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

CANADA'S
INTERNATIONAL TOURIST TRADE
1926 -- 1942



OTTAWA
1944

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FOREWORD

The estimation of travel expenditures presents particularly difficult problems for the statistician. The vast numbers of persons concerned and the variety of objects of expenditure create an exceedingly heterogeneous group of transactions to be covered, and the necessity of economy and the avoidance of inconveniencing the tourist preclude the use of elaborate questionnaires.

The present estimates of tourist expenditures are the result of greatly improved basic sources of data. The new information has been made possible by the cooperation of the Customs Division of the Department of National Revenue and the Immigration Branch of the Department of Mines and Resources with the Dominion Bureau of Statistics. By coordinating statistical and administrative requirements satisfactory statistical information and administrative records have both been produced.

The new procedures were introduced and developed in 1940 and 1941 in the Internal Trade Branch under the direction of Mr. H. Marshall, B.S., F.S.S., assisted by Mr. J. M. Coyne, B.A. This report was prepared under the direction of Mr. C. D. Blyth, B.A., Chief, International Payments Branch.

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S. A. Cudmore,
DOMINION STATISTICIAN

Dominion Bureau of Statistics,
OTTAWA, February 15, 1944

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Minister of Trade and Commerce

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

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CANADA'S INTERNATIONAL TOURIST TRADE

Introduction

Tourist expenditures shown in this report cover the international expenditures of travellers from other countries in Canada and of Canadians travelling outside of Canada. The estimates accordingly cover the expenditures entering into the Canadian balance of international payments but do not include outlays arising from interprovincial traffic or travel originating within the provinces. Total expenditures on travel and recreation in Canada would cover a much broader area of activity than it appears possible to measure with much degree of accuracy as such outlays are very widely dispersed. The international tourist trade is more readily estimated as statistics are available on the volume of international traffic and information on expenditures can be collected more readily than is the case with the internal trade.

Tourist expenditures have a prominent place in Canada's international accounts as the level of foreign tourist expenditures in Canada, particularly of those from the United States is so much higher than the level of Canadian expenditures in the United States and elsewhere that there is a substantial balance in favour of Canada ranging from \$90 million in the peak year of 1929 to \$45 million in 1933. This provides the Dominion with substantial amounts of current income in the form of foreign exchange available for meeting such external liabilities as those arising from imports of merchandise, payments of interest and dividends and other services and maturing debts. A significant aspect of Canada's tourist income is its high United States dollar content since it is with the United States that Canada has customarily a current account deficit. This feature has been particularly important during the period of foreign exchange control introduced at the start of the war.

Tourist expenditures are also an important factor contributing to employment in Canada. Besides being the principal stimulus to activity in some regions of Canada which are dependent upon tourism, these outlays also contribute to the demand for existing facilities elsewhere in the country. This demand is widely dispersed throughout the Dominion, being distributed on transportation of all kinds, meals, hotel rooms and other lodgings, gasoline, retail merchandise, fishing and hunting guides and many other types of services.

Travel between Canada and the United States is very highly developed. Both countries enjoy a high standard of living with the resulting surplus income available for travel by private automobile or other means. The proximity of the two countries, the well established line of north and south communications, and the close business and social relationships, all contribute to heavy movements of people across the Canada-United States border. The convenience of attractive recreational regions in Canada to heavily populated areas in the United States and the attractions of urban centres in the United States for many Canadians are typical factors producing large movements in both directions.

Both public and private enterprise have actively promoted travel to Canada. Governments, transportation companies, automobile associations, hotels, travel bureaus and many municipal and other private organisations have advertised Canada's tourist facilities abroad and provided assistance to tourists while they are in Canada. Since 1934, the Canadian Government Travel Bureau, established by the Dominion Government, has undertaken travel promotion in cooperation with other Canadian travel and publicity agencies.

Because of the close relationships between Canada and the United States the movement of people across the border is very heavy and very heterogeneous. Both of these factors complicate the estimation of the tourist trade. In 1939, according to the count made by Canadian Immigration Officers, the total number of entries into Canada from the United States exceeded 29 million persons of which total about 16.5 million were residents of the United States and 11.5 million were residents of Canada. These impressive totals should not be taken as representative of tourist movements in the more limited sense however. A large proportion of traffic arises from the close economic and social relations between many communities situated close to the border. At many points along the border persons cross and recross daily in connection with their work. The Windsor-Detroit region is an area where there is a particularly heavy interurban movement. At other points where an interdependence has developed between communities on both sides of the border, the relationships are even closer and persons on one side normally depend upon facilities located on the other. St. Stephen, New Brunswick and Calais, Maine provide a good example of close community contacts. Then, too, almost everywhere along the border there are social relationships and other local movements. One of the tasks in estimating tourist expenditures is to make some segregation of this large volume of casual local traffic which has a distinct character as regards expenditures in order to arrive at the other movements which contain most of the longer term travellers. But even the expenditures of longer term travellers do not fall into any common pattern. Many kinds of business travel fall into this group as do the great variety of persons travelling for recreation attracted by the numerous facilities for recreation in Canada.

The means of crossing the border are numerous and data available on traffic separate the entries by automobile, rail, boat, long distance bus, airplane, etc. This is consequently the line of approach followed in estimating expenditures. The most significant movement in the period covered by this report has of course been the automobile movement. Local short term auto traffic has been consistently very heavy. The cars entering Canada on customs permits, which represent the most flexible part of the tourist traffic, include an important group of the longer term tourists entering Canada for an extended holiday. But only a portion of this permit traffic is made up of these long term tourists however as large numbers of cars entering Canada for a day or two also enter on customs permits. Railway traffic has always been a substantial source of tourists and during the later years of the war has become relatively more important. Boat traffic is quite heterogeneous and very seasonal in most parts of Canada. Long distance bus and air traffic both have distinct characteristics. The former results in lower expenditures on average than rail travellers whereas the latter typically shows a higher average expenditure and is probably employed more for business than recreational purposes. The largest group of traffic in point of volume but representing small per capita expenditures is the casual local traffic which crosses the border on local buses, on ferries or as pedestrians. This is the group which contains a large part of the normal flow of persons between border communities but only represents a relatively small part of the total expenditures. The remaining group of tourists, those from overseas countries, while relatively small in number spends a large amount on average.

An outstanding characteristic of United States expenditures in Canada is the extent to which these originate in a relatively small part of the gross movement of persons to Canada. While the heavy movement of casual local traffic represents the major portion of the volume it only accounts for a minor part of the expenditures. Thus in 1941, for example, over 86 per cent of the persons entering Canada from the United States account for only about 20 per cent of the expenditures. The remaining 14 per cent or about 2,114,000 persons were responsible for 80 per cent of the expenditures or an estimated \$85.6 million. This division of the traffic clearly emphasizes the importance of the longer term tourists from the point of view of expenditures. Even a relatively moderate increase in the number of this type of traffic would lead to much larger revenue. When the number of these tourists with more significant averages of expenditures is considered in relation to the population of the United States the potential volume of the traffic seems large. With levels of incomes in the United States substantially higher than those experienced before the war under conditions free from the numerous influences restricting travel which have been present during the war-time period there would be a very favourable background for travel to Canada. A combination of such favourable conditions after the war would provide good grounds for expecting a substantial growth in the volume of United States expenditures in Canada.

Canadian travel in the United States and overseas also customarily gives rise to a large volume of expenditures although during the war the traffic has been sharply reduced as a result of official restrictions on pleasure travel designed to conserve United States dollars for the more essential purposes of the war. Canadian travel normally presents as variegated a pattern as does foreign travel in Canada. There is a luxury aspect to this travel in normal times which stands out in particular. Travel to overseas countries is predominantly of this kind as well as a large part of the travel to metropolitan centres and resorts in the United States. Winter visits to the Southern States are typical examples of this. There is also a large amount of business travel arising from close business relations between the two countries and a considerable amount of travel for such purposes as visits to relatives and health and educational services. As in the case of American travel to Canada, however, a large portion of the total movement of Canadians to the United States is customarily of a local casual character.

REVIEW OF PERIOD, 1926 - 1942.

New revised estimates of international travel expenditures are shown in Tables I to III. The new sources of information which have made it possible to present revised statistics are described in the section "Sources of Statistical Information". The most important change in the estimates over those published before the war has been the substantial reduction in the level of United States expenditures in Canada.

As is to be expected there have been some quite marked fluctuations in the volume of tourist expenditures during the period. The most prominent factors influencing changes in the volume of expenditures have been the fluctuations in the degree of business activity and the general levels of incomes in the United States and Canada. The relationship between these factors and the volume of expenditures has been fairly evident in most years with the exception of the war-time period which has been subject to restrictive influences arising mainly out of shortages and other temporary factors. United States expenditures in Canada have borne a discernably close relationship to the national income of the United States and Canadian expenditures in the United States have usually fluctuated in accordance with Canadian

incomes. The period of expansion and activity in the late 1920's is reflected in very high levels of tourist expenditures while the depression years were accompanied by lower levels with some recovery of the former high levels following in the later 1930's.

But besides these general relationships there have been some secular factors influencing the volume of expenditures. The higher levels of prices in the earlier part of the period followed by the large declines in the 1930's had an important influence on the volume of expenditures. The growing numbers of automobiles in use in Canada and the United States, the improvements in highways and the accompanying general decline in railway travel from the high levels of the early 1920's was another group of influences varying throughout the period. Other factors present but difficult to appraise were those connected with changing tastes in travel and recreation. The reduction in the amount of overseas travel by Canadians and Americans from the high levels of the 1920's with probable effects on the expansion of travel in North America are among those changes in background which are more obscure. It is notable that United States expenditures in Canada in the late 1930's represented a higher proportion of total United States expenditures abroad than they did in the 1920's.

United States expenditures in Canada have consistently exceeded Canadian expenditures in the United States by a large balance each year as is shown in Table III. The balances, however, have fluctuated less than the volume of total United States expenditures in Canada. When contrasted with the very wide fluctuations of some other items in Canada's balance of payments, particularly the merchandise trade, the net income from the tourist trade shows a relative stability. This relative stability arises partly from the usual tendency for both receipts and payments to move in the same direction with the result that the change in the balance from one year to another is usually less than the annual change in total expenditures. While there have been exceptions to this tendency these have not been frequent and appear to have been the result mainly of instances of divergent trends in economic activity in Canada and the United States.

A large part of the Canadian expenditures overseas were in the United Kingdom although expenditures in continental Europe were also substantial as well as outlays in the West Indies and other parts of the world. The cost of ocean fares on British and foreign ships accounts for a considerable part of total expenditures. The estimated expenditures of travellers from overseas in Canada cover passenger fares paid to Canadian ships as well as expenditures within Canada itself. The net debits on travel account with overseas countries were considerably larger in the years up to 1930 than they have been in any subsequent year. While receipts from overseas recovered in the post depression years Canadian expenditures overseas did not regain the levels customary before the depression with the result that the debit balance was considerably reduced in later years.

Canada has had a large credit balance from the total tourist trade with all countries consistently throughout the period from 1926 to 1942 varying from \$90 million in 1929 to \$45 million in 1933 and \$68 million in 1939. In each year until 1940 this balance was less than the credit balance from the trade with the United States alone by the extent of the debit balance with overseas countries. In 1940 and 1941 the credit balance with all countries was slightly higher than the balance with the United States because of a slight credit balance in the account with overseas countries.

UNITED STATES EXPENDITURES IN CANADA 1926 - 1942

Four fairly distinct periods between 1926 and 1942 are evident when the volumes of expenditures are examined. The first period from 1926 to 1931 marks the period of highest expenditures although by 1931 the level had fallen off considerably from the peak of \$184 million in 1929. These years mark a period of expansion in the automobile traffic as Canadian highways and facilities for entering Canada were progressively improved. The number of automobiles owned in the United States also expanded during these years. It is notable that while the expenditures of automobile tourists declined only slightly in 1930 and 1931 there were sharp contractions in the expenditures of rail and steamer travellers in these two years while in the earlier years expenditures arising from the rail traffic were at much higher levels than were attained in any subsequent years in the period to 1942. These years of large travel expenditures, of course, coincide fairly closely with the expansive period in the United States, culminating in 1929, with the high incomes and liberal spending which accompanied it. The substantial level of expenditures in 1931 is of particular interest, however, since incomes in the United States had contracted considerably by that year although it should be noted they were still well above the low levels reached between 1932 and 1934. Another factor contributing to the high volume of expenditures between 1926 and 1931 was the higher level of prices during that period in contrast to price levels in subsequent years.

American tourist expenditures in Canada were at depressed levels in the period from 1932 to 1935, although the two latter years of the period showed some moderate recoveries from the lowest point reached in 1933. Variations in the relative distribution of expenditures of automobile and rail and steamer travellers during these years were light.

Recovery first became marked in 1936, and reached a high level of \$149 million in 1937, coinciding with general economic recovery in the United States. In the two succeeding years the volume receded somewhat but was still well above the levels of the depression years. This pre-war period of from 1936 to 1939 had annual average expenditures of \$137 million compared with annual average expenditures of \$157 million in the period from 1926 to 1931. When allowance is made for the lower level of prices in the 1936-39 period the annual average expenditures point to not incomparable volumes of trade in the two periods. Rail and steamer travel in particular, however, never approached the pre-depression levels and there appears to have been generally less expenditures of the luxury type in the later period.

The three war-time years covered in the comparison 1940-1942 constitute a distinct period because of the various special influences contracting tourist movements. The traffic in 1940 became sharply reduced in the early summer following the introduction of American passport regulations. There was also propaganda with adverse effects upon the tourist trade which was attributed to enemy sources. Trade in 1941 showed some recovery but the border crossing regulations were still a deterring factor. In 1942 expenditures declined sharply with the shrinkage in automobile traffic accompanying the curtailment in the use of automobiles for extended trips and the introduction of gasoline rationing.

United States expenditures in Canada have fluctuated from a record level of \$184 million in 1929 to low levels of \$81 million in 1933 and \$79 million in 1942. Changes from year to year were much less abrupt than these ranges suggest,

however. Changes from one year to the next were generally relatively moderate compared with the drastic declines which occurred in 1932 and 1940. The decline of \$38 million from 1931 to 1932, besides being a reflection of the reduced level of incomes in the United States, was accentuated since the volume of expenditures in 1931 had been well maintained. The sharp decline from \$137 million in 1939 to \$98 million in 1940 is generally attributed to the effects of the introduction of the border crossing regulations in July 1940 and to adverse propaganda. Annual increases in expenditures have been largest in periods when incomes in the United States were expanding, notably in 1928 and 1929, and during such recovery years as 1936 and 1937.

CANADIAN EXPENDITURES IN THE UNITED STATES 1926 - 1942

Canadian expenditures in the United States during the years under review display trends generally comparable to those followed by United States expenditures in Canada. In each year, however, the volume of outlays by Canadians was much less than the volume of United States expenditures. These have ranged from about half to less than a third of the United States expenditures in Canada, with the exception of 1941 and 1942 when Canadian expenditures on non-business travel were limited by foreign exchange regulations and the ratio was consequently still lower. Canadian expenditures in the United States are, however, relatively much greater than United States expenditures in Canada in relation to both population and national income.

Canadian expenditures in the United States have generally fluctuated in accordance with incomes in Canada. Expenditures were at their highest levels in the years from 1926 to 1930. This period was followed by the lower levels of the depression years. The lowest points occurred in 1932 and 1933 when expenditures shrunk to \$30 million a year. Besides the Canadian national income being at its lowest level in these years there was the additional deterring factor of a high premium on United States dollars in Canada throughout 1932 and during the winter and early summer of 1933. In 1932 the average premium was 13.6 per cent and in 1933 the percentage average was 9.2 per cent. It was not until 1937 that the volume of expenditures again approached the level of 1930. In the two succeeding years it increased slightly but was still below the peak of 1929 although when allowance is made for price differences it would appear that the actual volume of trade in the period from 1937 to 1939 was considerably higher than in the years preceding 1929.

The war has led to a curtailment of Canadian expenditures in the United States. In July 1940 in order to conserve Canada's supply of United States dollars for more essential uses, the Canadian government under the Foreign Exchange Control Order placed restrictions upon pleasure travel involving the use of United States dollars. Since then Canadian expenditures in the United States have mainly represented expenditures for such purposes as business and official trips and travel for reasons of health. The low levels of Canadian expenditures in the years from 1940 to 1942 are a reflection of this measure. The total for 1940 includes outlays for pleasure travel in the first half of the year and is consequently considerably higher than expenditures in 1941 and 1942.

SOURCES OF STATISTICAL INFORMATION

Very marked improvements in estimating international tourist expenditures have been made in recent years. Through the co-operation with the Dominion Bureau of Statistics of the Customs Division of the Department of National Revenue and the Immigration Branch of the Department of Mines and Resources, new methods of estimating

tourist expenditures, first introduced in 1940, have resulted in a greater volume of data than was formerly available. In 1941 a more extensive organization of tourist procedure was undertaken. Progress was made, especially, in the estimation of the expenditures of automobile tourists. A more uniformly classified count of the automobile traffic was obtained as a basic record of traffic. In addition, much larger and more representative samples of tourist expenditures were collected. For example, in 1942 82 per cent of all the United States motorists entering Canada on Travellers' vehicle permits reported their total expenditures in Canada, at the same time a sample of approximately 44 per cent was obtained from short-term local United States tourists crossing into Canada. Virtually all of the expenditures of Canadian motorists in the United States were also covered by returns which exceeded 97 per cent of the total traffic.

The new information accumulated in recent years has disclosed that earlier estimates of tourist expenditures originally published before the war substantially overestimated the volume of expenditures especially in the case of United States motorists in Canada. While detailed administrative records of traffic had been available for a long period, information on expenditures was more limited. The inadequacy of the samples available before the war is indicated by their size. In few years did any of the samples exceed 1 per cent of the traffic, a striking contrast with the high percentages of returns now being obtained. The pre-war samples were consequently not sufficiently representative to apply to such a heterogeneous movement as the automobile traffic across the border. Since they were compiled for administrative purposes the statistical records of the traffic were available only for very broad diverse groups of cars and accordingly did not indicate the categories of tourists which were significant for statistical purposes.

For example, the number of Travellers Vehicle Permits issued to American automobiles for periods up to 60 days and up to 6 months were compiled. But these permits included cars travelling beyond the jurisdiction of the port of entry, or remaining in Canada more than 48 hours or leaving the country by another port than the one by which they entered. The totals of permits issued consequently included many cars spending only a short time in Canada. Among these short term cars, for instance, were many American cars crossing South Western Ontario in transit between such centres as Detroit and Buffalo. The small sample of expenditures obtained from cards issued to United States motorists when they re-entered the United States was not large enough to adequately represent the diverse traffic covered by the totals of Customs Tourist Permits.

It was not until the new information obtained first in 1941 from the introduction of a voluntary question on expenditures as part of each Customs Auto Permit was available that a satisfactory sample could be obtained. Similarly great progress has been made in covering the expenditures of the non-permit automobile traffic and of Canadian motorists travelling in the United States. The results of the new procedure in connection with automobile travel are described in more detail in the section on the automobile traffic which follows later in this report.

Improvements have also been made in the estimation of the expenditures of other classes of travel between Canada and the United States. Separate statistics on the volume of travel by railway train and by boat have been compiled by the Immigration Branch of the Department of Mines and Resources since 1937 by counts made by officers at the border ports. With certain adjustments these records are used in estimating expenditures. The sampling of expenditures is conducted under the direction of the United States Department of Commerce by the U.S. Immigration and Naturalization Service in the case of American traffic to Canada. Since 1940 a record of traffic by long distance bus and by aeroplane has also been compiled by

the Canadian Immigration authorities and information on expenditures is similarly obtained by the distribution of post-card questionnaires at regular intervals to United States travellers returning by these means as in the case of rail and boat travel. In the case of Canadian travel to the United States by these means, the sample of expenditures is obtained from post-card questionnaires distributed by Canadian Immigration officers to returning Canadians. In 1943, these particular samples were greatly improved by much larger returns resulting from the more frequent distribution of cards by the Canadian officers.

But even with the general improvements noted above, the samples of expenditures covering both Canadian and United States non-automobile traffic are still small in comparison with the large percentages of the automobile traffic which are now covered by direct returns on expenditures. There is, however, generally more homogeneity in each kind of traffic than in the case of the automobile movements and records of traffic have been adjusted to allow for such special factors as the in-transit traffic by rail across South-Western Ontario. In the case of the most heterogeneous of these groups of traffic, the boat traffic, special samples are applied to various special classes of the total traffic which varies markedly both regionally and seasonally.

The remaining group of travel between Canada and the United States by other means of transportation is large in volume but mainly local in character. Casual visitors entering Canada by local buses, as ferry passengers, or as pedestrians make up most of the total. While there is doubtless some longer term travel included in this heavy movement of people, the main impetus lies in the close social and economic relationships existing between many communities lying close to the border. The principal source of information on the volume of this traffic is provided by the statistics of the volume of entries into Canada compiled by the Canadian Immigration authorities. By deducting the volume of traffic by automobile, rail, boat, long distance bus and airplane from the gross traffic, this residual traffic of "other travellers" is obtained. Available information on their expenditures points to very low averages per person but the large volume of traffic produces an appreciable total of expenditures.

Before the war interrupted overseas travel, expenditures arising from it were substantial. The record of the traffic entering Canadian ocean ports has been compiled from data collected by the Canadian Immigration officers at the ports. Overseas traffic via United States ocean ports has been covered by U.S. Immigration and Naturalization Service records for a number of years. The expenditures of Canadian tourists overseas have been estimated from returns on expenditures received from passport applicants. Separate samples were used for each class of ocean travel. While the returns on expenditures only cover a portion of the total tourists, the overseas movements are less heterogeneous than movements of people across the Canada-United States border. The expenditures of tourists from overseas countries in Canada are estimated on the basis of deductive data at averages generally higher than the averages used in estimating Canadian expenditures overseas. Included in these credits are passenger fares paid to Canadian shipping companies.

With the improved information on international tourist expenditures which has been accumulated in recent years, it has been possible to revise estimates of tourist expenditures in the pre-war years as far back as 1926. The records of traffic during the period have been used as a basic measure of the volume of the traffic. Expenditures have been estimated by applying to this record averages of expenditure considered to have been representative of each of the classes of traffic for which records of volume were available. The averages of expenditures used bear a close

relation to the averages obtained from the comprehensive data collected in recent years. They vary from year to year, however, in accordance with the trends evident from the samples of expenditures collected during the pre-war period, general economic conditions, and other evidences of a changing background affecting the tourist trade. The estimates for the years prior to 1940 therefore have a less substantial basis than those for later years. Nevertheless it is believed that they are fairly representative of the general volume of expenditures during the period.

AUTOMOBILE TRAFFIC TO CANADA IN 1941

As indicated above, the most marked progress has been made in securing a comprehensive analysis of the automobile traffic in recent years. The first year for which a detailed analysis is provided by the new procedure is 1941. While the same detail is now available for later years, as well, the volume of traffic contracted so in 1942 with the introduction of gasoline rationing and the general curtailment in the use of automobiles that 1941 is more comparable to a "typical" year than either 1942 or 1943. Results for 1941 are accordingly presented here. But in 1941 also it should be noted that there were many special influences arising out of the war which affected the traffic so that it cannot be considered entirely typical of traffic in pre-war years. But while the volume of traffic in 1941 was lower than in the years immediately preceding the war, as is shown in Table IV, it was probably still sufficiently comparable to reveal the general delineation of the automobile trade before the war.

Of all the visitors to Canada from the United States, by far the most numerous and most diverse are those travelling by motor car. These motor travellers are divided for statistical purposes into three groups, in accordance with the three methods used by the Canadian customs in permitting them entry into Canada. The two most important of these groups are described as "Non-Permit Local Traffic" and cars travelling on "Traveller's Vehicle Permits".

Non-Permit Local Traffic consists of cars which are not required to take out formal Customs permits and which are consequently restricted in their travel in Canada. Their stay is limited to 48 hours, they are allowed to travel within the jurisdiction of the port of entry only, and they must return to the United States through the same port by which they entered Canada. These regulations mean in effect that the Non-Permit group of traffic includes only those persons who enter Canada for a period of a few hours or less and who travel very short distances in this country. It contains all those casual, local travellers who, as a result of the growth of close inter-relationships between urban communities on both sides of the border, have become so numerous. They represent a large proportion of the total number of tourist visitors but a small proportion of total tourist expenditures.

Any motorist who wishes to remain in Canada more than 48 hours, or to travel beyond the jurisdiction of the port of entry, or to return to the United States by a port other than the one through which he entered Canada, takes out a Traveller's Vehicle Permit for his car, and in this class is included nearly all the important tourist travel by automobile. The permit itself is issued in duplicate and since April 1st, 1941 has been forwarded to the Bureau of Statistics for tabulation. Information is contained on the permit as to state or country of registration, number of persons in the vehicle, length of stay, type of vehicle,

type of visitor, and ports of entry and exit. In addition there is a voluntary expenditure questionnaire included on the form.

Besides the two main groups of motor traffic outlined above, there is a third group which overlaps both of the others. Many Americans who live adjacent to the boundary or who have summer residences in Canada make frequent trips to this country and are regarded as distinct from the casual visitor or ordinary tourist. In order to provide these persons with better service and to facilitate their crossing of the border, the Canadian Customs issue them with Traveller's Vehicle Permits good for periods of six months or more and allow them to retain the permits in their possession until expiry date. During the tenure of the permits these travellers can make as frequent trips as they wish.

For purposes of classification these special travellers are divided into three classes: Commuters, Summer Residents and Locals. Their permits are included in the count of total Traveller's Vehicle Permits, and their expenditures are estimated, on the basis of the permits issued, to cover the entire period during which the permits were outstanding. In order to have a complete record of border crossings however, a record is maintained 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, referred to as "Repeat Trips", is included with Non-Permit Local Traffic. Thus these special travellers are represented in the volume of travel figures of both the other main groups of motor traffic.

A statement by classes of the number of foreign vehicles entering Canada for a period of years is provided in Table IV. It is pointed out, however, that the figures shown for the various years are not strictly comparable, due to changes in methods of counting which have been adopted from time to time. In particular the reclassification of traffic introduced in April 1941 makes comparisons with previous years subject to certain qualifications not indicated in the table. A new class, entitled "Commercial Vehicles", was segregated for the first time in 1941 to cover United States trucks, and it has been impossible to provide comparable figures for earlier years. It may be presumed, however, that some proportion of these trucks was formerly included in the Non-Permit category. On the other hand, the count of all types of traffic was probably more complete in 1941 than before, especially as regards the permits and repeat trips of those special groups of travellers (commuters, summer residents and locals) which have been mentioned above.

Table 1.- Non-Permit Local Traffic (Motor Cars)
Expenditures in Canada 1941

Item	Number of Cars	Average Expenditures	Total Expenditures	Average Persons	Total Persons
January - March	358,902	\$ 2.95	\$ 1,060,276.	2.54	910,261
April - December	1,397,604	\$ 4.90	\$ 6,844,141.	2.79	3,901,810
TOTAL	1,756,506	\$ 4.50	\$ 7,904,417.	2.74	4,812,071
Repeat Trips	868,396	-	-	2.08	1,808,758
TOTAL	2,624,902	-	-	2.52	6,620,829

Non-Permit Cars

Of the total of 2,658,182 vehicles classified as Non-Permit Local Traffic in Table IV, 2,624,902 were motor cars, 15,364 taxis, 16,280 bicycles and 1,636 motorcycles. In addition there were 785 horse-drawn vehicles which were not included in the total. All vehicles other than motor cars are considered below under "Other Travellers".

A sample of expenditures approximating 25 per cent of the total traffic was available from Non-Permit motor cars from April 1st on in 1941, and gave average expenditures of \$4.90 per car, when weighted by months and by provinces of entry. To cover travel during the first three months of the year, the combined average for November and December of \$2.95 was used, in the belief that the sample for that period, rather than for the whole nine months, would be more representative of conditions in the early months. Subsequently the sample was considerably extended and in 1942 covered 44 per cent of the Non-Permit cars.

The average expenditure per car in the Non-Permit category over the whole year worked out at \$4.50 as indicated in the statement in Table 1. At this rate of spending, the passengers in 1,756,506 cars made expenditures in Canada of just under \$8,000,000 and at 2.74 persons per car represented 4,812,071 border crossings. In addition the number of repeat trips made by permit holders with special commuting privileges numbered 868,396, and at the lower average of 2.08 persons per car, came to 1,808,758 border crossings. No expenditures accrue to the Non-Permit account for this travel, as it simply covers a large number of additional trips made by a much smaller number of individuals whose total expenditures in Canada are covered in the Traveller's Vehicle Permit account under the categories, commuter, summer resident and local.

The impressive proportions reached by the repeat trip factor, amounting as it did in 1941 to 33 per cent of the cars and 27 per cent of the persons in the Non-Permit Local classification, serves to emphasize the degree to which volume of travel figures can be distorted as an index of travel expenditures. If Non-Permit Traffic doubled, it would have a major effect upon the total volume of travel but a relatively minor effect upon total travel expenditures.

Table 2.- Traveller's Vehicle Permits (Motor Cars)
Expenditures in Canada, 1941.

Item	Number of Cars	Average	Total	Average	Total
		Expenditures	Expenditures	Persons	Persons
		\$	\$		
Tourists					
January - March	70,895	22.22	1,575,589.	2.47	174,868
April - December	1,062,463	36.89	39,190,282.	2.96	3,149,977
Total Tourists	1,133,358	35.97	40,765,871.	2.93	3,324,845
Commuters	690	165.72	114,348.	2.09	1,439
Summer Residents	9,890	496.08	4,906,241.	2.32	22,945
Locals	9,102	41.61	378,727.	2.51	22,832
TOTAL	1,153,040	40.04	46,165,187.	2.92	3,372,061

CARS ENTERING WITH TRAVELLER'S VEHICLE PERMITS

The average expenditure per car in the permit class of travel was \$40.04 and a total of 1,153,040 cars (1) represented expenditures in Canada of over \$46,000,000. During the first three months of the year, a sample of about 50 per cent showed an average expenditure of \$22.22 for 70,895 cars, all of which have been placed in the "Tourist" category in Table 2. In the period from April 1st on, under the new plan of procedure, it was possible to segregate from Tourists the special classes, "Commuters", "Summer Residents" and "Locals", and their expenditures during that period are shown separately in the table. At the same time the total expenditure sample of all four groups was increased to 76 per cent of the number of cars. In the breakdown, Tourists, which is a heterogeneous class including all cars not in the other categories, remained by far the largest single group, accounting over the whole year for all but 20,000 of the total number of permits, and about 88 per cent of total permit expenditures.

Among the special groups of travellers, Commuters (persons who commute from American homes to Canadian jobs) and Locals made expenditures at a relatively low rate, considering the frequency of their trips. This might have been expected however in view of their close similarity to the Non-Permit Local Traffic analyzed above. Summer Residents, on the other hand, spent at the very high rate of \$496.08 per car and made total expenditures in Canada of just under \$5,000,000. The size of this amount is all the more remarkable in view of the fact that the number of individual persons was only 22,945, and it indicates something of the significance to Canada's tourist trade of this important class of travel. All Summer Residents are of course not included in these figures, but it may be assumed that most of those who travel by car, and they must be in the very great majority, are covered in the classification. Adequate material for a breakdown of Summer Residents' expenditures by province is not available, but it can be stated that the major portion of them were made by persons who travelled through Ontario ports of entry.

A great deal of detailed information concerning the permit traffic has become available from the permit forms themselves and some of the data, covering the Tourist class in the period April to December 1941, is presented in tabular form in Table XIX. This table shows by individual days' stay, the number of cars, average persons and total persons, number of car-days and average expenditures per

(1) A considerable discrepancy will be noted between this figure and that of 1,174,053 shown in Table IV. Part of the difference is explained by vehicles on permits other than motor cars, which numbered 5,801 in 1941 and which are considered below under "Other Travellers".

There were also included in the Table IV figure an estimated 3,000 permits which, it was subsequently determined, were issued to immigrants, Americans joining the Canadian Armed Forces and others who were deliberately eliminated from the estimate of tourist expenditures. The remaining difference of more than 12,000 however, must be explained by the fact that the expenditure estimates have of necessity since April 1st been based on permits cancelled, whereas the figure shown in Table IV is of permits issued. The discrepancy is, therefore, equal to the number of permits which remained outstanding at midnight, December 31st, 1941. Though some expenditures no doubt derived from these cars during 1941, no allowance has been made for them in the estimates. In any event, they would be of small consequence in the total.

car per day, average expenditure per car and total expenditures, number of person-days and average expenditure per person per day, and also the proportions which the permits and expenditures for each individual day are of total permits and total expenditures. The last column gives the percentage expenditure sample available in each case.

The general pattern followed can be described briefly. The number of permits is at its peak in the one-day class and falls off rapidly as length-of-stay increases. Expenditures, on the other hand, are greatest in the three-day group, and they decline less rapidly than the number of permits, because of the higher average expenditures of longer-stay cars. Average expenditure per car per day is at a low level in the one and two day groups, then rises and is maintained at a high level, followed by a gradual decline from the peak of \$12.72, reached in the six-day class, to a low of less than \$3.00 for the longest-stay cars. The fluctuations in the average expenditure per person per day are not quite so pronounced, because of a decrease in average persons per car from 3.14 for the shortest-stay to 2.07 for the longest-stay cars, but the general trend is the same. The average persons per car for the whole group of permits is 2.96. Some influences, not in accord with the prevailing pattern, seem to be exerted by persons on set one-week and two-week vacations. For example, the number of cars staying eight days (which means seven nights), instead of falling below the seven-day figure, shows a slight increase, and for the period 13-15 days there is practically no decline at all. If a curve were constructed, it would indicate some bunching of cars at those points. At the same time average persons per car, which falls to 2.79 and 2.80 in the intervening lengths-of-stay, rises to peaks of 2.98 and 2.96 respectively in the eight-day and fifteen-day classes, with corresponding declines in average expenditure per person per day to points below where they would be on a regular curve. The inference can apparently be drawn that the short-term vacationers on regular one and two-week holidays tend to carry more passengers per car and to spend at a lower rate than the average travellers, both factors perhaps reflecting the presence of children.

The percentage sample of expenditures available for purposes of estimation was well maintained in each length-of-stay grouping, only falling below 70 per cent for some of the longer-stay cars, and averaging 77 per cent throughout. Average length-of-stay in Canada was 4.15 days per car and 3.90 days per person, the discrepancy arising from the larger average number of passengers in the shorter-stay cars.

For convenient study, some of the information on expenditures in Table XIX is combined in selected length-of-stay groupings in Table 3.

Table 3.- Traveller's Vehicle Permits (Tourist Class)
Expenditures in Canada, April-December 1941, by selected lengths-of-stay.

Days ^a Stay	No. of Permits	% of Total	Average Expenditure \$	Expenditures \$	% of Total
1	385,006	36.24	4.00	1,540,024.	3.93
2	224,853	21.16	13.60	3,058,001.	7.80
3-7	317,048	29.85	51.49	16,325,070.	41.65
8-15	100,741	9.49	108.53	10,933,171.	27.89
16-30	23,021	2.17	162.97	3,751,752.	9.58
31-60	7,590	.74	223.51	1,696,472.	4.32
Over 60	4,204	.39	448.57	1,885,792.	4.83
TOTALS	1,062,463	100.0	36.89	39,190,282.	100.0

The outstanding fact which emerges from a consideration of these tables is the tremendous number of permits which were issued to cars remaining only one or two days in Canada. One of the most important factors in the large overestimates tourist expenditures in the past was the lack of information on the number of these short-term cars which were included in the total of permits issued. Table 3 indicates that in the period covered no less than 57.40 per cent of the total number of permits was held by one and two-day cars, spending at the low rates of \$4.00 and \$13.60 respectively, and hence accounting for only 11.73 per cent of the total expenditures. In other words, their expenditure weight was only one-fifth their weight in the volume of travel figures. In sharp contrast with this position is the case of the longer-stay cars: The weights reach approximate equality in the 3-day group, and from there on the difference is increasingly in the other direction. For those cars remaining over 60 days in Canada, their weight in the expenditures figure is more than twelve times their weight in the volume of travel.

The predominance of short-stay cars in the permit class is in part explained by the large amounts of in-transit travel in various sections of the country, particularly across the peninsula of southern Ontario between the cities of Michigan and New York State. It has been stated above that one of the conditions under which an American motorist is required to take out a traveller's vehicle permit is the intention of leaving Canada by a port other than the one through which he entered. It follows that all in-transit travel through Canada between such places as Detroit and Buffalo is included in the permit class although most of the cars are here for less than twelve hours. Something of the importance of this in-transit travel in swelling the number of permits in the one- and two-day groups can be gathered from the figures given in Table 4. It will be seen that 45% of the total number of one-day permits and 28% of the two-day permits were held by cars travelling between the ports specified. While the fact that these cars were travelling between these ports does not in itself indicate that they were all travelling in transit (i.e. driving straight through), the figures given are for selected ports only and do not include appreciable numbers of in-transits through other ports where it is impossible to segregate them even roughly from genuine pleasure travellers. On the assumption that these two factors roughly balance each other out, the figures given in the table can probably be taken as a fair indication of the significance of in-transit travel in the one- and two-day groups. In addition to their influence upon the volume of travel, it is likely also true that they have a depressing influence upon the average expenditure per car in the short-stay groups. Certainly it seems reasonable that persons travelling in transit for the sake of convenience will spend less money than other persons who, though they remain the same short period in Canada, are travelling for pleasure and can be said to be "touring" while en route.

For the period January-March 1941, the information available on length-of-stay was much less complete, and it has only been possible to break the permits down into four groups, one-day, two-days, 3-60 days and over 60 days. The relevant figures on number of permits, expenditures and persons are given in Table 5, as well as figures on a comparable basis for the April-December period and for the whole year.

Table 4.- Number of One- and Two-Day Cars Travelling on Permit
Between Selected Ports of Entry, April to December, 1941.

PORTS	ONE-DAY CARS	TWO-DAY CARS	TOTAL
<u>Quebec</u>			
Glen Sutton and Highwater	10,119	(1)	10,119
<u>Ontario</u>			
Fort Erie and Niagara Falls	37,854	(1)	37,854
Windsor and Niagara Falls	25,757	25,614	51,371
Windsor and Fort Erie	52,734	20,327	73,061
Sarnia and Niagara Falls	19,348	12,884	32,232
Sarnia and Fort Erie	11,606	5,021	17,627
Sarnia and Windsor	3,578	(1)	3,578
Walkerville and Windsor	4,099	(1)	4,099
<u>British Columbia</u>			
Pacific Highway and Boundary Bay	6,324	(1)	6,324
Carson and Cascade City	2,124	(1)	2,124
TOTALS	174,543	63,846	238,389
% of TOTAL PERMITS	45%	28%	39%

(1) Cannot be considered "in transit"

It will be seen that the concentration of volume in the short-stay cars, which has been noted in the case of the April-December permits, was even more pronounced in the early months of the year. During that period more than 75 per cent of all permits were held by cars staying less than 48 hours. At the same time average expenditures per car were generally lower than in the later period, as were also average persons per car. These factors would appear to demonstrate that touring for pleasure is at an even lower level during the early months than the total number of permits indicates, the bulk of the traffic being a shorter-stay, lower-spending type of travel than that which forces the averages up during the summer and fall.

With the data outlined above, it is now possible to group United States motor travel to Canada so as to segregate those travellers who spend large sums of money from those who spend very little, and this is done in Table 6. In Group (a) are included the Non-Permit Local Traffic, the Tourists on permit who stay less than 48 hours, permits issued to Commuters and Locals, and in addition all the Repeat Trips, which in the methods of estimation adopted in this report, do not contribute directly to the travel account. It will be seen from the table that the persons in Group (a), though they form approximately 87% of the total volume of motor travel, provide less than 25% of the motorists expenditures. Group (b) on the other hand, consisting of Tourists on permit who stay three days or more and Summer Residents, accounts for only about 13% of the volume of travel but contributes more than 75% of the total expenditures.

Table 5.- Traveller's Vehicle Permits (Tourist Class)

Expenditures in Canada, Calendar Year 1941, by specified periods and lengths-of-stay.

	No. of Permits	% of Total	Average Expenditure	Expenditures	% of Total	Average Persons	Persons
			\$	\$			
<u>January - March</u>							
1 - Day	35,067	49.46	3.38	118,484.	7.52	2.58	90,349
2 - Days	18,453	26.03	10.16	187,562.	11.90	2.39	44,064
3 - 60 Days	16,734	23.60	49.08	821,230.	52.12	2.34	39,134
Over 60 Days	641	.91	699.40	448,313.	28.46	2.06	1,321
TOTAL	70,896	100.00	22.22	1,575,489.	100.00	2.47	174,868
<u>April - December</u>							
1 - Day	385,006	36.24	4.00	1,540,024.	3.93	3.14	1,207,965
2 - Days	224,853	21.16	13.60	3,058,001.	7.80	2.91	654,562
3 - 60 Days	448,400	42.25	72.93	32,706,465.	83.44	2.85	1,277,739
Over 60 Days	4,204	.39	448.57	1,885,792.	4.83	2.31	9,711
TOTAL	1,062,463	100.00	36.89	39,190,282.	100.00	2.96	3,149,977
<u>Total</u>							
1 - Day	420,073	37.06	3.95	1,658,508.	4.07	3.09	1,298,314
2 - Days	243,306	21.47	13.34	3,245,563.	7.96	2.87	698,626
3 - 60 Days	465,134	41.04	72.08	33,527,695.	82.24	2.83	1,316,873
Over 60 Days	4,845	.43	481.76	2,334,105.	5.73	2.28	11,032
TOTAL	1,133,358	100.00	35.97	40,765,871.	100.00	2.93	3,324,845

Table 6.- Expenditures of United States Motorists in Canada,
1941, By Special Groups.

Class of Travel	No. of Cars	% of Total	No. of Persons	% of Total	Expenditures	% of Total
‡						
<u>Group (a)</u>						
<u>Non-Permit Class</u>						
Local Traffic	1,756,506	46.49	4,812,071	48.15	7,904,417.	14.62
Repeat Trips	868,396	22.99	1,808,758	18.10	-	-
<u>Traveller's Vehicle Permits</u>						
Tourists (1 and 2 days)	663,379	17.56	1,996,940	19.98	4,904,071.	9.07
Commuters	690	.02	1,439	.01	114,348.	.21
Locals	9,102	.24	22,832	.23	378,727.	.70
Total Group (a)	3,298,073	87.30	8,642,040	86.47	13,301,563.	24.60
<u>Group (b)</u>						
<u>Traveller's Vehicle Permits</u>						
Tourists (3 days and over)	469,979	12.44	1,327,905	13.29	35,861,800.	66.33
Summer Residents	9,890	.26	22,945	.23	4,906,241.	9.07
Total Group (b)	479,869	12.70	1,350,850	13.52	40,768,041.	75.40
GRAND TOTAL	3,777,942	100.00	9,992,890	100.00	54,069,604.	100.00

Some additional information on motor travel, not directly connected with expenditures, remains to be given. Table V shows by month of entry the number of vehicles in each travel class already presented by provinces in Table IV. The seasonal factor, which results in a concentration of traffic during the summer months, is most pronounced in the case of Traveller's Vehicle Permits, is of less consequence in the Non-Permit Local Traffic, and is hardly present at all among the Commercial Vehicles. These differences in degree are consistent with the fact established above that long-stay touring for pleasure, which is the main variable behind the seasonal factor, appears in the Traveller's Vehicle Permit class only, and therefore the largest seasonal fluctuations are to be expected in that class. It is not possible to break down expenditures accurately by months, because of the fact that our sampling has been based on exits from Canada only, but the data provided in Table V give a rough indication of seasonal trends. A statement of motor travel by individual ports of entry is given in Table XVII.

Of the 1,153,040 foreign motor cars which held Traveller's Vehicle Permits in 1941, 1,152,300⁽¹⁾ were from the continental United States, 251 from Hawaii, 93 from Alaska, 83 from Mexico, 51 from Newfoundland, 25 from Cuba, and 237 from other parts of the world. A classification of these cars by particular states and countries, together with similar figures for years back to 1937, is given in Table XVI. It will be seen that the majority of the United States cars came from states bordering on Canada, although every state in the Union was represented. New York contributed 25.2% of the total number, Michigan 22.0%, Ohio 6.0%, Washington 5.4%, Massachusetts 5.2%, Pennsylvania 5.2% and Vermont 4.9%; the ten

(1) Includes United States Government cars.

border states combined accounted for 65.2%, and the other states 34.8%. It has been found, however, that if the short-stay Tourists and special groups of permit-holders are eliminated from the total, the predominance of the border states is considerably less. Among Tourists on permit staying 3 days and over, cars from the border states were only 51.6% of the total, and in August, which is the heaviest month of summer travel, were in the minority with 44.2%. Thus the actual contribution of tourist expenditures of travellers from the inland states is considerably greater than the total figures given in Table XVI would indicate.

The estimated expenditures in Canada in 1941 of United States motorists, classified by province of entry, are given in Table 7. It must be emphasized strongly that these figures are not intended to show the expenditures actually made in the particular provinces concerned. All estimates in the present study are based on port of entry only and can take no account of persons travelling from one province to another once they have entered Canada. Insofar as interprovincial traffic of this kind is a factor, it would cause the figures in Table 7 to give a distorted view of expenditures by provinces. The figures are published with this qualification.

Table 7.- Estimated Expenditures of United States Motorists, 1941,
by Province of Entry into Canada.

<u>PROVINCE OF ENTRY</u>	<u>EXPENDITURES</u> <u>(Rounded)</u> \$
Maritime Provinces	4,600,000.
Quebec	9,800,000.
Ontario	32,600,000.
Manitoba	900,000.
Saskatchewan	400,000.
Alberta	1,000,000.
British Columbia (Including Yukon)	4,700,000.
TOTAL CANADA	54,000,000.

ANALYSIS OF TRAFFIC BY PORTS OF ENTRY AND PORTS OF EXIT

New light is thrown upon the movements of American automobiles within Canada by an analysis of Traveller's Vehicle Permits classified by port of entry and port of exit and by number of days' stay in Canada shown in Table XVIII. The period selected for the analysis of 1941 traffic was the four months' period from June to September in which most of the pleasure travel to Canada is concentrated. The various interprovincial movements of American cars are shown as well as traffic between different ports in Ontario. This province is shown separately because of the heavy volume of traffic and the distances between some regions of the province adjacent to the United States border.

The analysis, of course, understates the total amount of travel by United States cars between the different provinces or between the different border regions of Ontario since some cars may enter and leave by the same port although they have visited some other region or province of the Dominion. The figures do

however, point to the lower limits possible of the volume of interprovincial or interregional travel within Canada.

The analysis shows that while most United States cars tend to leave Canada by the same province as that in which they entered, there are, nevertheless, some substantial interprovincial movements. For instance, 2,098 of the cars entering the Maritime Provinces in the four summer months left Canada by ports in the province of Quebec and 912 left by Ontario ports. During the same period the movement in the opposite direction was heavier, 4,238 cars entered Quebec ports and left by Maritime ports, while 1,904 cars entered Ontario ports and left by Maritime ports. Movements between Ontario and Quebec ports were substantial also, 12,872 entered by Quebec ports and left by Ontario ports, while 19,442 entered by Ontario ports and left by Quebec ports. Most of these cars were in three days and over category as might be expected.

Similarly, interesting interregional movements are revealed within Ontario. Some of these represent travel over a considerable distance as in the case of the movements between the St. Lawrence River ports and ports on the Niagara River or on the Detroit and St. Clair Rivers. Important among the movements in Ontario are the heavy in-transit movements through Ontario, between Niagara Falls and Fort Erie, and Windsor and Sarnia, with their preponderance of one and two day cars.

Traffic between Ontario and Manitoba is also of some significance, while traffic between ports in the three Prairie Provinces is relatively light. Traffic between the latter region and British Columbia is substantial however. Cars entering by the Prairie Provinces and leaving by British Columbia totalled 5,294, while the movement in the opposite direction amounted to 3,572. Most of the cars were in the three days and over group.

OTHER TRAVEL FROM THE UNITED STATES TO CANADA, 1941

Travel from the United States by other means than automobile is illustrated by the detail on traffic and expenditures which follows:

As has been pointed out in the section on Sources of Statistical Information, data available with regard to the large and important groups of travellers who arrive from the United States by means other than motor car are much less complete than the data on which the analysis of automobile traffic are based. For these other groups, volume of travel figures are compiled by the Immigration Branch of the Department of Mines and Resources from counts made by their officers at the frontier ports. Sampling of expenditures is conducted, under the direction of the United States Department of Commerce, by the U.S. Immigration and Naturalization Service which distributes post-card questionnaires at regular intervals to United States travellers returning by rail, bus, aeroplane and boat from visits to Canada.

The estimates of tourist expenditures by type of travel, which are given in the following tables are, with the exception of the boat account, presented by province of entry or by group of provinces. No attempt has been made to segregate the Maritimes or the Prairies. However, it is necessary to exercise a great deal of caution in the use of these provincial or regional figures. In the first place, travel by Americans from one province to another after they have entered Canada is not reflected at all in the provincial estimates, which are necessarily based on province of entry only. This factor of interprovincial traffic is certain to be

substantial in some instances, particularly in the rail account where there is a large amount of East-West travel. For example, visitors by rail to the Alberta resorts of Banff and Jasper enter the country exclusively through ports in the other provinces. Though they spend their money largely in Alberta, their total expenditures are estimated under the original province through which they entered Canada. Then too, in the Canadian data as compared with the provincial data, there should be a relative increase in the accuracy of the estimates for in the Canadian data involving large volumes of travel, errors which may have resulted from incomplete information should tend to compensate or offset each other and thus increase the accuracy of the total estimates. In the particular province or region in which they occur, however, single errors may have exactly the opposite effect, as the compensating factor will not be present in nearly the same degree and may be entirely absent.

Table 8.- Estimated Expenditures in Canada by Travellers
from the United States by Rail, 1941.

Province of Entry	Number of Persons	Average Expenditure	Expenditures (Rounded)
		\$	\$
Maritimes	24,847	88.10	2,200,000.
Quebec	125,967	88.10	11,150,000.
Ontario	164,235	62.10	10,250,000.
Prairies	25,459	81.25	2,100,000.
British Columbia	27,756	81.25	2,300,000.
TOTAL CANADA	368,264	75.51	28,000,000

An important adjustment which has been made in the statistics of volume of rail travel has arisen from the presence in the gross figures of tourist entries of in-transit passengers who travel across southern Ontario between United States points. Though these persons are in the technical sense "Travellers to Canada", they make no direct expenditures in this country and should be considered as distinct from the regular types of travel. The net number of rail passengers shown in Table VI and used as a basis for estimating expenditures in Table 8, was arrived at after making a special allowance for the in transit factor. As almost all of these persons were travelling through Canada on American railroads, they have been eliminated entirely from consideration in the tourist estimates. Though some credits accrue to Canada, in the form of transportation revenues, from those who were passengers on Canadian lines, these latter are of little consequence and no allowance has been made for them. A summary of the rail account is shown in Table 8.

Table 9.- Estimated Expenditures in Canada of Travellers
from the United States by Bus, 1941

PROVINCE OF ENTRY	Number of Persons	Average Expenditures \$	Expenditures (Rounded) \$
Maritimes	5,222	51.39	250,000.
Quebec	10,666	51.39	550,000.
Ontario	116,860	45.00	5,200,000.
Ontario (in transits)	46,965	2.00	100,000.
Prairies	4,845	42.94	200,000.
British Columbia	16,701	42.94	700,000.
TOTAL CANADA	201,259	35.42	7,000,000.

As with rail travel, the bus account was complicated in Ontario by the factor of in-transit traffic. Travellers through Canada between Buffalo and Detroit are of substantial importance in the total volume of bus travel, and they are included in the Immigration count. It has been found, however, that they are not adequately represented in the sample of expenditures, and therefore a special adjustment is required in dealing with them. As it was impossible to obtain definite information concerning their numbers, they were arbitrarily estimated and an average of \$2.00 per person was applied to the number computed in this way to cover their expenditures. Thus an estimate of direct expenditures in Canada of in-transit travellers is included in the tourist account where the persons travel by bus, but is excluded entirely if travel is by rail. This practice is followed on the grounds that bus travellers have an opportunity to make purchases while the bus is stopped en route, whereas the passengers on the through trains almost never disembark while they are in Canada. Inter-urban passengers on local buses, such as those which travel through the Detroit and Windsor Tunnel between the cities of Windsor and Detroit, are not included in the bus account but are covered in the residual category "Other Travellers." The estimated expenditures in Canada of travellers from the United States by long distance bus in 1941 are shown in Table 9.

Table 10.- Estimated Expenditures in Canada of Travellers
from the United States by Aeroplane, 1941.

PROVINCE OF ENTRY	Number of Persons	Average Expenditure \$	Expenditures (Rounded) \$
Maritimes	986	88.66	100,000.
Quebec	15,106	88.66	1,300,000.
Ontario	7,532	76.43	600,000.
Prairies	1,887	90.83	150,000.
British Columbia (inc. Yukon)	9,587	90.93	850,000.
TOTAL CANADA	35,098	86.78	3,000,000

The increase in air travel in 1941 over the previous year was relatively very large and was more marked than in any other group. Part of this increase can be attributed to the opening of several new international air services, the most important being the one between Toronto and New York operated by Trans-Canada Airlines, and part to the growth in significance of the aeroplane as a carrier of passengers on government and other business. In 1941 the latter factor was in large measure a reflection of the urgency of wartime travel, but it also continued an established trend which has existed for the last ten years. Data on travel by air are shown in Table 10.

Table 11.- Estimated Expenditures in Canada of Travellers
from the United States by Boat, 1941.

Year	Number of Persons	Average Expenditure	Expenditures (Rounded)
1941	205,449	\$ 33.90	\$ 7,000,000.

Of all the travel by means other than motor car, that which enters Canada by boat is the most diverse in character and the most difficult to classify and analyze. The count compiled by the Immigration authorities includes all boat passengers from the United States, whether they travel in small boats, tour boats, private yachts or steamers. It has been impossible adequately to sample all these various elements and to compute in the regular way an average expenditure which would be applicable to the whole group, as the post-card sample tends to be concentrated in certain ports.

Under these circumstances it has been necessary to introduce an arbitrary factor, and the procedure followed has been to set up schedules of averages based generally on special knowledge of local traffic factors rather than on the actual sample results. This special knowledge has been greatly improved during the recent years through investigations conducted directly at the ports and through correspondence with frontier officers and others. It is felt, therefore, that the expenditure estimates obtained from this method are more satisfactory than would have been the case if the post-card sample had been utilized throughout. The formal sample was consequently only used at those ports where it was reasonably certain to be representative.

With regard to the volume figures, some adjustments were required in order to avoid duplication. Motorists entering by boat were eliminated from the count of boat travellers because they were already covered in the motor car account. On the other hand, some persons were added to the boat account who had originally been classified elsewhere. A summary of the boat account in 1941 is given in Table 11.

All the main travel groups which it has been possible to classify by means of transportation have now been considered. However, after deducting from the total of tourist entries compiled by the Immigration Branch, the actual numbers of motor car, rail, through bus, aeroplane and boat passengers, there remains a substantial number of United States travellers who crossed the border by other means, and these persons form a residual item which, for want of a better name, is called "Other Travellers". Although there is only a limited amount of detail available with regard to the composition of this group, it is known from investigation of the travel at the ports where it is concentrated that the travel involved is predominantly local

in character, and that it consists mostly of pedestrians, local bus passengers, ferry passengers and others whose motives and facilities for travel to Canada are on a strictly limited basis. A large part of this traffic occurs at such ports as St. Stephen, Fort Erie, Niagara Falls and Windsor. After making allowance in the figures of gross traffic for special situations known to have existed, the remaining traffic not covered in the accounts already described is believed to have amounted to approximately 4,000,000 persons in 1941. The expenditures in Canada of this residual group are estimated at an arbitrary average of \$2.00 per person, or about \$8,000,000. In view of the heterogeneous nature of the travel, and the difficulties attached to recording it, this is not considered too high an average.

Summaries of United States travel expenditures in Canada are presented in Tables 12 and 13. In Table 12 the number of persons and expenditures are divided into long term and short term groups. In Group (a), along with the local and short term motorists already shown in Table 6, there have been included the in-transit travellers by rail and bus and also all of the residual group of "Other Travellers". Group (b) covers the longer stay motorists, and in addition rail, bus, aeroplane and boat travellers other than in transits. Although this division of the traffic is admittedly arbitrary, it clearly reveals that a large proportion of the traffic represents only a minor part of the total expenditures. In 1941 the travellers in Group (a), while constituting about 86 per cent of the total entries into Canada, only accounted for about 20 per cent of the expenditures. The travellers in Group (b), on the other hand, contributed about 80 per cent of the expenditures although they only represented about 14 per cent of the number.

The summary of United States expenditures presented in Table 13 shows these according to the provinces by which the tourists entered Canada. The same limitations upon the use of estimates by provinces of entry which have already been mentioned in connection with the various classes of travel apply equally to the total figures shown in Table 13.

Table 12.- Expenditures of United States Travellers to Canada, 1941, by Special Groups

Mode of Travel	Number of Persons	% of Total	Expenditures	% of Total
<u>Group (a)</u>				
Motor Car (see Table 6)	8,642,040	56.7	13,300,000.	12.4
Rail (In transits)	450,000	3.0	-	-
Bus (In transits)	45,965	0.3	100,000.	0.1
Other Travellers	4,000,000	26.2	8,000,000.	7.5
Total Group (a)	13,138,005	86.2	21,400,000.	20.0
<u>Group (b)</u>				
Motor Car (See Table 6)	1,350,850	8.9	40,700,000.	38.0
Rail	368,264	2.4	28,000,000.	26.2
Bus	154,294	1.0	6,900,000.	6.5
Aeroplane	35,098	0.2	3,000,000.	2.8
Boat	205,449	1.3	7,000,000.	6.5
Total Group (b)	2,113,955	13.8	85,600,000	80.0
GRAND TOTAL	15,251,960	100.0	107,000,000	100.0

Table 13.- Estimated Expenditures of United States Travellers,
1941, by Province of Entry into Canada.

Province of Entry	Expenditures (Rounded)
Maritime Provinces	10,000,000.
Quebec	23,000,000.
Ontario	56,000,000.
Prairie Provinces	5,000,000.
British Columbia (Inc. Yukon)	13,000,000.
TOTAL CANADA	107,000,000.

CANADIAN AUTOMOBILE TRAFFIC TO THE UNITED STATES IN 1941

As in the case of United States automobile traffic to Canada there have been important improvements in the information collected regarding Canadian automobile traffic to the United States. Changes in the technique of recording both movements were introduced in 1940 and 1941. Because of the abnormal background affecting Canadian travel to the United States in 1941, however, the new data on Canadian expenditures in the United States bear little relation to their normal pattern and must be regarded as peculiar to the wartime background.

The principal wartime influence upon Canadian travel to the United States was, of course, the restriction upon pleasure travel involving the use of United States dollars. These restrictions were introduced in July 1940 by the Canadian Government under the Foreign Exchange Control Order in order to conserve Canada's supply of United States dollars for the more essential purposes of the war. As a result Canadian expenditures in the United States in 1941 mainly represented expenditures for such purposes as business and official trips and travel for reasons of health. There were other restrictive factors influencing travel as well, including the border crossing regulations of the United States Government. The general curtailment in the use of automobiles for long distance transportation associated with gasoline and tire shortages, however, did not become pronounced until 1942 and subsequent years. The combined effects of exchange and border crossing regulations were to reduce Canadian travel expenditures in the United States in 1941 to \$18.2 million in contrast with \$67 million in 1939. This abnormal character of the traffic in 1941 should therefore be borne in mind.

The method of recording Canadian automobiles movements to the United States has been entirely altered in recent years. Since May, 1940 no formal customs permits have been required by Canadian cars travelling in the United States and there is, therefore, no division into permit and non-permit groups. In place of the former permit all Canadian cars now carry a simple identification card, somewhat similar to a provincial registration card, which sets forth the particulars of the car and its equipment and can be retained by the holder for an annual period. The vehicle and card are checked by the border officer at each departure from and return to Canada. In addition, on the return to Canada there is completed a short questionnaire form which gives information as to the number of persons in the vehicle,

the length of stay in the United States, and, at the tourists option, total expenditures outside of Canada. These forms are forwarded to the Dominion Bureau of Statistics for tabulation, and it is from them that data for the count and classification of traffic, as well as the estimated expenditures are obtained. The classification which has been adopted in the presentation of figures on volume is based upon length of stay. Cars staying 24 hours or less, which are predominantly local in character, are segregated from those remaining in the United States for a longer period. In addition, a new category "commercial vehicles", was introduced in 1941 to cover Canadian trucks.

In any comparison of figures of Canadian automobile traffic to the United States in 1941 with earlier years, it should be noted that there were various changes in the method of compilation during the period from July, 1939 to April 1941. Prior to July 1, 1939 Canadian automobiles leaving Canada for a period of 24 hours or less, and returning through the same Customs port, did not require a permit and were generally not included in the statistics of Canadian cars leaving Canada for touring purposes. There was not uniformity of practice however. Starting in July 1939 these short-term local cars were generally, although not consistently, included. Since April 1941 the movement of Canadian cars has been compiled on a consistent basis in the three categories shown in Tables 14 and 15. These figures provide some indication of the extent to which figures available prior to April 1941 were incomplete. The increase shown in the short-term cars in 1941 over 1940 is particularly indicative of this since it is evident that there must have been very sharp declines in the number of Canadian cars entering the United States following the introduction of foreign exchange and border crossing restrictions in July, 1940.

In Table 14 are shown estimates of expenditures of Canadian motorists in the United States by one-day, two-day and three-days and over length-of-stay groups. Further details are not shown because of the low level of travel in 1941. The returns on expenditures covered almost all of the traffic, expenditures being reported for well over 95 per cent of each group of cars. An arbitrary allowance was made, however, to offset what was believed to be a downward bias in these returns in 1941 making for understatement. This was done by adding 10 per cent to the reported expenditures.

Similar to what has already been noted in the case of United States travel, the outstanding feature of Canadian motor travel to the United States in 1941 was the great preponderance of short-stay cars in the total volume of motor traffic, and at the same time their relatively small importance in the figures of estimated expenditures. As indicated in Table 14, the one-day Canadian cars amounted to almost 90 per cent of the volume but represented only about 31 per cent of the expenditures. The corresponding figures for the two-day cars were 4 per cent and 7 per cent, while the three-days-and-over cars were only 6 per cent of the volume but accounted for about 62 per cent of the expenditures. The existence of travel restrictions in 1941 may have influenced this distribution of expenditures. However, it seems safe to assume that in normal times, too, the main proportion of the expenditures in the United States by Canadian motorists are made by a relatively small proportion of the volume because of the heavy volume of local traffic arising out of the close relations between border communities.

The estimated expenditures of Canadian motorists in the United States in 1941 classified by province of re-entry are shown in Table 15. It should be noted that the figures do not necessarily represent expenditures made by residents of the particular provinces concerned. Many motorists may travel from one province to another while en route to and from the United States, but their expenditures are shown under the province in which they crossed the border. The distribution does

Table 14.- Estimated Expenditures of Canadian Motorists Travelling in the United States,
1941, by Length of Stay Groups.

Length of Stay	Number of Cars	% of Total	Average Expendi- ture \$	Total Expendi- ture \$	% of Total	Average Persons Per Car	Total Persons	% of Total	Percentage Expenditure Sample
One-Day or Less	465,736	89.7	2.27	1,057,388.	31.1	2.27	1,057,388	88.6	-
Two Days	20,383	3.9	11.89	242,363.	7.1	2.53	51,586	4.3	-
Three Days and Over	33,356	6.4	63.09	2,104,529.	61.8	2.52	84,037	7.1	-
TOTALS	519,475	100.0	6.55	3,404,280.	100.0	2.30	1,193,011	100.0	Over 95%
Plus 10%			.66	340,428.					
TOTAL EXPENDITURES			7.21	3,744,709.					

however, roughly indicate the province of origin of the tourists concerned.

Table 15.- Estimated Expenditures of Canadian Motorists
in the United States, 1941, by Province of
Re-entry into Canada

Province of Re-Entry	Expenditures (Rounded)
	\$
Maritime Provinces	450,000.
Quebec	725,000.
Ontario	1,500,000.
Manitoba	225,000.
Saskatchewan	100,000.
Alberta	100,000.
British Columbia	650,000.
TOTAL CANADA	3,750,000.

OTHER CANADIAN TRAVEL TO THE UNITED STATES, 1941

The method of estimating the expenditures of Canadians in the United States who travel by other means than automobile is generally similar to that employed in estimating the comparable groups of expenditures of Americans in Canada. The information available with regard to expenditures is less extensive than is the case with the automobile traffic. The basic record of traffic is obtained from a count of entries at the border made by the Immigration Branch of the Department of Mines and Resources. The sample of expenditures is derived from questionnaire cards distributed by the officers of the same branch to Canadians returning. There has been a progressive improvement in the amount of expenditures covered, as the cards have been more widely distributed in recent years. Because of the general similarity in methods of estimating Canadian and American travel by other means than automobile, there is no need for repeating the description which has already been given in the case of the American expenditures. The tables which follow show the average of expenditures appropriate to the various groups of traffic. As in the case of the automobile traffic an arbitrary adjustment was made in the reported returns to allow for what was believed to be a downward bias in 1941 by adding 10 per cent to the expenditures. The resulting averages of expenditures in 1941 were considerably lower than in preceding years. This is the result to be expected from the restrictions upon Canadian expenditures in the United States which were introduced in July 1940.

Table 16.- Estimated Expenditures of Canadian Travellers
To the United States by Rail, 1941

Province of Re-Entry	No. of Persons	Average Expenditure \$	Expenditures (Rounded) \$
New Brunswick	6,767	42.60	300,000
Quebec	50,328	48.26	2,400,000
Ontario	90,525	43.98	4,000,000
Manitoba	6,527	49.83	300,000
Saskatchewan	2,717	61.31	200,000
Alberta	126	48.00	-
British Columbia	10,169	49.66	500,000
	167,159	46.07	7,700,000
Plus 10%		4.61	770,000
Total	167,159	50.68	8,500,000

Table 17.- Estimated Expenditures of Canadian Travellers
To the United States by Bus (1), 1941.

Province of Re-Entry	No. of Persons	Average Expenditures \$	Expenditures (Rounded) \$
New Brunswick and Quebec	5,748	32.79	200,000
Ontario	27,220	23.47	650,000
Prairie Provinces	4,619	47.91	200,000
British Columbia	10,741	28.54	300,000
	48,328	28.04	1,350,000
Plus 10%		2.80	135,000
Total	48,328	30.84	1,500,000

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

Table 18.- Estimated Expenditures of Canadian Travellers
To the United States by Aeroplane, 1941.

Province of Re-Entry	No. of Persons	Average Expenditure	Expenditures (Rounded)
		\$	\$
New Brunswick and Quebec	6,448	87.54	550,000
Ontario	4,380	86.81	400,000
Prairie Provinces	521	94.28	50,000
British Columbia (Inc. Yukon)	1,850	57.99	100,000
	13,199	83.42	1,100,000
Plus 10%		8.34	110,000
Total	13,199	91.76	1,200,000

Table 19.- Estimated Expenditures of Canadian Travellers
To the United States by Boat, 1941.

	No. of Persons	Average Expenditure	Expenditures (Rounded)
		\$	\$
Total Canada	40,880 (1)	16.92	700,000

(1) Excludes boat passengers already covered elsewhere.

Two tables have been prepared summarizing Canadian travel expenditures in the United States in 1941. In Table 20 data have been placed in two groups to show the relations between expenditures and the volume of traffic in the long term and short term classes of travel. In group (a) are included the short-stay, low spending travellers; the one and two day motorists, and the "other travellers" crossing the border mainly by local bus and ferry or as pedestrians. As the table shows, this group represented 91 per cent of the total volume of Canadians crossing the border but only made up 22 per cent of the total expenditures. In group (b) there have been classified the longer-stay, higher spending types of travel, motorists who stay three days or longer, and rail, bus, aeroplane and boat travellers. This group accounted for only 9 per cent of the volume of travel but made 78 per cent of the expenditures. While this division into the two groups is only an approximate division between long and short term travel, it reveals definitely the same general characteristic which has been also noted in the case of United States travel to Canada. Figures of total border crossings contain an overwhelming majority of local travellers and can only to a limited extent be taken as an index of travel expenditures.

Table 21 shows estimated expenditures of Canadian travellers in the United States in 1941 by province of re-entry into Canada. The same qualifications which

have been already attached to the use of provincial estimates apply equally to the total figures shown in this Table.

Table 20.- Estimated Expenditures of Canadian Travellers
In the United States by Selected Groups, 1941.

	No. of Persons	% of Total	Expenditures	% of Total
			\$	
<u>Group (a)</u>				
Motorists (one and two days)	1,108,974	28.2	1,435,000	7.9
"Other Travellers"	2,470,560	62.8	2,600,000	14.2
Total Group (a)	3,579,534	91.0	4,035,000	22.1
<u>Group (b)</u>				
Motorists (three days and over)	84,037	2.1	2,315,000	12.7
Rail Travellers	167,159	4.3	8,500,000	46.6
Bus Travellers	48,328	1.2	1,500,000	8.2
Aeroplane Travellers	13,199	0.3	1,200,000	6.2
Boat Travellers	40,880	1.1	700,000	3.8
Total Group (b)	353,603	9.0	14,215,000	77.9
GRAND TOTAL	3,933,137	100.0	18,250,000	100.0

Table 21.- Estimated Expenditures of Canadian Travellers
In the United States by Province of Re-Entry
To Canada, 1941.

Province of Re-Entry	Expenditures (Rounded)
	\$
Maritime Provinces	1,450,000
Quebec	4,200,000
Ontario	9,150,000
Prairie Provinces	1,350,000
British Columbia (inc. Yukon)	2,100,000
TOTAL	18,250,000

TRAVEL BETWEEN CANADA AND OVERSEAS COUNTRIES, 1941.

As normal overseas travel has been interrupted by the war, the volume of this travel in 1941 was greatly reduced. Most of the travel which remained in this year was by persons travelling on government or other business.

A large part of the volume in 1941 was made up of traffic between Canada and Newfoundland. The sharp increase in this particular travel is probably attributable mainly to the large scale of Canadian activity in that country resulting from the war.

As it has been impossible to obtain samples of the expenditures of overseas travellers since the start of the war, data on average expenditures employed in 1939 were used in estimating expenditures in 1941. An analysis of the overseas traffic is shown in Table 22.

Table 22.- Estimated Expenditures and Number of Persons Travelling Between Canada and Overseas Countries, 1941.

	Travellers from Overseas Countries to Canada	Canadians Returning from Overseas Countries
	<u>Number of Persons</u>	<u>Number of Persons</u>
<u>Entries Via Canadian Ocean Ports</u>		
Type of Travel - Cabin Class	2,152	628
Tourist Class	607	111
Third Class	512	572
Sub-Total	3,271	1,311
Evacuees	103	-
Newfoundland Traffic	10,902	10,216
Entries Via United States Ocean Ports	2,555 ⁽¹⁾	3,051
GRAND TOTAL PERSONS	16,831	14,578
Estimated Expenditures	\$4,000,000	\$2,750,000

(1) Estimated number of civilians.

Table 1.- Estimated Foreign Travel Expenditures in Canada, 1926 - 1942

(Millions of Dollars)

Expenditures of Travellers from the United States

Year	Automobile	Rail and Steamer	Other Means	Total	From Overseas Countries	Grand Total
1926	^{% of total U.S.} 29% 41	78	21	140	12	152
1927	36 54	72	22	148	15	163
1928	44 71	69	23	163	14	177
1929	47 87	74	23	184	14	198
1930	51 86	58	23	167	13	180
1931	58 82	38	21	141	12	153
1932	57 59	26	18	103	11	114
1933	51 41	23	17	81	8	89
1934	48 46	27	23	96	10	106
1935	48 51	33	23	107	10	117
1936	51 66	40	23	129	13	142
1937	52 78	45	26	149	17	166
1938	51 68	41	25	134	15	149
1939	52 71	42	24	137	12	149
1940	49	33	16	98	6	104
1941	54	35	18	107	4	111
1942	26	36	17	79	2	81

Table II.- Estimated Canadian Travel Expenditures Abroad, 1926-1942

(Millions of Dollars)

Expenditures of Travellers in the United States

Year	Automobile	Rail and Steamer	Other Means	Total	In Overseas Countries	Grand Total
1926	12	48	10	70	29	99
1927	17	45	10	72	28	100
1928	19	43	10	72	26	98
1929	25	46	10	81	27	108
1930	21	36	10	67	25	92
1931	17	26	9	52	19	71
1932	10	14	6	30	19	49
1933	11	13	6	30	14	44
1934	13	17	6	36	14	50
1935	18	22	8	48	16	64
1936	19	26	9	54	21	75
1937	23	32	10	65	22	87
1938	24	32	10	66	20	86
1939	24	34	9	67	14	81
1940	10	21	9	40	3	43
1941	4	9	5	18	3	21
1942	3	14	7	24	2	26

Table III.- Balance of Payments on Tourist Account Between
Canada and All Countries 1926 - 1942

(Net Credits + Net Debits -)

(Millions of Dollars)									
Year	Account with United States			Account with Overseas Countries			Account with All Countries		
	Credits	Debits	Net	Credits	Debits	Net	Credits	Debits	Net
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	6	3	+ 3	104	43	+61
1941	107	18	+ 89	4	3	+ 1	111	21	+90
1942	79	24	+ 55	2	2	-	81	26	+55

Table IV.- Foreign Automobiles and Other Vehicles, entering Canada, by
Province of Entry, 1926 - 1942

	1926	1927	1928	1929	1930	1931
Non-Permit-Class - Local Traffic						
<u>Entering by Ports in -</u>						
Maritime Provinces	51,024	136,172	144,901	158,860	243,375	241,076
Quebec	97,354	191,438	193,811	203,668	268,538	244,770
Ontario	1,289,412	2,000,399	2,253,334	2,922,536	3,470,589	2,834,427
Manitoba	25,386	18,957	34,488	33,333	35,043	30,144
Saskatchewan	4,199	4,317	11,904	15,780	20,577	19,629
Alberta	6,746	6,252	8,164	23,215	24,345	26,592
British Columbia	47,060	52,552	52,135	59,196	47,633	42,854
CANADA	1,521,181	2,410,087	2,698,737	3,416,588	4,110,100	3,439,492 ✓
	472	751	772			
	1932	1933	1934	1935	1936	1937
Maritime Provinces	234,922	108,571	127,630	495,799	558,611	656,376
Quebec	222,801	199,313	204,679	222,209	247,620	237,543
Ontario	2,497,384	1,844,643	1,949,207	1,814,728	1,967,623	2,120,710
Manitoba	31,999	22,241	24,136	27,518	30,835	36,661
Saskatchewan	16,098	13,287	15,421	17,511	18,019	18,345
Alberta	17,720	11,651	13,483	14,540	18,124	15,800
British Columbia	49,466	33,712	39,092	40,636	39,433	41,917
CANADA	3,070,390	2,233,418	2,373,648	2,632,941	2,880,265	3,127,352
	1938	1939	1940	1941	1942	
Maritime Provinces	697,807	705,870	530,223	456,373	362,284	
Quebec	227,648	198,465	176,154	154,018	114,888	
Ontario	2,035,612	1,922,478	1,625,591	1,931,623	1,481,081	
Manitoba	48,243	41,737	37,882	30,994	26,834	
Saskatchewan	18,656	16,804	17,579	18,312	15,733	
Alberta	10,958	11,104	11,249	8,546	7,359	
British Columbia	42,635	46,701	43,179	58,298	36,223	
Yukon	-	-	-	1	-	
CANADA	3,081,559	2,943,159	2,441,857	2,658,165	2,044,402	

Table IV.- Traveller's Vehicle Permits

	1926	1927	1928	1929	1930	1931
<u>Entering by Ports in -</u>						
Maritime Provinces	15,245	24,091	32,322	39,092	57,946	60,734
Quebec	164,423	190,916	271,962	320,157	381,432	401,165
Ontario	265,226	415,434	508,828	582,964	694,014	857,293
Manitoba	9,583	10,965	13,659	15,181	15,984	14,464
Saskatchewan	4,069	6,015	5,966	5,873	6,023	4,858
Alberta	2,862	3,285	4,308	6,352	6,174	5,362
British Columbia	93,666	93,007	109,673	122,602	137,785	126,621
CANADA	555,074	743,713	946,718	1,092,221	1,299,358	1,470,497
	1932	1933	1934	1935	1936	1937
Maritime Provinces	53,329	45,204	53,066	51,972	60,634	71,018
Quebec	313,345	237,072	220,955	259,684	302,409	338,234
Ontario	552,202	494,454	523,293	559,789	697,404	828,222
Manitoba	11,605	9,459	10,679	13,287	15,186	17,491
Saskatchewan	4,638	4,414	4,606	5,472	6,512	6,283
Alberta	3,855	3,715	4,652	5,694	7,438	8,759
British Columbia	94,413	69,151	70,949	76,247	104,675	114,481
CANADA	1,033,387	863,469	888,200	972,145	1,194,258	1,384,488
	1938	1939	1940	1941	1942	
Maritime Provinces	76,271	80,366	61,273	61,686	23,540	
Quebec	280,551	258,148	193,675	225,845	78,324	
Ontario	754,586	779,302	582,917	757,959	328,585	
Manitoba	18,120	18,176	13,795	14,597	6,373	
Saskatchewan	6,379	6,635	6,394	6,458	3,127	
Alberta	11,310	13,168	13,348	15,459	3,223	
British Columbia	117,869	113,862	92,278	92,048	55,947	
Yukon	-	-	-	1	-	
CANADA	1,265,086	1,269,657	963,680	1,174,053	499,119	
				<u>Commercial Vehicles (1)</u>		
				1941	1942	
<u>Entering by Ports in -</u>						
Maritime Provinces				42,530	39,467	
Quebec				20,043	16,071	
Ontario				54,656	63,160	
Manitoba				1,952	1,586	
Saskatchewan				2,660	3,255	
Alberta				1,516	2,772	
British Columbia				5,478	5,179	
Yukon				53	27	
CANADA				128,888	131,517	

(1) Earlier years are not available.

Table V.- Foreign Automobiles and Other Vehicles entering Canada by
Month of Entry, 1937 - 1942

Month	1937	1938	1939	1940	1941	1942
<u>Non-Permit-Class - Local Traffic</u>						
January	155,089	150,096	142,087	131,564	117,573	128,456
February	139,380	134,920	120,731	125,447	109,885	101,548
March	150,941	163,322	143,369	146,142	131,444	118,888
April	168,531	177,776	177,158	155,399	142,435	138,081
May	264,072	247,290	249,465	226,658	220,794	183,369
June	311,289	302,670	319,237	285,582	282,095	217,329
July	517,393	492,754	475,230	300,464	425,718	307,361
August	482,616	448,824	430,665	337,324	416,149	274,465
September	316,072	317,326	299,863	254,344	263,298	187,684
October	257,068	269,570	223,181	189,341	203,322	153,695
November	193,194	196,043	182,701	146,492	185,792	133,723
December	171,707	180,968	179,472	143,100	159,677	99,803
TOTAL	3,127,352	3,081,559	2,943,159	2,441,857	2,658,182	2,044,402

<u>Traveller's Vehicle Permits</u>						
January	25,883	25,895	23,273	20,998	20,361	19,561
February	25,243	24,195	18,612	22,933	21,326	16,512
March	34,811	29,256	25,852	29,455	29,208	22,304
April	44,773	51,964	46,768	43,314	55,022	37,822
May	110,124	99,451	97,544	87,324	100,469	58,715
June	138,460	126,850	140,415	135,512	130,875	58,683
July	302,857	266,854	285,134	149,131	252,423	85,379
August	314,286	280,627	290,687	211,242	287,619	79,510
September	197,816	174,685	169,745	118,818	117,005	53,172
October	96,890	90,493	77,842	71,578	74,282	31,840
November	59,429	53,168	52,696	43,502	51,733	23,660
December	33,916	41,648	41,089	29,873	33,730	11,961
TOTAL	1,384,488	1,265,086	1,269,657	963,680	1,174,053	499,119

<u>Commercial Vehicles</u>						
January					2,200 (1)	10,827
February					2,138 (1)	9,825
March					2,254 (1)	11,157
April					13,217	9,868
May					17,142	12,136
June					14,042	11,774
July					14,276	12,574
August					14,149	12,099
September					12,612	11,403
October					13,630	11,777
November					12,530	9,649
December					10,698	8,428
TOTAL	(2)	(2)	(2)	(2)	128,888	131,517

(1) Not complete.

(2) Not available.

Table VI.- Net⁽¹⁾ Entries of Foreign Travellers by Rail
by Province of Entry 1937 - 1942

Province of Entry	1937	1938	1939	1940	1941	1942
New Brunswick	20,934	19,755	17,331	15,678	24,847	45,231
Quebec	145,051	125,471	122,047	109,144	125,967	165,980
Ontario	206,227	179,410	179,808	162,806	164,235	226,505
Manitoba	17,381	14,622	19,459	12,766	13,961	24,474
Saskatchewan	15,216	12,667	14,711	9,237	11,206	11,458
Alberta	474	415	379	340	292	3,255
British Columbia	39,674	35,520	36,743	27,275	27,756	36,360
TOTAL	444,957	387,860	390,478	337,246	368,264	513,263

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

Table VII.- Entries of Foreign Travellers by Boat
by Province of Entry, 1937 - 1942

Province of Entry	1937	1938	1939	1940	1941	1942
Nova Scotia	38,184	37,614	32,237	15,843	14,260	1,174
New Brunswick	18,307	7,202	8,762	4,904	3,752	4,554
Quebec	9,794	10,116	9,001	2,852	3,584	3,693
Ontario	84,192	54,516	68,851	42,896	75,134	52,720
Manitoba	2	-	1	-	-	-
Saskatchewan	-	-	-	-	-	-
Alberta	5,722	5,844	6,844	5,332	5,054	725
British Columbia	111,029	102,903	147,417	108,293	128,003	76,091
Yukon	336	350	353	376	326	20
TOTAL	287,566	218,545	273,466	180,496	230,113	138,977

Adjusted Entries by Boat⁽¹⁾

Province of Entry	1940	1941	1942
Nova Scotia	11,136	10,726	1,126
New Brunswick	4,774	3,376	4,548
Quebec	2,852	3,584	3,693
Ontario	64,168	86,387	72,833
Manitoba	-	-	-
Saskatchewan	-	-	-
Alberta	5,332	5,054	725
British Columbia	80,354	95,996	65,715
Yukon	376	326	20
TOTAL	168,992	205,449	148,660

(1) Adjustments include the subtraction of Motorists arriving by Boat, who are already covered in the motor car account, and the addition of some travellers not originally classified in this category.

Table VIII.- Entries of Foreign Travellers by
Bus and Aeroplane 1940 - 1942

BUS TRAVELLERS

Province of Entry	1940 (1)	1941	1942
Maritime Provinces	3,330	5,222	8,440
Quebec	8,937	10,666	9,606
Ontario	115,311	163,825	120,651
Manitoba	3,010	3,521	3,347
Saskatchewan	362	238	43
Alberta	852	1,086	1,321
British Columbia	11,728	16,701	18,445
Yukon	-	-	-
TOTAL	153,530	201,259	161,753

AEROPLANE TRAVELLERS

Province of Entry	1940 (1)	1941	1942
Maritime Provinces	1	986	1,243
Quebec	7,349	15,106	8,435
Ontario	701	7,532	4,592
Manitoba	911	1,227	1,033
Saskatchewan	20	45	46
Alberta	17	615	639
British Columbia	2,531	6,386	4,417
Yukon	1,849	3,201	6,139
TOTAL	13,379	35,098	26,544

Source: Immigration Branch, Department of Mines and Resources.

(1) The 1940 figures for bus and aeroplane travellers cover the period from April 1st only, as these groups were not classified separately prior to that date.

Table IX-Part 1.- Canadian Automobiles Travelling in the United States
July 1939 - December 1942

	1939 ⁽²⁾	1940	1941	1942
<u>Length of Stay - 24 hours or less</u>				
<u>Returning by Ports in:</u>				
Maritime Provinces	46,554 ⁽¹⁾	31,905 ⁽¹⁾	151,693	166,029
Quebec	122,916 ⁽¹⁾	70,747 ⁽¹⁾	65,136	72,167
Ontario	113,529 ⁽¹⁾	172,676 ⁽¹⁾	170,972	268,808
Manitoba	38,561	24,654	8,240	7,572
Saskatchewan	19,676	16,848	10,482	11,684
Alberta	13,160	9,323	2,341	3,620
British Columbia	95,102	81,137	44,766	42,657
Yukon	-	-	-	4
TOTAL CANADA	449,498⁽¹⁾	407,290⁽¹⁾	453,630	572,541

	<u>Length of Stay - Over 24 hours</u>			
<u>Returning by Ports in:</u>				
Maritime Provinces	10,890	5,863	2,107	1,318
Quebec	61,090	25,018	9,002	6,189
Ontario	93,880	52,974	21,604	16,767
Manitoba	14,789	7,880	3,439	1,643
Saskatchewan	6,401	3,594	1,492	1,231
Alberta	8,258	1,915	1,397	752
British Columbia	51,635	35,019	15,019	10,448
Yukon	-	-	-	-
TOTAL CANADA	246,943	132,263	54,060	38,348

	<u>Commercial Vehicles</u>			
<u>Returning by Ports in:</u>				
Maritime Provinces			36,590	45,315
Quebec			13,465	19,163
Ontario			37,992	48,275
Manitoba			548	1,357
Saskatchewan			803	891
Alberta			3,038	4,049
British Columbia			5,932	10,181
Yukon			31	-
TOTAL CANADA	(3)	(3)	98,399	129,231

Incomplete Count of Traffic.

- (-) Covers the months of July to December only. No comparable figures are available which include traffic in the first six months. The number of cars recorded in the first six months of 1939, but excluded from these totals was 313,726. (See Page 25)
- (3) Not available.

Table IX-Part 2.- Canadian Automobiles and Other Vehicles Travelling
in the United States, by Month of Re-entry into Canada

Month	1939	1940	1941	1942
<u>Length of Stay - 24 hours or less</u>				
January	(2)	39,338 (1)	7,253 (1)	39,053
February	(2)	37,419 (1)	7,918 (1)	34,657
March	(2)	51,866 (1)	12,879 (1)	44,489
April	(2)	53,742 (1)	46,488	47,704
May	(2)	74,642 (1)	47,566	52,020
June	(2)	80,804 (1)	49,191	49,470
July	109,062 (1)	11,959 (1)	51,649	53,015
August	104,588 (1)	9,772 (1)	48,883	57,336
September	74,834 (1)	11,635 (1)	46,651	50,607
October	59,471 (1)	12,793 (1)	45,994	53,848
November	51,769 (1)	12,271 (1)	45,136	49,889
December	49,774 (1)	11,049 (1)	44,022	40,453
TOTAL		449,498 (1)	407,290 (1)	453,630
				572,541

<u>Length of Stay - Over 24 hours</u>				
January	(2)	8,647	1,549	2,366
February	(2)	12,247	1,427	2,026
March	(2)	15,868	2,053	3,368
April	(2)	16,769	4,575	3,887
May	(2)	31,306	4,535	3,592
June	(2)	18,155	5,407	3,108
July	73,031	11,400	7,303	3,773
August	68,787	4,528	8,187	5,098
September	36,685	4,355	6,463	4,190
October	31,585	4,283	5,545	3,137
November	19,225	2,854	3,913	2,256
December	17,630	1,851	3,103	1,547
TOTAL		246,943	132,263	54,060
				38,348

<u>Commercial Vehicles</u>				
January			(2)	12,026
February			(2)	11,927
March			(2)	11,361
April			7,818	8,981
May			9,446	9,910
June			10,799	12,188
July			12,234	12,649
August			12,393	11,025
September			11,489	10,318
October			13,525	11,001
November			10,628	8,972
December			10,067	8,873
TOTAL	(2)	(2)	98,399	129,231

(1) Incomplete count of traffic.

(2) Comparable categories are not available (See Page 25).

Table X.- Canadian Automobiles Exported for Touring Purposes,
by Provinces 1927 - 1938.

	1927	1928	1929	1930	1931	1932
Maritime Provinces	48,893	34,701	27,872	6,944	9,437	5,587
Quebec	105,370	98,534	145,714	140,684	132,576	91,148
Ontario	227,758	236,606	283,250	275,385	234,077	149,418
Manitoba	20,084	18,989	15,375	15,299	14,469	9,762
Saskatchewan	7,946	10,762	17,736	9,875	8,145	4,613
Alberta	1,697	2,086	2,795	2,939	2,819	1,750
British Columbia	84,181	118,193	126,830	143,998	135,332	114,579
Yukon	-	-	-	-	-	-
TOTAL CANADA	495,929	519,871	619,672	595,124	536,855	376,857

	1933	1934	1935	1936	1937	1938
Maritime Provinces	7,920	9,271	13,780	17,402	23,591	19,726
Quebec	96,718	116,455	155,417	159,059	181,674	184,977
Ontario	164,795	194,012	247,452	264,535	273,865	295,988
Manitoba	13,387	16,403	21,464	16,879	20,208	20,932
Saskatchewan	6,678	5,875	7,420	9,812	11,836	12,790
Alberta	2,368	3,444	4,982	6,945	7,549	8,582
British Columbia	125,266	168,412	208,744	215,042	237,706	244,830
Yukon	-	-	-	-	-	-
TOTAL CANADA	417,132	513,852	659,259	689,674	756,429	787,825

Table XI.- Number of Canadians Returning from the United States
by Rail, by Province of Re-entry, 1938 - 1942.

Province of Re-entry	1938	1939	1940	1941	1942
New Brunswick	16,738	16,111	10,843	6,767	10,766
Quebec	113,722	118,919	71,784	50,328	80,823
Ontario	218,082	217,136	144,385	90,525	150,601
Manitoba	19,707	19,082	11,688	6,527	8,985
Saskatchewan	5,388	4,739	3,269	2,717	3,516
Alberta	438	401	248	126	468
British Columbia	31,323	32,673	17,136	10,169	10,192
Yukon	-	-	-	-	-
TOTAL CANADA	405,398	409,061	259,353	167,159	266,351

Table XII.- Number of Canadians Returning from the United States
by Boat, by Province of Re-entry, 1938 - 1942.

Province of Re-entry	1938	1939	1940	1941	1942
Maritime Provinces	34,530	64,128	45,105	10,601	15,244
Quebec	2,030	3,751	567	127	94
Ontario	21,456	30,427	64,100	28,646	16,396
Manitoba	-	2	-	-	-
Saskatchewan	-	-	-	-	-
Alberta	-	-	2,876	3,131	1,395
British Columbia	29,815	44,100	20,768	10,890	9,271
Yukon	1	1	9	-	29
TOTAL CANADA	87,832	142,409	133,425	53,395	42,429

Table XIII.- Number of Canadians Returning from the United States by
Bus and Aeroplane by Province of Re-entry, 1940 - 1942.

Returning by Bus (1)

Province of Re-entry	1940 (2)	1941	1942
New Brunswick	2,092	1,930	2,700
Quebec	7,858	3,818	4,722
Ontario	33,673	27,220	50,651
Manitoba	4,822	3,966	4,296
Saskatchewan	626	152	88
Alberta	526	501	877
British Columbia	13,076	10,741	14,675
Yukon	-	-	-
TOTAL CANADA	62,672	48,328	78,009

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

(2) In 1940 the period April to December is covered only.

Returning by Aeroplane

Province of Re-entry	1940 (1)	1941	1942
New Brunswick	-	202	527
Quebec	5,009	6,246	4,957
Ontario	127	4,380	4,223
Manitoba	554	443	338
Saskatchewan	1	2	-
Alberta	-	76	180
British Columbia	1,577	1,766	1,160
Yukon	34	84	69
TOTAL CANADA	7,302	13,199	11,454

(1) In 1940 the period from April to December is covered only.

Table XIV.- Overseas Tourists to Canada 1926 - 1942.

Entries Via Canadian Ocean Ports	1926	1927	1928	1929	1930	1931
First Class	3,281	3,574	3,002	2,859	2,780	2,432
Cabin Class	(	6,789	6,103	5,906	5,510	4,389
Tourist and Third Class	(8,491	2,818	4,027	4,707	4,288	5,408
Total Via Canadian Ocean Ports	11,772	13,181	13,132	13,472	12,578	12,229

Entries Via Canadian Ocean Ports	1932	1933	1934	1935	1936	1937
First Class	2,445	2,258	3,114	2,726	2,125	(8,782
Cabin Class	3,929	3,374	3,917	4,582	5,666	(
Tourist and Third Class	4,381	4,018	4,500	4,919	5,133	6,333
Total Via Canadian Ocean Ports	10,755	9,650	11,531	12,227	12,924	15,115

Entries Via Canadian Ocean Ports	1938	1939	1940	1941	1942
Cabin Class	7,045	6,747	3,436	2,152	1,032
Tourist Class	5,685	5,673	1,868	607	219
Third Class	2,733	3,756	1,610	512	132
Total Via Canadian Ocean Ports	15,463	16,176	6,914	3,271	1,383

<u>Entries from Newfoundland</u>	7,600	7,192	7,307	10,902	14,086
<u>Entries Via U.S. Ocean Ports</u>	2,396	2,200	2,700	(1)	(1)

(1) Not Available.

Table XV.- Canadians Returning from Overseas 1926 - 1942

Entries Via Canadian Ocean Ports	1926	1927	1928	1929	1930	1931
First Class	3,090	5,011	2,822	2,815	3,284	2,738
Cabin Class	(	12,882	11,547	11,253	8,948	5,892
Tourist and Third Class	(35,532	19,363	22,693	26,292	26,191	21,333
Total Via Canadian Ocean Ports	38,622	37,256	37,062	40,360	38,423	29,963

Entries Via Canadian Ocean Ports	1932	1933	1934	1935	1936	1937
First Class	2,887	2,707	2,989	3,054	2,266	(9,517
Cabin Class	5,388	5,073	5,202	5,399	6,690	(
Tourist and Third Class	22,902	19,626	19,428	19,699	24,943	23,042
Total Via Canadian Ocean Ports	31,177	27,406	27,619	28,152	33,899	32,559

Entries Via Canadian Ocean Ports	1938	1939	1940	1941	1942
Cabin Class	7,414	4,940	761	628	191
Tourist Class	6,214	3,204	540	111	35
Third Class	14,125	9,834	1,769	572	63
Total Via Canadian Ocean Ports	27,753	17,978	3,070	1,311	289

<u>Entries from Newfoundland</u>	2,530	2,751	3,476	10,216	15,435
<u>Entries Via U.S. Ocean Ports</u>	12,594	11,261	2,811	(1)	(1)

(1) Not Available.

Table XVI.- Number of Motor Cars Entering Canada on Traveller's Vehicle Permits
by State and Country of Registration, 1937 - 1942.

State, Etc.	1937	1938	1939	1940	1941	1942
Alabama	748	593	840	608	830	318
Arizona	661	620	719	611	673	109
Arkansas	556	434	757	535	541	210
California	28,429	28,614	29,177	25,107	26,960	4,385
Colorado	2,353	1,897	2,396	1,816	1,679	321
Connecticut	21,093	16,885	16,118	13,225	21,878	5,129
Delaware	1,168	1,011	995	836	1,086	126
District of Columbia	4,774	4,179	3,747	2,724	3,398	533
Florida	4,887	4,927	5,417	4,319	5,076	1,464
Georgia	1,681	1,310	1,640	1,322	1,721	618
Idaho	2,070	2,408	2,285	2,036	2,237	729
Illinois	42,967	38,723	44,301	30,078	34,854	8,851
Indiana	15,945	12,803	14,496	9,928	14,247	4,321
Iowa	6,317	6,099	7,646	5,214	5,883	1,571
Kansas	2,898	2,517	3,313	2,279	2,492	604
Kentucky	2,712	2,262	2,542	1,584	2,978	705
Louisiana	828	832	1,727	744	1,082	656
Maine	55,344	59,891	60,441	46,707	39,883	25,485
Maryland	5,615	6,390	5,010	3,878	5,932	838
Massachusetts	63,350	54,885	56,421	44,067	60,001	10,921
Michigan	319,719	273,727	269,419	187,108	253,552	121,335
Minnesota	23,634	22,978	23,888	19,774	16,104	6,715
Mississippi	593	458	734	467	415	120
Missouri	5,847	5,215	6,777	4,694	5,726	1,314
Montana	5,748	6,687	7,531	7,240	7,393	3,026
Nebraska	2,500	2,126	2,641	2,065	2,118	561
Nevada	398	446	352	357	336	66
New Hampshire	17,089	14,577	14,139	10,661	15,208	5,634
New Jersey	28,242	25,113	25,885	19,652	25,530	3,406
New Mexico	312	522	789	255	268	34
New York	324,684	324,877	315,374	250,441	290,885	146,372
North Carolina	1,422	1,396	1,584	1,088	1,629	366
North Dakota	10,077	10,833	11,390	8,493	7,229	4,568
Ohio	75,848	59,785	65,457	47,108	69,580	24,284
Oklahoma	1,958	1,776	2,328	1,614	1,932	363
Oregon	7,414	8,321	7,648	7,170	7,527	3,643
Pennsylvania	63,439	54,080	51,562	41,024	59,761	17,646
Rhode Island	10,629	8,296	8,833	6,315	9,154	1,567
South Carolina	716	684	879	789	824	286
South Dakota	1,136	1,124	1,423	991	1,130	293
Tennessee	1,634	1,274	1,735	1,244	1,695	471
Texas	3,333	3,674	4,960	3,300	3,944	870
Utah	1,274	1,198	1,572	1,171	1,110	196
Vermont	110,930	88,757	78,624	61,505	56,526	33,851
Virginia	2,826	2,818	2,615	2,264	3,283	633
Washington	81,195	81,557	81,716	66,642	62,025	47,548
West Virginia	2,689	2,164	2,059	1,633	2,512	652
Wisconsin	13,509	12,053	13,894	9,820	10,792	2,965
Wyoming	527	496	636	422	534	122
Total U.S. by States	1,383,718	1,264,292	1,268,432	962,925	1,152,152	496,801

Table XVI - Continued.

U. S. Possessions	1937	1938	1939	1940	1941	1942
Alaska	64	46	80	74	93	110
American Samoa	-	-	-	1	-	1
Guam	-	1	1	1	-	-
Hawaii	277	299	447	318	251	17
Philippines	17	46	36	21	16	-
Puerto Rico	15	10	15	9	8	3
Virgin Islands	-	-	1	-	1	-
U.S. Gov't. (Military, etc.)	2	-	-	-	148	1,112
TOTAL U. S. POSSESSIONS	375	402	580	424	517	1,243

Country, Etc.	1937	1938	1939	1940	1941	1942
<u>North America</u>						
Newfoundland	41	35	27	33	51	6
St. Pierre and Miquelon	-	-	-	2	-	4
<u>Central America</u>						
Bahamas	8	-	-	8	5	2
Bermuda	1	-	-	-	-	-
British West Indies	4	12	14	7	1	-
Costa Rica	-	-	-	-	1	-
Cuba	57	72	80	33	25	2
Dominican Republic	2	-	1	-	-	-
Guatemala	-	-	1	1	-	1
Haiti	-	-	2	2	1	-
Honduras	2	1	1	3	-	-
Jamaica	4	4	3	2	-	-
Mexico	127	105	192	71	83	22
Netherlands West Indies	1	-	2	5	3	-
Panama (Incl. Canal Zone)	100	84	149	106	99	5
Salvador	-	-	2	1	-	-
Other Central America	-	-	-	-	3	-
Other West Indies	-	-	-	-	12	-
<u>South America</u>						
Argentina	1	1	2	1	-	-
Bolivia	-	-	-	-	1	-
Brazil	2	4	2	4	3	-
British Guiana	-	-	-	1	-	-
Chile	-	-	-	2	-	-
Colombia	1	9	3	3	10	-
Peru	-	-	1	-	4	-
Venezuela	1	7	7	6	13	-
Other South America	1	-	-	-	-	-

Table XVI - Concluded.

Country, Etc.	1937	1938	1939	1940	1941	1942
<u>Europe</u>						
Belgium	-	1	4	1	-	-
Denmark	-	-	1	-	-	-
Finland	-	-	-	2	-	-
France	1	8	25	4	3	-
Germany	4	3	6	-	-	-
Great Britain	23	27	97	17	2	-
Italy	-	-	1	1	-	-
Luxembourg	-	-	-	3	-	-
Malta	-	1	-	-	-	-
Netherlands	1	1	3	1	-	-
Portugal	1	-	-	-	-	-
Spain	1	-	-	-	-	-
Sweden	-	-	2	-	-	-
Switzerland	1	1	3	1	-	-
<u>Asia</u>						
China	2	4	5	1	4	-
Hong Kong	4	-	-	3	-	-
India	-	5	-	-	-	-
Japan	-	1	-	-	-	-
Netherlands East Indies	-	1	1	1	-	-
Straits Settlements	-	2	3	-	-	-
<u>Oceania</u>						
Australia	1	-	1	3	-	-
Fiji	-	-	1	-	-	-
New Zealand	2	-	2	1	-	-
<u>Africa</u>						
Egypt	-	3	-	-	-	-
South Africa	1	-	1	-	-	-
Country Not Specified	-	-	-	1	47	-
TOTAL OTHER COUNTRIES	395	392	645	331	371	42
TOTAL ALL COUNTRIES	1,384,488	1,265,086	1,269,657	963,680	1,153,040	498,086

Table XVII.- Annual Statement by Ports of Highway Traffic at Canadian Border Points, Calendar Year 1941.

Port and Province	Foreign Cars Inwards			Canadian Cars Inwards		
	Non-Permit Class-Local Traffic	Traveller's Vehicle Permits	Com-mercial Vehicles	Length of stay abroad 24 hours or less	Over 24 hours	Com-mercial Vehicles
(X)						
Nova Scotia						
Halifax	-	9	2	-	-	-
North Sydney	-	44	-	-	-	-
Yarmouth	-	1,402	-	2	24	-
Total, Nova Scotia	-	1,455	2	2	24	-
Prince Edward Island (x)						
Charlottetown	-	-	-	-	-	-
Summerside	-	-	-	-	-	-
Total:						
Prince Edward Island	-	-	-	-	-	-
New Brunswick						
Andover	14,367	5,115	4,283	6,467	189	5,565
Aroostook Jct.	104	78	9	58	6	57
Belleville	639	42	244	431	4	101
Bloomfield	1,884	249	489	504	30	154
Brown Road	420	31	105	258	7	33
Campobello	815	84	71	382	1	7
Centreville	3,963	1,245	1,320	737	47	703
Clair	19,763	1,684	2,277	8,505	5	1,893
Connors	51	6	6	21	-	-
Edmundston	83,123	5,206	5,418	32,251	86	14,404
Forest City	2,531	87	16	579	1	267
Fosterville	1,772	201	15	250	4	1,891
Four Falls	1,126	361	240	490	4	79
Gillespie	3,613	1,412	1,692	1,448	23	609
Grand Falls	3,814	875	1,313	1,937	27	39
Green River	-	-	-	3	3	-
Lord's Cove	125	268	-	86	10	2
Milltown	39,428	1,038	2,787	20,782	25	242
North Head	-	132	-	26	8	-
River de Chute	2,271	539	1,130	529	13	455
St. Andrews	-	574	-	18	2	-
St. Croix	14,108	2,352	1,069	2,176	88	1,255
St. Hilaire	-	-	-	-	-	-
St. John	-	21	-	-	2	-
St. Leonard	29,724	4,984	7,766	15,464	101	2,782
St. Stephen	202,244	26,765	9,445	46,933	981	4,648
Union Corner	2,263	99	1,293	1,143	11	872
Upper Mills	4,685	162	212	4,484	17	29
Woodstock Road	23,540	6,621	1,328	5,731	388	503
Total, New Brunswick	456,373	60,231	42,528	151,691	2,083	36,590

(X) 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 these travelling direct from the United States by steamer) enter through ports in other provinces and are recorded in the latter.

Table XVII.- Annual Statement by Ports of Highway Traffic at Canadian Border Points, Calendar Year 1941--Continued.

Port and Province	Foreign Cars Inwards			Canadian Cars Inwards		
	Non-Permit Class-Local Traffic	Traveller's Vehicle Permits	Com- mercial Vehicles	Length of stay abroad		Com- mercial Vehicles
				24 hours or less	Over 24 hours	
Quebec						
Abercorn	5,348	4,275	588	4,111	87	1,300
Armstrong	1,629	13,080	523	651	491	115
Beebe	22,608	2,335	1,424	4,973	87	231
Chartierville	1,031	1,757	61	193	24	222
Clarenceville	1,230	1,627	43	571	16	4
Comina Mills	6,257	6,627	445	3,786	205	5,002
Covey Hill	303	367	71	174	12	193
Dundee	11,158	1,490	430	5,679	46	65
East Pinnacle	639	691	47	1,354	33	215
Estcourt	18	16	16	1	-	-
Franklin Centre ..	71	792	2	70	5	-
Frelighsburg	2,419	2,223	453	1,066	134	159
Glen Sutton	3,230	6,984	3,116	1,252	6	686
Hemmingford	1,368	5,749	270	2,590	136	1
Herdman	3,111	2,047	697	1,083	56	-
Hereford Road	4,030	3,491	456	2,508	16	1,153
Highwater	12,948	11,723	4,396	2,321	358	505
Jamieson's Lines .	123	336	151	27	1	-
Lac Frontiere	713	331	13	81	7	-
Lac Memphremagog .	3	80	-	-	-	-
Lacolle	8,619	55,033	1,058	7,112	2,971	532
Mansonville	13	-	-	8	-	-
Montreal	-	11	-	-	2	-
Morses Line	2,034	926	272	1,018	26	6
Noyan	3,740	5,965	190	1,325	130	46
Phillipsburg	4,809	44,694	1,657	3,737	2,277	398
Rock Island	40,656	29,294	2,242	7,833	606	647
St. Armand	85	387	10	26	1	-
St. Pamphile	48	64	-	-	-	-
St. Zacharie	283	302	-	121	175	4
Stanhope	2,224	8,384	768	3,434	395	1,534
Trout River	9,334	11,828	102	6,129	555	522
Woburn	3,936	2,933	531	1,601	145	125
Total, Quebec	154,018	225,845	20,032	65,136	9,002	13,465
Ontario						
Aultsville	29	136	-	18	13	-
Brockville	1,355	2,863	95	222	160	68
Cobourg	-	73	-	-	-	-
Cornwall	15,691	6,474	647	7,306	473	348
Courtright	1,894	783	7	52	40	-
Fort Erie	647,920	181,070	5,499	35,361	3,790	1,879
Fort Frances	24,235	11,539	2,438	9,194	500	11,952
Fort William	-	81	-	-	-	-
Kingston	42	309	3	5	9	-

Table XVII.- Annual Statement by Ports of Highway Traffic at Canadian Border Points, Calendar Year 1941--Continued.

Port and Province	Foreign Cars Inwards			Canadian Cars Inwards		
	Non-Permit Class-Local Traffic	Traveller's Vehicle Permits	Com- mercia- Vehicles	Length of stay abroad		Com- mercial Vehicles
				24 hours or less	Over 24 hours	
Ontario--(Continued)						
Kingsville	-	4	-	-	-	-
Lansdowne	5,524	48,639	659	905	811	122
Leamington	9	430	-	-	3	-
Midland	-	3	-	-	-	-
Morrisburg	562	2,320	138	198	115	-
Niagara Falls	437,065	164,699	5,418	69,855	5,334	4,581
Pigeon River	10,276	7,390	223	207	885	-
Port Arthur	3	60	-	1	-	-
Port Lambton	3,932	1,608	15	351	163	22
Prescott	5,780	7,480	759	1,822	539	164
Rainy River	965	586	7	154	12	21
Sarnia	53,003	66,468	6,581	4,121	3,021	411
Sault Ste. Marie .	16,128	14,013	134	6,902	1,202	365
Sombra	2,066	616	6	116	59	193
Toronto	-	50	-	2	-	-
Walkerville	35,249	9,023	4,206	3,333	191	12,963
Walpole Island ...	1,417	454	-	25	11	-
West Dock	17	76	-	-	-	-
Windsor	668,461	230,812	27,821	30,522	4,273	4,913
Total, Ontario	1,931,623	757,959	54,656	170,972	21,604	37,992
Manitoba						
Boissevain	1,679	1,133	159	86	53	-
Cartwright	499	157	43	71	48	2
Coulter	462	230	51	99	33	24
Crystal City	363	141	-	105	25	-
Emerson	16,417	11,322	676	4,670	3,089	248
Goodlands	305	176	21	178	26	49
Gretna	5,630	235	183	810	34	14
Haskett	796	144	123	365	18	186
Lena	1,134	335	58	433	65	22
Lyleton	310	171	84	237	5	-
Middlebro	936	70	3	462	6	-
Piney	483	78	41	123	-	1
Snowflakes	449	96	75	167	21	-
South Junction ...	897	109	316	386	5	2
Windygates	634	200	119	148	11	-
Total, Manitoba	30,994	14,597	1,962	8,240	3,439	548
Saskatchewan						
Beaubier	207	25	2	31	12	-
Big Beaver	395	174	108	121	28	4
East Poplar River.	613	186	23	221	53	3
Elmore	1,316	171	66	1,260	19	21
Estevan	2,790	326	105	582	41	472

Table XVII.- Annual Statement by Ports of Highway Traffic at Canadian Border Points, Calendar Year 1941--Concluded.

Port and Province	Foreign Cars Inwards			Canadian Cars Inwards		
	Non-Permit Class-Local Traffic	Traveller's Vehicle Permits	Com-mercials Vehicles	Length of stay abroad 24 hours or less	Over 24 hours	Com-mercials Vehicles
Saskatchewan--Cont'd.						
Marienthal	790	228	30	415	51	-
Monchy	669	363	46	109	122	5
Northgate	3,295	965	113	1,921	61	6
North Portal	6,231	1,820	2,118	5,087	631	165
Oungre	333	450	13	101	64	3
Regway	580	1,054	15	340	316	5
Treelon	303	147	18	113	34	118
West Poplar River ..	737	372	2	117	37	-
Willow Creek	53	176	1	64	23	1
Total, Saskatchewan ..	18,312	6,458	2,660	10,492	1,492	803
Alberta						
Aden	213	46	16	99	16	142
Cardston	30	42	3	4	-	-
Carway	1,326	3,068	7	266	480	58
Chief Mountain	976	9,356	10	131	324	-
Coutts	4,854	2,635	862	1,655	544	2,772
Del Bonita	1,060	230	616	90	11	66
Wild Horse	87	82	2	96	22	-
Total, Alberta	8,546	15,459	1,516	2,541	1,397	3,038
British Columbia						
Aldergrove	2,090	3,633	577	2,131	407	116
Boundary Bay	2,960	4,895	718	14,748	2,657	60
Bridesville	5	1	-	-	-	-
Carson	2,015	1,332	140	344	31	2
Cascade City	3,553	2,165	702	1,325	66	3
Huntingdon	5,258	7,820	269	3,431	299	536
Keremeos	24	44	11	19	7	-
Kingsgate	1,023	5,720	93	824	1,749	32
Midway	1,244	154	39	90	8	-
Nelway	249	966	2	127	221	-
New Westminster	-	2	-	-	-	-
Osoyoos	2,209	4,693	133	1,790	649	2
Pacific Highway	32,015	46,649	1,297	7,840	7,917	889
Paterson	790	958	291	1,641	418	185
Port Alberni	-	2	-	-	-	-
Prince Rupert	-	3	-	-	-	-
Roosville	517	474	83	143	16	18
Rykerts	1,776	685	13	298	123	173
Sidney	-	1,516	6	49	81	-
Silver Heights	114	-	26	4,761	-	1,683
Stewart	2,449	3	1,078	5,187	-	2,233
Vancouver	5	157	-	1	2	-
Victoria	2	10,076	-	17	368	-
Total, British Columbia ..	58,298	92,048	5,478	44,766	16,019	5,982
Yukon Territory						
Dawson	1	1	53	-	-	31
TOTAL CANADA	2,658,165	1,174,053	128,877	453,630	54,060	98,399

Table XVIII.- Number of Travellers Vehicle Permits issued to Motor Cars of the Tourist Class during the Four Months June to September, 1941 by Ports of Entry and Ports of Exit and Number of Days Stay in Canada.

Ports of Entry	Ports of Exit	Number of Permits issued June to September by Length of Stay			
		1 Day	2 Days	3 Days & Over	Total
<u>Section 1. Traffic Within Ontario</u>					
(A) St. Lawrence River Ports	Cobourg	2	1	4	7
	Toronto		1	2	3
	Fort Erie and Niagara Falls	227	1,332	3,873	5,432
	Lake Erie Ports			2	2
	St. Clair and Detroit River Ports	200	769	1,105	2,074
	Sault Ste. Marie	10	67	185	262
	Total of Above	439	2,170	5,171	7,780
	St. Lawrence River Ports	10,880	4,910	21,940	37,730
	All Ports in the Province of Quebec	397	1,753	5,083	7,233
All Ports in Canada	11,756	8,853	32,843	53,452	
(B) Cobourg	St. Lawrence River Ports		1	7	8
	Toronto				
	Fort Erie and Niagara Falls	2	1	30	33
	Lake Erie Ports				
	St. Clair and Detroit River Ports			4	4
	Sault Ste. Marie			2	2
	Total of Above	2	2	43	47
	Cobourg			6	6
All Ports in Canada	3	4	65	72	
(C) Toronto	St. Lawrence River Ports		2	4	6
	Cobourg				
	Fort Erie and Niagara Falls	4	3	16	23
	Lake Erie Ports				
	St. Clair and Detroit River Ports	1		1	2
	Sault Ste. Marie			2	2
	Total of Above	5	5	23	33
	Toronto			12	12
All Ports in Canada	5	6	41	52	

Table XVIII.- Number of Travellers Vehicle Permits issued to Motor Cars of the Tourist Class during the Four Months June to September, 1941 by Ports of Entry and Ports of Exit and Number of Days Stay in Canada, Cont'd.

Ports of Entry	Ports of Exit	Number of Permits issued June to September by Length of Stay			
		1 Day	2 Days	3 Days & Over	Total
(D) Fort Erie and Niagara Falls	St. Lawrence River Ports	311	2,507	6,154	8,972
	Cobourg	2	8	21	31
	Toronto	11	12	30	53
	Lake Erie Ports	2	18	38	58
	St. Clair and Detroit River Ports	40,040	21,363	6,111	67,514
	Sault Ste. Marie	6	130	1,142	1,278
	Total of above	40,372	24,038	13,496	77,906
	Fort Erie and Niagara Falls	51,313	31,399	68,209	150,921
	All Ports in Canada	91,717	56,037	89,134	236,888
(E) Lake Erie Ports	St. Lawrence River Ports		2	8	10
	Cobourg				
	Toronto				
	Fort Erie and Niagara Falls	6	28	91	125
	St. Clair and Detroit River Ports	57	17	56	130
	Sault Ste. Marie			10	10
	Total of above	63	47	165	275
	Lake Erie Ports	9	14	111	134
	All Ports in Canada	72	61	288	421
(F) St. Clair and Detroit River Ports	St. Lawrence River Ports	156	852	1,586	2,594
	Cobourg			10	10
	Toronto		5	13	18
	Fort Erie and Niagara Falls	35,368	27,527	9,111	72,006
	Lake Erie Ports	32	37	61	130
	Sault Ste. Marie	1	35	1,744	1,780
	Total of above	35,557	28,456	12,525	76,538
	St. Clair and Detroit River Ports	41,428	16,626	53,611	111,665
	All Ports in Canada	77,009	45,199	70,988	193,196

Table XVIII.- Number of Travellers Vehicle Permits issued to Motor Cars of the Tourist Class during the Four Months June to September, 1941 by Ports of Entry and Ports of Exit and Number of Days Stay in Canada, Continued.

Ports of Entry	Ports of Exit	Number of Permits issued June to September by Length of Stay			
		1 Day	2 Days	3 Days & Over	Total
(G) Saulte Ste. Marie	St. Lawrence River Ports	4	70	222	296
	Cobourg				
	Toronto			1	1
	Fort Erie and Niagara Falls	2	157	1,432	1,591
	Lake Erie Ports			7	7
	St. Clair and Detroit River Ports	3	54	1,499	1,556
	Total of above	9	281	3,161	3,451
	Saulte Ste. Marie	807	613	6,246	7,666
	All Ports in Canada	817	954	10,199	11,970
<u>Section II. Traffic from Ontario to Other Provinces</u>					
St. Lawrence River Ports	All Ports in Quebec	397	1,753	5,083	7,233
All Ports in Ontario West of Kingston and East of Sault Ste. Marie (Incl. Sault Ste. Marie)	All Ports in Quebec	41	534	11,385	11,960
All Ports in Ontario	All Ports in Quebec	429	2,308	16,705	19,442
All Ports in Ontario	All Ports in Maritime Provinces	4	7	1,893	1,904
All Ports in Ontario	All Ports in Manitoba	19	347	1,621	1,987
All Ports in Ontario	All Ports in Maritimes, Quebec and Manitoba	452	2,662	20,219	23,333
All Ports in Ontario	All Ports in Ontario	182,651	110,989	194,844	488,484
All Ports in Ontario	All Ports in Canada	183,106	113,661	215,327	512,094
<u>Section III. Traffic from the Maritime Provinces to Central Canada</u>					
All Ports in the Maritime Provinces	All Ports in Quebec	51	142	1,905	2,098
	All Ports in Ontario	3	17	892	912
	All Ports in Quebec and Ontario	54	159	2,797	3,010
	All Ports in the Maritime Provinces	8,241	3,354	22,803	34,398
	All Ports in Canada	8,296	3,514	25,626	37,436

Table XVIII.- Number of Travellers Vehicle Permits issued to Motor Cars of the Tourist Class during the Four Months June to September, 1941 by Ports of Entry and Ports of Exit and Number of Days Stay in Canada, Continued.

Ports of Entry	Ports of Exit	Number of Permits issued June to September by Length of Stay			
		1 Day	2 Days	3 Days & Over	Total
<u>Section IV. Traffic from Quebec to Other Provinces</u>					
All Ports in Quebec	All Ports in Ontario on the St. Lawrence River	406	1,426	3,658	5,490
	All Pts. in Ontario West of Kingston and East of Sault Ste. Marie (Incl. Sault Ste. Marie)	29	379	6,950	7,358
	All Ports in Ontario	437	1,805	10,630	12,872
	All Ports in the Maritime Provinces	57	120	4,061	4,238
	All Ports in Ontario and the Maritime Provinces	494	1,925	14,691	17,110
	All Ports in Quebec	44,401	26,556	61,342	132,299
	All Ports in Canada	44,895	28,482	76,057	149,434
<u>Section V. Traffic from Manitoba to Ontario</u>					
All Ports in Manitoba	All Ports in Ontario	21	226	1,432	1,678
	All Ports in Manitoba	1,906	1,539	4,506	7,951
	All Ports in Canada	1,943	1,780	6,562	10,285
<u>Section VI. Traffic between the Prairie Provinces</u>					
All Ports in Manitoba	All Ports in Saskatchewan	15	14	290	319
	All Ports in Alberta		1	150	151
	All Ports in Saskatchewan and Alberta	15	15	440	470
All Ports in Saskatchewan	All Ports in Manitoba	4	12	257	273
	All Ports in Alberta	1	4	189	194
	All Ports in Manitoba and Alberta	5	16	446	467
	All Ports in Saskatchewan	439	679	2,779	3,797
	All Ports in Canada	446	597	3,434	4,477

Table XVIII.- Number of Travellers Vehicle Permits issued to Motor Cars of the Tourist Class during the Four Months June to September, 1941 by Ports of Entry and Ports of Exit and Number of Days Stay in Canada, Concluded.

Ports of Entry	Ports of Exit	Number of Permits issued June to September by Length of Stay			
		1 Day	2 Days	3 Days & Over	Total
All Ports in Alberta	All Ports in Manitoba			83	83
	All Ports in Saskatchewan	1	8	142	151
	All Ports in Manitoba and Saskatchewan	1	8	225	234
	All Ports in Alberta	2,667	1,286	3,979	7,932
	All Ports in Canada	2,698	1,572	8,947	13,217
<u>Section VII. Traffic Between the Prairie Provinces and British Columbia</u>					
All Ports in the Prairie Provinces	All Ports in British Columbia	30	278	4,986	5,294
	All Ports in the Prairie Provinces	5,012	3,404	11,264	19,680
	All Ports in Canada	5,087	3,949	18,943	27,979
All Ports in British Columbia	All Ports in the Prairie Provinces	27	191	3,354	3,572
	All Ports in British Columbia	11,779	8,588	28,464	48,831
	All Ports in Canada	12,680	8,782	31,857	53,319

Table XIX (a).- Expenditures and Numbers of United States Motorists (Tourist Class)
 Entering on Traveller's Vehicle Permits, by Length-of-Stay in Canada,
 April - December 1941.

Days' Stay	Number of Permits	% of Total Permits	Av. Exp. Per Car	Expenditures	% of Total Expenditures	Number of Car-Days	Av. Exp. Per Car Per Day
			\$	\$			\$
1	385,006	36.24	4.00	1,540,024	3.83	385,006	4.00
2	224,853	21.16	13.60	3,058,001	7.80	449,706	6.80
3	131,436	12.37	35.83	4,709,352	12.02	394,308	11.84
4	80,718	7.60	49.40	3,987,469	10.17	322,872	12.35
5	47,880	4.51	63.44	3,037,507	7.75	239,400	12.69
6	31,550	2.97	76.29	2,406,950	6.14	189,300	12.72
7	25,464	2.40	85.76	2,183,793	5.57	178,248	12.25
8	26,360	2.48	90.46	2,384,526	6.08	210,880	11.31
9	18,894	1.78	99.20	1,874,285	4.78	170,046	11.02
10	13,672	1.29	109.24	1,493,529	3.81	136,720	10.92
11	10,231	.96	116.06	1,187,410	3.03	112,541	10.55
12	8,354	.79	124.76	1,042,245	2.66	100,248	10.40
13	7,826	.74	123.94	969,954	2.47	101,738	9.53
14	7,770	.73	128.88	1,001,398	2.56	108,780	9.21
15	7,634	.72	128.35	979,824	2.50	114,510	8.56
16	5,082	.48	136.95	695,980	1.78	81,312	8.56
17	3,292	.31	147.06	484,122	1.24	55,964	8.65
18	2,313	.22	151.44	350,281	.89	41,634	8.41
19	1,815	.17	161.71	293,504	.75	34,485	8.51
20	1,607	.15	168.14	270,201	.69	32,140	8.41
21	1,418	.13	172.63	244,789	.62	29,778	8.22
22	1,370	.13	168.54	230,900	.59	30,140	7.66
23	1,054	.10	179.16	188,835	.48	24,242	7.79
24	892	.08	182.11	162,442	.41	21,408	7.59
25	807	.08	169.96	137,158	.35	20,175	6.80
26	726	.07	197.22	143,182	.37	18,876	7.58
27	712	.07	211.73	150,752	.38	19,224	7.84
28	652	.06	196.42	128,066	.33	18,256	7.02
29	685	.06	232.36	159,167	.41	19,865	8.01
30	596	.06	188.55	112,375	.29	17,880	6.29
31- 40	3,839	.36	200.34	769,105	1.96	133,823	5.75
41- 50	2,041	.19	230.65	470,757	1.20	92,307	5.10
51- 60	1,710	.16	267.88	458,075	1.17	95,057	4.82
61- 70	1,318	.12	336.65	443,704	1.13	85,295	5.20
71- 80	716	.07	399.93	286,353	.73	53,811	5.32
81- 90	489	.05	443.25	216,749	.55	41,679	5.20
91-100	387	.04	452.69	175,193	.45	36,719	4.77
101-125	506	.05	546.99	276,775	.71	57,016	4.85
126-150	267	.02	680.70	181,748	.46	36,775	4.95
151-175	254	.02	539.59	137,055	.35	41,493	3.30
176-365	267	.02	630.02	168,215	.43	57,005	2.95
TOTALS	1,062,463	100.0	36.89	39,191,750	100.0	4,409,662	8.89

Average Length-of-Stay per Car

4.15 Days

Table XIX (b).- Expenditures and Numbers of United States Motorists (Tourist Class)
 Entering on Traveller's Vehicle Permits, by Length-of-Stay in Canada,
 April - December 1941.

Days' Stay	Average Persons Per Car	Total Persons	Number of Person-Days	Average Expenditure Per Person, Per Day
				\$
1	3.14	1,207,965	1,207,965	1.27
2	2.91	654,562	1,309,124	2.34
3	2.89	379,709	1,139,127	4.13
4	2.86	231,015	924,060	4.32
5	2.80	133,986	669,930	4.53
6	2.79	88,119	528,714	4.55
7	2.85	72,687	508,809	4.29
8	2.98	78,640	629,120	3.79
9	2.91	54,893	494,037	3.79
10	2.87	39,249	392,490	3.81
11	2.83	28,952	318,472	3.73
12	2.80	23,353	280,236	3.72
13	2.90	22,670	294,710	3.29
14	2.91	22,574	316,036	3.17
15	2.96	22,609	339,135	2.89
16	2.86	14,539	232,624	2.99
17	2.67	8,787	149,379	3.24
18	2.64	6,098	109,764	3.19
19	2.63	4,772	90,668	3.24
20	2.58	4,141	82,820	3.26
21	2.59	3,679	77,259	3.17
22	2.57	3,520	77,440	2.98
23	2.62	2,765	63,595	2.97
24	2.45	2,181	52,344	3.10
25	2.46	1,984	49,600	2.77
26	2.46	1,785	46,410	3.09
27	2.44	1,737	46,899	3.21
28	2.46	1,607	44,996	2.85
29	2.48	1,697	49,213	3.23
30	2.43	1,459	43,770	2.57
31- 40	2.48	9,521	328,821	2.34
41- 50	2.42	4,938	223,075	2.11
51- 60	2.38	4,073	226,392	2.02
61- 70	2.44	3,214	208,282	2.13
71- 80	2.40	1,721	129,317	2.21
81- 90	2.28	1,113	94,773	2.29
91-100	2.24	865	82,170	2.13
101-125	2.24	1,134	127,941	2.16
126-150	2.10	562	77,354	2.35
151-175	2.16	549	89,552	1.53
176-365	2.07	553	117,990	1.43
TOTALS	2.96	3,149,977	12,274,413	3.19
Average Length-of-Stay Per Person			3.90 Days	

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