Ontario	39,278	34,329	41,861	40,903	40,790
Manitoba	-	-	-	-	-
Saskatchewan	-	-	-	-	-
Alberta	-	-	-	-	-
British Columbia	27,562	41,848	26,140	20,462	26,741
Yukon	26	26	3	14	-
CANADA	97,283	100,835	100,861	98,266	107,681

(C) Bus (2)					
New Brunswick	8,347	12,271	11,225	9,331	12,960
Quebec	16,305	31,635	37,591	39,208	59,560
Ontario	229,915	317,419	353,504	294,790	380,175
Manitoba	9,609	14,268	15,433	18,806	10,029
Saskatchewan	534	618	828	707	1,123
Alberta	2,319	2,779	2,982	3,126	3,985
British Columbia	35,041	63,396	81,853	77,071	95,460
Yukon	-	-	-	-	-
CANADA	302,070	442,386	503,416	443,039	563,292

(1) Comparable data not available.

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

Table 18. - Number of Canadians Returning From the United States
by Province of Re-Entry Into Canada, 1945-1949 Concl'd.

(D) Airplane

Province of Re-entry	1945	1946	1947	1948	1949
Newfoundland	(1)	(1)	(1)	(1)	645
Prince Edward Island	-	-	-	-	2
Nova Scotia	-	102	195	127	194
New Brunswick	1,075	1,594	2,487	2,586	3,122
Quebec	16,899	21,486	17,583	17,544	22,005
Ontario	11,504	27,853	27,174	33,874	43,917
Manitoba	1,359	2,879	2,924	2,738	3,588
Saskatchewan	-	25	19	66	75
Alberta	1,231	1,744	1,290	1,255	1,326
British Columbia	3,397	7,565	12,992	12,382	15,504
Yukon	124	360	365	312	341
CANADA (2)	35,589	63,608	65,029	70,884	90,719

(1) Comparable data not available.

(2) Includes a small percentage from overseas via U.S.

Table 19. - Number of Canadians Returning from the United States
by Month of Re-entry into Canada, 1945-1949

(A) Rail (Gross Entries)

Month	1945	1946	1947	1948	1949
January	51,361	57,290	47,633	39,227	43,365
February	35,667	57,294	38,763	30,359	31,095
March	40,533	44,302	43,792	39,491	33,095
April	45,254	47,640	52,618	33,960	50,606
May	40,539	36,202	44,528	37,946	41,185
June	43,758	43,399	45,320	33,856	40,583
July	64,346	60,858	63,607	49,863	63,410
August	61,305	69,009	69,538	54,945	62,795
September	51,243	54,775	52,601	44,284	50,020
October	46,468	50,106	51,009	42,721	44,495
November	39,331	39,290	37,522	32,173	32,622
December	61,830	44,558	38,746	38,548	38,843
TOTAL	581,635	604,723	585,677	477,373	532,114

(B) Rail (Net Entries)

Month	1945	1946	1947	1948	1949
January	50,313	56,208	46,829	38,516	42,766
February	34,833	56,297	38,284	29,841	30,637
March	39,474	43,130	43,194	38,635	32,595
April	44,165	46,416	51,633	33,160	49,786
May	39,530	35,263	43,705	37,159	40,245
June	42,644	42,466	44,420	33,091	39,641
July	62,846	59,753	62,742	48,975	62,045
August	59,855	67,998	68,496	53,949	61,765
September	49,987	53,920	51,775	43,405	49,102
October	45,118	49,128	50,146	41,931	43,741
November	38,068	38,411	36,631	31,486	31,882
December	60,525	43,609	37,802	37,747	38,012
TOTAL	567,358	592,699	575,657	467,895	522,217

Table 19. - Number of Canadians Returning From the United States
by Month of Re-Entry Into Canada, 1945-1949 - Concl'd.

(C) <u>Boat</u>					
Month	1945	1946	1947	1948	1949
January	2,839	3,690	2,075	2,954	2,618
February	2,927	3,045	2,240	2,744	2,363
March	2,931	2,993	2,547	2,772	2,506
April	3,761	3,394	3,052	2,587	4,279
May	4,037	5,739	4,307	4,360	4,667
June	8,449	10,028	10,947	9,179	10,303
July	21,915	22,562	19,593	22,327	29,580
August	24,558	21,790	29,685	25,891	26,238
September	13,300	15,440	14,674	14,383	12,683
October	5,669	4,877	4,663	4,425	4,716
November	3,697	3,752	3,258	3,216	3,820
December	3,200	3,525	3,820	3,428	3,908
TOTAL	97,283	100,835	100,861	98,266	107,681

(D) <u>Bus (1)</u>					
January	15,272	23,847	26,133	23,317	26,148
February	12,695	22,519	24,490	21,979	25,669
March	15,443	28,178	31,286	26,937	33,073
April	16,775	29,412	34,474	26,701	43,659
May	18,169	33,309	39,607	36,052	50,449
June	23,520	37,185	48,578	40,931	53,924
July	41,213	57,078	68,477	57,405	78,718
August	47,674	68,094	77,156	69,423	78,543
September	37,856	48,381	51,246	51,990	60,331
October	28,223	36,373	47,134	38,777	47,587
November	21,951	30,235	32,926	25,931	33,236
December	23,274	27,725	21,909	23,596	31,955
TOTAL	302,070	442,386	503,416	443,039	563,292

(E) <u>Airplane</u>					
January	2,208	4,721	3,803	3,791	5,318
February	1,988	3,659	4,052	3,708	5,163
March	2,529	4,740	5,684	5,454	7,332
April	2,898	5,426	6,861	6,051	9,152
May	2,679	5,329	5,904	6,472	8,732
June	2,893	4,821	5,287	6,741	8,605
July	2,640	5,157	5,412	7,203	8,030
August	2,797	6,333	6,369	6,304	8,178
September	3,474	7,114	6,587	7,356	9,547
October	4,048	6,597	6,741	7,415	8,931
November	3,928	5,232	4,639	5,357	6,529
December	3,507	4,479	3,690	5,032	5,202
TOTAL	35,589	63,608	65,029	70,884	90,719

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

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 referred to above consists of motorists who are required to apply for a traveller's vehicle permit. They are persons 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 presented 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 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 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 expenditure rates, and the data are made available to the Dominion Bureau of Statistics. The residual traffic mentioned in the fifth classification is handled in the same manner as the residual Canadian traffic returning from visits to the United States. (See above under "1.E")

III. OVERSEAS TRAVEL

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.

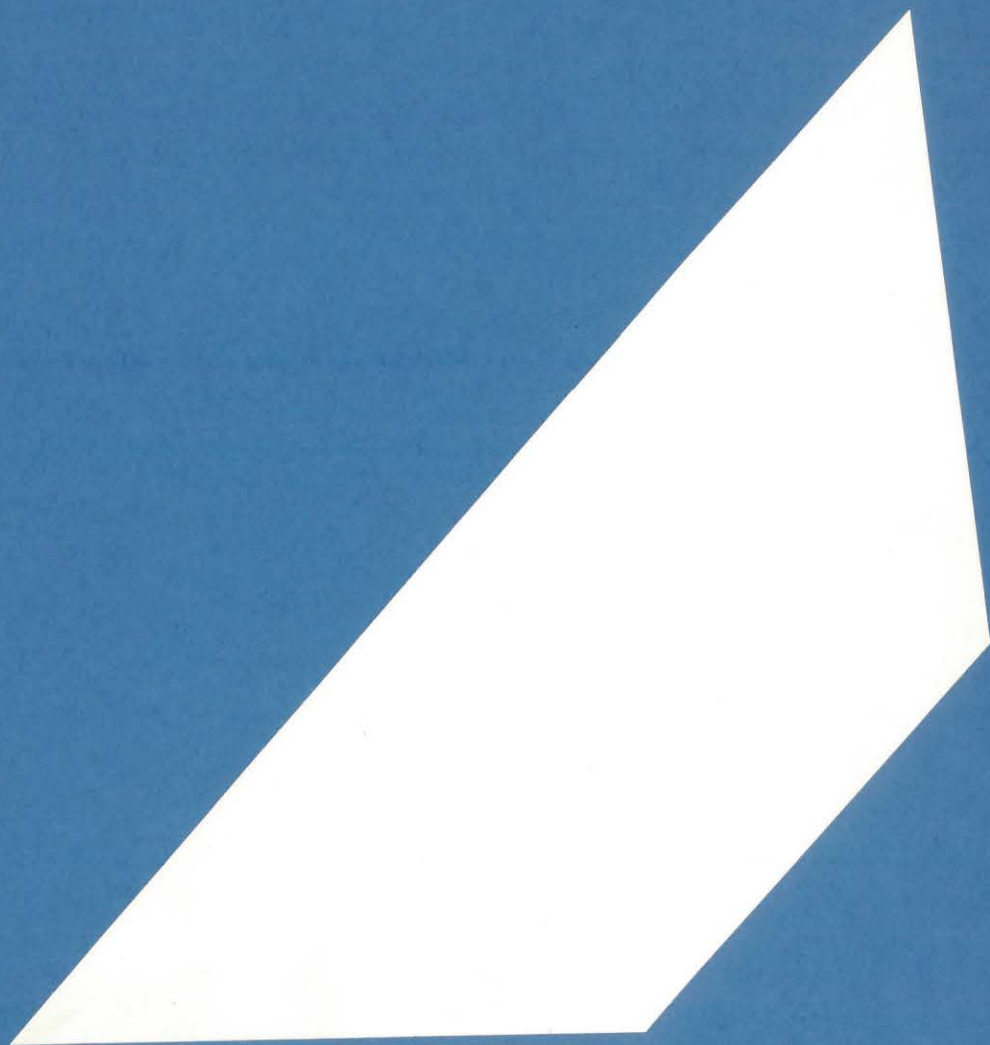
These permits are usually valid for periods of 60 days or 6 months, but more than 50 per cent of all permits issued each year are used for visits of less than 48 hours.

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.
5. The expression "Maritime Provinces" refers to Prince Edward Island, Nova Scotia and New Brunswick.

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