PROVINCE OF BRITISH COLUMBIA

REPORT

OF THE

DEPARTMENT OF TRADE AND INDUSTRY

FOR THE YEAR ENDED MARCH 31ST

1942

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AUTHORITY OF THE LEGISLATIVE ASSEMBLY.

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1942.

To His Honour W. C. WOODWARD,
Lieutenant-Governor of the Province of British Columbia.

MAY IT PLEASE YOUR HONOUR:

I beg to submit herewith the Report of the Department of Trade and Industry for the year ended March 31st, 1942.

HERBERT ANSCOMB,
Minister of Trade and Industry.

Department of Trade and Industry,
Office of the Minister,
Victoria, British Columbia.

Honourable Herbert Anscomb,
Minister of Trade and Industry, Victoria, B.C.

SIR,—I have the honour to submit herewith the Report of the Department of Trade and Industry for the year ended March 31st, 1942.

I have the honour to be,

Sir,

Your obedient servant,

EDWIN G. ROWEBOTTOM,
Deputy Minister of Trade and Industry.

Report of the Department of Trade and Industry
for the Year ended March 31st, 1942

The period covered by this report is one of general expansion, substantial gains being recorded in every line of activity, with the sole exception of Coast shipping, where there was a falling off in ship loadings. Employment soared to a new peak, the figure for October, 1941, being 110,771 as against the previous record of 96,324 in September, 1940.

In the fiscal year 1941–42 all the basic industries did exceptionally well, and the secondary industries, and notably ship-building, more than maintained the improvement shown in 1940–41. Average weekly wages were substantially increased in practically all trades, war industries naturally being most affected. With no marked increase in the average weekly working-hours, the average weekly wage for male employees was the highest since the peak year of 1920, and for women workers the highest on record.

Logging and lumbering continued to occupy the leading place, followed by contracting, food products, metal-mining, metal trades, and street-railways, a condition which reflects the situation very graphically. There is no doubt that British Columbia's war effort was seriously handicapped by the housing situation, but the fact that contracting has advanced to second place among the leading industries shows clearly that serious efforts are being made to remove that disability. With food products in third place, the facilities of the box factories have been taxed to the utmost and most of them have been obliged to expand their plants, not only for the increased local demand but to take care of the British market, which can no longer obtain supplies from Scandinavian sources.

While the year under review was not entirely free from labour disputes, it is gratifying to know that the actual time-loss was the lowest on record; nor have accidents increased to any really notable extent, despite the great number of inexperienced workers which industry has been obliged to employ.

In British Columbia, as elsewhere, women and girls are playing an admirable part in the war effort, and are displaying an altogether remarkable adaptability and a tireless energy in the interests of the war effort which is beyond praise.

With these preliminary remarks, this report goes on to discuss the various phases and to cover the work of the several bureaus in detail.

Reference was made in last year's report to the work of our Trade Representative at Ottawa. This work is still being vigorously carried on, and the results continue to be eminently satisfactory.

TRADE REPRESENTATIVE AT OTTAWA.

Since October, 1939, the Bureau of Industrial and Trade Extension has maintained continuously its director, Mr. W. Lloyd Craig, as its special representative at Ottawa.

Mr. Craig has continued to keep close contacts with the Department of Munitions and Supply, heads of the navy, army, and air force, members of the British and other missions, foreign legations and various departments of the Dominion Government, together with war-time manufacturing firms and distributing firms dealing in various commodities for civilian use.

The results of the director's activities continue to be extremely gratifying. The volume of business placed in British Columbia as a consequence of his work has reached substantial figures. It is regrettable that it is not possible to name the exact amount of business in dollars and cents, for some months ago the Dominion Government, at the request of the British and United States Governments, discontinued the publishing of lists of contracts placed in Canada.

British Columbia is being recognized to an ever-increasing extent as being capable of production on a scale not hitherto known in our Province. Articles manufactured in British Columbia continue to be supplied in large quantities to Eastern Canadian points, the United Kingdom and many other places within the Empire, and including certain points in the United States.

The Department is now giving very careful attention and consideration to the post-war trade development of the Province. To this end Mr. Craig in his present work at Ottawa has been instructed to devote any time that may be necessary to this feature of our problem.

In suggesting this phase of Mr. Craig's work the Department is cognizant of the tremendous problem to be faced by industry when the present abnormal conditions are replaced by a sudden or even gradual readjustment to peace-time conditions.

The maintenance of this office at Ottawa is thoroughly appreciated by British Columbia manufacturers. This is evidenced by the large numbers of letters of appreciation and complimentary statements regarding the services being rendered.

During the past two years many small establishments in the Province have expanded into large factories. As a result of this, employment in the Province has improved to a point probably not experienced for many years. The 1941 British Columbia revised Trade Index was received very favourably and drew many highly complimentary remarks. This Index was distributed from Ottawa to all purchasing agents in the Dominion Government and the Department of Munitions and Supply; the army, the navy, and air force; various Government controlled and operated companies; purchasing agents of Canadian railways, steamship companies, ship-builders, banks, insurance companies; purchasing agents of the large industrial organizations in Eastern Canada; and the large department stores, aircraft manufacturing plants, and all foreign legations. The effect and usefulness of this Index has been exemplified on numerous occasions.

TIMBER TRADE EXTENSION WORK ABROAD.

The Department again made a grant of $20,000 to the Trade Extension Bureau of the British Columbia Lumber and Shingle Manufacturers' Association. Since 1935 the following grants have been made to the Trade Extension Bureau:—

Fiscal year.	
1935–36	$50,000.00
1936–37	50,000.00
1937–38	50,000.00
1938–39	40,000.00
1939–40	40,000.00
1940–41	20,000.00
1941–42	20,000.00
Subsequent to date of report, 1942–43	10,000.00

The war of necessity forced the Trade Extension Bureau to moderate many of its trade promotion activities in the United Kingdom, Australia, South Africa, and Eastern Canada. The steps taken leading to a reduction in trade extension work activities of the Bureau were founded on sound judgment and in the best interests of economy and good business practice.

The Department of Trade and Industry being vitally interested in the activities of the Trade Extension Bureau of the British Columbia Lumber and Shingle Manufacturers' Association is appreciative of the splendid results achieved in markets explored by the Bureau during the past few years, and is gratified to know that the trade extension work of the Bureau will be resumed on a greater scale than heretofore when the present conflict ceases.

On behalf of the lumber industry of the Province we wish to pay tribute to Mr. A. S. Nicholson, the Timber Controller for Canada; his Deputy, Major L. R. Andrews; and Mr. D. D. Rosenberry, Assistant Controller of Western operations, for their co-operative efforts.

UNITED KINGDOM.

As trade extension activities in the United Kingdom were practically brought to a standstill through the war, it was decided to temporarily close the London office and dispense with the services of Mr. Harward Craig, who so ably managed the office for the past year.

AUSTRALIA.

At the request of the Australian Government the Trade Extension Bureau loaned the services of its Timber Commissioner, Mr. R. E. Smith, to the Australian Timber Controller. The trade extension office was therefore temporarily closed. This Department congratulates Mr. Smith upon his appointment and is cognizant of the fact that the right man is in the right place.

SOUTH AFRICA.

Because of war conditions, Mr. W. Johnson, the Bureau's representative in South Africa, resigned to accept a position with one of the largest and best supporters of British Columbia lumber in South Africa. The Bureau, however, was successful in partially retaining the services of Mr. Johnson, who will maintain close contact with the trade and report as to conditions and prospects regularly.

CANADA.

As war conditions had disrupted the regular building trade in Canada and in view of the fact that the greater part of the lumber now being used was more or less directly or indirectly under the jurisdiction of the Timber Controller, who was specifying hemlock to the greatest extent possible, it was regretfully decided to dispense with Mr. J. C. Berto's services in Eastern Canada, where he had done much valuable work on behalf of the lumber industry of this Province.

The Trade Extension Bureau is determined to maintain their overseas Trade Commissioners' services upon cessation of hostilities. They have put years of effort and many thousands of dollars in this worth-while work. Services are still being rendered and the machinery is being maintained, and when the war ceases we are certain that their post-war trade extension activities will be resumed on a much greater scale.

LOANS AND GUARANTEES.
(" Department of Industries Act, 1919.")

Following is a statement covering loans and guarantees outstanding under the " Department of Industries Act, 1919." Every effort is being made to liquidate these accounts as soon as possible and it is expected that several substantial payments will be received in the near future:—

STATEMENT OF LOANS AND GUARANTEES OUTSTANDING, MARCH 31ST, 1942.

	Principal.	Interest.
Loans.		
Charles Cormack (Acme Cabinet Works)	$1,678.47	$6.38
B.C. Livestock Exchange	25,000.00	685.94
Canadian Western Woodworks	9,799.70	1,937.19
Gordon Campbell Investment Co., Ltd.	27,920.23	17.79
Fort St. John Flour Mill	17,449.41	6,081.29
T. H. Waters & Company	15,407.16	1,908.63
Guarantees.		
Gray's Lumber Mills, Ltd.		$2,696.76
Big Bend Cedar Pole Co., Ltd. (White Pine Lumber Co., Ltd.)		9,925.53

(Subsequent to date of report the Fort St. John Flour Mill has been sold to a reliable purchaser for the sum of $9,000, substantial cash payment, balance on satisfactory deferred instalments.)

REPORT OF THE BUREAU OF INDUSTRIAL AND TRADE EXTENSION.

The Trade Commissioner has again co-operated closely with Federal and Provincial Departments and with commercial and other organizations in the Province towards increased use of existing facilities and furtherance of new contacts for industrial and trade extension.

CO-OPERATIVE CONTACTS.

The restricted sphere of activities of the Trade Commissioners Overseas, due to war conditions, has been reflected in the Provincial Department policies and has resulted in closer collaboration with Ottawa, with the Trade Commissioners on special duties there, and in contemplation of the fact that overseas market machinery must be completely reconstructed at the close of hostilities.

However, producers and exporters in the Province have again maintained close co-operation with the Bureau, and the Federal Trade Commissioner Service Overseas has continued even in war-time to use it as a clearing-house for problems affecting exporters in British Columbia.

Assistance has been given to visiting Trade Commissioners on tour, including the returning Commercial Attaché from Tokyo, Japan; the Trade Commissioner from Shanghai; the Trade Commissioner from New York; the Trade Commissioner from Sydney, Australia; and the Trade Commissioner from Lima, Peru, on transfer to a new office in Chile.

The Bureau has during the year been associated with a number of market programmes of interest to other Provincial Departments at Victoria, and has attempted to co-ordinate these efforts, to assist in placing responsibility for constructive effort affecting distribution of the product, linking such distribution with the work of the many war-time controls involved, through regional administration and direction at Ottawa.

The Departments of Trade and Commerce, Ottawa; Munitions and Supply; Fisheries; and Agriculture have increasingly used the services of the Bureau at Victoria in special endeavours where a clearing-house is useful (noted elsewhere in the report) in approaches on market problems, technical surveys, claim adjustments, and problems of sales promotion, especially those affected by emergency conditions.

NEW INDUSTRIES.

Within the limits imposed by war conditions, the Bureau has again assisted in development and extension programmes, helping in the location of plant-sites, in the supply of raw material, factory equipment, labour personnel, transportation problems, and taxation.

The flow of European capital and the application of new methods introduced by those who provided this capital were noted in the reports of the last two years. The assistance given by the Bureau in the earlier stages of this special development has been extended. The extension of these industries themselves, with particular reference to war production, has been a feature of industrial development in the Province during the year.

Results on branch factory work cannot be expected under emergency conditions, but the Bureau in its surveys has become increasingly concerned with the importance of maintaining key contacts, and is preparing the ground for the inevitable replacement of war-time industries by new branch establishment and by new types of industrial production.

The Federal Control on war-time construction and extension has consistently used the services of the Bureau in its own surveys where plant extension or additions have been warranted because of war conditions.

SUMMARY REVIEW OF TRADE EXTENSION EFFORTS.

When the Department was first formed it was felt that industrial effort in the establishment of new industries and the assistance to existing ones must be supplemented by active trade promotion work, with particular reference to export possibilities; that this would involve constructive production or marketing service on a wide variety of produce, as well as assistance to promotion programmes in specific cases.

The Department was able to report last year that this expectation had been realized, and its importance had been emphasized by war conditions.

For the year now under review, as in previous years, the main types of trade extension effort have fallen under definite headings:—

(1.) Contact with foreign markets through co-operation with the Federal Trade Commissioners Overseas.
(2.) Special export surveys in co-operation with Ottawa or other Government departments.
(3.) Independent export surveys arising from war conditions:
  (*a.*) Loss of existing markets;
  (*b.*) Opportunities to replace exports from Germany;
  (*c.*) Survey of new markets opened by disruption of Scandinavian or other sources of supply.
(4.) Increased war-time co-operation with agricultural interests for special marketing problems.
(5.) Assistance in mobilization of war industries of the Province.
(6.) Co-operation for market problems with the committee for general industrial survey of the Province.
(7.) Assistance in Timber Trade Extension.
(8.) Specialized assistance to unorganized producing and exporting groups.

PARTICULARS OF TRADE EXTENSION EFFORTS.

Timber Trade Extension.

A special section of the report deals with Timber Trade Extension.

Surveys by Commodities.

At the request of contacts overseas and of exporters and manufacturers in the Province, the Bureau investigated a great number of products and by-products, involving a full range of products which can ordinarily be exported from the Province. The scope of the work indicated under this heading was again restricted by conditions of transport and war-time movement.

Contacts for Overseas Co-operation.

In addition to the relations established and maintained with Trade Commissioners, the Bureau continued to receive the full co-operation of the Agent-General in London, who has been able to continue his effective liaison work for the Province in spite of most difficult conditions. Direct and effective contacts have also been maintained with the British Trade Commissioner in Vancouver and the foreign Consuls in the Province.

Special Investigations.

Considerable work under this heading has again been undertaken, and it is related to the general scope of trade extension work of the Bureau. Cited may be the Bureau's assistance in problems of transportation and rates, representation on outside committees relating to industrial endeavour and trade expansion, assistance given to investigation of factory conditions affecting output, assistance extended in award to British Columbia manufacturers on public contracts, and the promotion and sales of British Columbia produce to which special mention is again made in the report.

SPECIAL EXPORT ENDEAVOUR.

Extending the contacts and machinery evolved last year, the Bureau has again been closely associated with the war-time export movement of foodstuffs from the Province, including eggs, fruit, fisheries products, and canned milk—under contract to the Ministry of Food in the United Kingdom, in co-operation with the Federal and Provincial Departments of Agriculture, and with the special board set up at Ottawa to act as collecting and purchasing agents for the material.

In particular the Bureau has again assisted in the matter of fruit-pulp contracts for the United Kingdom.

It was actively engaged in shipping approximately 16,000 barrels or 3,000 net tons of strawberries in SO_2 solution, raspberries in SO_2 solution, greengage-pulp, black-currant pulp, and prune-pulp in the 1941 season. These shipments were supplied from all parts of the Province, and the extension of the same machinery has been authorized for the year 1942 in respect to movement from the Province.

The Trade Commissioner acts as agent of the Special Products Board, Ottawa, who are the purchasing agents of the British Ministry of Food in England. All negotiations, fruit collection, processing contracts, financing, ocean space allotment, and actual shipment are centred in the department at Victoria.

From this has evolved a direct and effective basis of co-operation with the British Ministry of War Transport, with the shipping companies, the banks, the Canned Foods Association of the Canadian Manufacturers' Association, and the suppliers themselves, all of whom turn to the Bureau as a clearing-house for direction and consolidated arrangements.

The Bureau is also acting as special representative in the movement of other vital war materials—it now surveys and controls the entire export movement of and trading in peat-moss of the Province where supplies are required for defence purposes, and over a million bales are expected to move to the United States as a result of organization completed in the first three months of the calendar year.

OTHER SPECIAL ENDEAVOURS IN WAR-TIME DISTRIBUTION.

In many other matters the Bureau is called upon by Ottawa to act as a clearing-house for other war-time organizations and control of shipping space and war-time export movement. This involves direct and effective contact with the priorities committee and other committees at Ottawa and with shipping contacts at Victoria and Vancouver.

Elsewhere in this report under the notes on the work of the Trade Representative at Ottawa, mention has been made of the mobilization of industry for war purposes in the Province. The Bureau has been actively co-operating in this connection by representation on war contracts committees, and by the maintenance of contacts with visiting or resident representatives of the various board and control units established at Ottawa. It has assisted in special surveys, and the machinery set up has been placed at the disposal of the Federal authorities and has been used constructively by them in the interests of the Province.

BRITISH COLUMBIA PRODUCTS.

Again mention should be made of the co-operation extended to the British Columbia Products Bureau of the Vancouver Board of Trade, and to the British Columbia Division of the Canadian Manufacturers' Association, and with other organizations concerned in the increased sale of British Columbia products. During the year under review the Department again assisted in advertising campaigns, and co-operated closely with all bodies concerned with the particular problems of the British Columbia manufacturer and producer.

REPORT OF THE BUREAU OF ECONOMICS AND STATISTICS.

The Bureau, as a fact-finding and advisory body, has been working under increased pressure during the past fiscal year. War conditions have brought new projects into being, forced the suspension of peace-time studies, and dislocated the personnel. The essential statistical services, largely performed for other Provincial departments as well as for the Department of Trade and Industry, have been maintained but not without difficulty. All agreements or working arrangements relating to the collection, co-ordination, and publication of statistics existing between this Bureau and the Dominion Bureau of Statistics, Ottawa; the Wartime Prices and Trade Board, Ottawa; as well as the Provincial Departments of Mines, Labour, and Provincial Secretary, have been satisfactorily executed. A number of important studies have been inaugurated while others have been completed in the Research Division. A full description of these research projects, together with an account of the statistical services performed, has been provided under the appropriate divisions which follow.*

* A description of the Bureau of Economics and Statistics, showing the internal organization, will be found in the 1939 Report of the Department of Trade and Industry.

REVIEW OF BUSINESS ACTIVITY IN BRITISH COLUMBIA.

Under the impetus of war-time demand, business activity in British Columbia during 1941 exceeded the relatively high levels of 1940. If this trend continues, it is evident that the Province will shortly experience "full employment." Production in the basic industries reached an estimated net value of $343,000,000 in 1941* compared with $302,762,441 in 1940.† Improvement was largely due to increased production and higher values in the forest, fishery, and manufacturing industries. Salaries and wages paid to employees in the leading industries have been estimated at $239,525,459 in 1941, an increase of at least $51,000,000 over the estimated 1940 gross pay-roll of $188,325,766.‡ Merchandising, both wholesale and retail, reflected the results of a rising price-level and increased consuming power. Bank debits, reflecting the volume of commercial payments, and, as such, a useful guide to the tempo of business activity, were reported to have shown a 13.6-per-cent. increase in 1941 over 1940. Employment measured by the Dominion Bureau of Statistics' monthly index, showed an improvement of 19.7 per cent. in the same period. A brief glimpse of other business characteristics during 1941 may be seen from Table 1.

Table 1.—Economic Activity in British Columbia, 1941, compared with 1940.

	Unit.	1941.	1940.	Percentage Increase (+) or Decrease (—).
Mining—				
Total value of production[1]	$	78,479,719	75,701,155	+ 3.67
Gold production[1]	Oz.	614,801	622,483	— 1.23
Silver production[1]	$			
Copper production[1]	$	40,231,518	39,498,623	+ 1.86
Lead production[1]	$			
Zinc production[1]	$			
Coal production[1]	Long ton	1,802,353	1,667,827	+ 8.07
Forestry—				
Total value of production[2]	$	119,920,000	102,804,000	+ 16.65
Timber scaled[2]	M.B.M.	3,522,750	3,693,155	— 4.61
Paper production[2]	Ton	351,241	330,572	+ 6.25
Fisheries—				
Total value caught and marketed[6]	$	31,732,037	21,719,167	+ 38.18
Pack of canned salmon[3]	Case	2,295,433	1,467,216	+ 56.45
Agriculture—				
Total value of production[4]	$	58,577,539	52,317,121	+ 11.97
Apples—				
Total shipments[5]	Box	3,940,797	4,925,987	— 20.00
Domestic shipments[5]	Box	2,536,599	3,961,647	— 35.93
Export shipments[6]	Box	1,404,198	964,340	+ 45.61
External Trade—				
Export of canned salmon[6]	Cwt.	681,142	462,433	+ 47.30
Exports of planks and boards, Douglas fir[6]	M. ft.	953,933	948,830	+ 0.54
Exports of red-cedar shingles[6]	Square	3,205,465	2,729,699	+ 17.43
Internal Trade—				
Index of wholesale sales[6]	1935–39=100	155.0	126.1	+ 22.92
Index of retail sales[6]—				
Department stores	1935–39=100	134.8	116.5	+ 15.71
Grocery stores	1935–39=100	137.2	121.6	+ 12.83
Automobile sales, new[6]	$	10,653,698	10,108,463	+ 5.39
Gasoline sales[6]	000 gal.	70,995	65,199	+ 8.89
Railway freight loaded in B.C.[6]	Ton	9,139,480	7,592,881	+ 20.37
Consumption of electric power[6]	000 k.w.h.	2,407,480	2,095,625	+ 14.88
Sales of life insurance[6]	000 $	29,361	26,730	+ 9.84

[1] British Columbia Department of Mines.
[2] British Columbia Department of Lands, Forest Branch.
[3] British Columbia Department of Fisheries.
[4] British Columbia Department of Agriculture.
[5] British Columbia Tree Fruit Board.
[6] Dominion Bureau of Statistics.
[7] Bureau of Economics and Statistics.

* Preliminary estimate by the Bureau of Economics and Statistics.
† Dominion Bureau of Statistics.
‡ British Columbia Department of Labour.

Table 1.—Economic Activity in British Columbia, 1941, compared with 1940 —Continued.

	Unit.	1941.	1940.	Percentage Increase (+) or Decrease (—).
Construction—				
Building permits issued[6]	000 $	14,509	11,929	+ 21.63
Finance—				
Bank debits[6]	000 $	2,427,200	2,137,200	+ 13.57
Tourist Trade—				
Automobile entries on 60-day permits[6]	No.	92,032	92,230	— 0.21
Estimated expenditure of United States tourists in British Columbia[7]	$	12,769,000	11,110,000	+ 14.93
Employment[6]—				
All employment	1926=100	135.6	113.3	+ 19.68
Manufacturing	1926=100	164.9	129.1	+ 27.73
Iron and steel products	1926=100	268.5	129.3	+107.66
Lumber products	1926=100	132.1	108.7	+ 21.53
Pulp and paper	1926=100	146.2	117.8	+ 24.11
Textile products	1926=100	173.3	143.6	+ 20.68
Other manufacturing	1926=100	169.2	152.2	+ 11.17
Mining	1926=100	114.3	110.4	+ 3.53
Logging	1926=100	107.1	91.9	+ 16.54
Construction	1926=100	102.8	74.8	+ 37.43
Communication	1926=100	117.6	112.1	+ 4.91
Transportation	1926=100	99.7	93.4	+ 6.75
Services	1926=100	142.1	127.9	+ 11.10
Trade	1926=100	159.6	142.9	+ 11.69

[6] Dominion Bureau of Statistics.
[7] Bureau of Economics and Statistics.

THE RESEARCH DIVISION.

Occupational Survey of Public School Students.

In collaboration with the Department of Education and with the co-operation of School Boards and teachers throughout the Province, the Bureau of Economics and Statistics has conducted an annual occupational survey of students leaving Grades VII. to XIII., inclusive, since 1938. The objective of the survey has been to ascertain the probable number leaving school, their reasons for leaving school, and the nature of the occupations or special training which the students would seek thereafter.

Final tabulation has revealed that 4,386 students were registered in the 1941 June survey. Of this number, 1,955 students were uncertain whether they would or would not return to the public school system in September. The remainder, 2,431 students, were definite in stating that they would not return. Students who knew definitely in June that they would be returning to school in September did not complete the questionnaire.

The principal reasons given for leaving school, as shown in the 1941 survey, have been compared with similar figures for 1939 and 1940 in the following table:—

Table 2.

Principal Reason.	Number of Students.			Percentage.		
	1939.	1940.	1941.	1939.	1940.	1941.
Wish to seek employment	1,728	1,873	2,214	43.5	44.7	50.5
Wish to take special training	846	1,075	1,165	21.3	25.7	26.6
Unable to continue because of health	18	23	16	0.4	0.6	0.4
Unable to continue for financial reasons	849	716	608	21.4	17.1	13.8
Required to assist at home	325	275	202	8.2	6.5	4.6
Leaving British Columbia	21	36	11	0.5	0.8	0.3
No further school in vicinity	23	35	22	0.6	0.8	0.5
Other reasons	20	31	16	0.5	0.7	0.3
Reasons not stated	144	130	132	3.6	3.1	3.0
Totals	3,974	4,194	4,386	100.0	100.0	100.0

Just how many students actually entered the labour market is, of course, not definitely known. Excluding those students intending to seek special training, those leaving the Province, the invalid, and those required to assist at home, we might reasonably suppose that approximately 2,700 students sought employment in the Provincial labour market during 1939 and 1940, as compared with approximately 3,000 students in 1941. In spite of the obvious difficulties confronting students asked to state the occupations they intended to seek after leaving school, 3,210 students attempted to answer this question in the 1941 survey.* Of this group, 447 boys and 207 girls reported that they had been assured of an opportunity to obtain employment in their stated occupations. The remaining 1,220 boys and 1,336 girls reported that they had no assurance of employment in the occupations indicated. It is probably true to say, therefore, that the particular occupations shown by the students were, in many cases, merely indicative. For that reason the occupations have been consolidated into larger industrial groups which, it is thought, provide a better picture of the actual situation. In Table 3 the occupations have been consolidated in this way.

Table 3.—Occupations sought by Students leaving School, June, 1941.

Industry.	Boys.			Girls.		
	Total.	Definitely leaving.	Uncertain.	Total.	Definitely leaving.	Uncertain.
Agriculture	131	61	70	3	1	2
Fishing, hunting, and trapping	14	9	5	.....	.....	.....
Logging	42	14	28	.....	.....	.....
Mining, quarrying, etc.	18	10	8	.....	.....	.....
Manufacturing	328	157	171	63	37	26
Electric light and power	8	6	2	.....	.....	.....
Building and construction	98	55	43	2	1	1
Transportation and communication	74	40	34	46	26	20
Warehousing and storage	2	2	.....	.....	.....	.....
Commercial	41	24	17	203	117	86
Finance and insurance	1	.....	1	.....	.....	.....
Service	506	286	220	704	506	198
Public administration	271	149	122	.....	.....	.....
Professional	108	56	52	26	18	8
Entertainment and sport	8	4	4	5	5	.....
Personal service	11	6	5	147	63	84
Clerical (office)	108	71	37	526	420	106
Labourer	13	7	6	.....	.....	.....
No definite occupations	391	148	243	522	248	274
Total, all occupations	1,667	819	848	1,543	936	607

* Of the remaining 1,176 students, 1,165 students reported that they intended to take special training and the other students reported that they were leaving British Columbia.

To indicate in more precise terms the type of employment sought by these students, we have listed (in order of magnitude) the principal occupations sought, in Tables 4 and 5. The leading occupations, in the case of the girls, included 526 students seeking office-work as stenographers, typists, clerks, and book-keepers; 201 students seeking employment as saleswomen in the retail trade; another group of 88 students reported their intention to seek work as domestic helpers. In the case of the boys, 256 students reported their intention to join various branches of air, navy, and army service, 131 students were seeking employment as farm and garden helpers, 124 students were seeking work as machinists, and 123 students indicated their intention to seek office-work.

Table 4.—Principal Occupations sought by Girls.

Principal Occupations.	Total.	Assured of an Opportunity.	Not assured of an Opportunity.
Stenographers, typists, and secretaries	370	31	339
Saleswomen (retail)	201	44	157
Clerks, in office or bank	156	27	129
Domestic servants or child's nurse	88	30	58
Telephone operators	46	14	32
Waitress	36	14	22
Dressmakers' and tailors' apprentices	26	6	20
Hairdresser	15	3	12
Cannery workers, fruit and vegetable	8	4	4
Journalist, junior	8	.....	8
Druggist, junior	5	2	3
Other occupations	62	25	37
Occupations not specified	522	7	515
Totals	1,543	207	1,336

Table 5.—Principal Occupations reported by Boys.

Principal Occupations.	Total.	Assured of an Opportunity.	Not assured of an Opportunity.
Aircraftsmen and pilots, R.C.A.F.	150	48	102
Farm-hands and gardeners' helpers	131	62	69
Machinists' apprentice and mechanics (N.E.S.)	124	25	99
Office clerks, book-keepers, accountants, etc.	123	41	82
Sailors and tradesmen, R.C. Naval Service	81	17	64
Aircraft apprentices and mechanics	55	13	42
Logging and forest occupations	42	15	27
Salesmen, retail	33	18	15
Auto mechanics' apprentice	33	12	21
Electricians' apprentice	30	3	27
Ship-building and shipwrights' apprentice	29	10	19
Mill-hand, sawmill	26	14	12
Soldiers	25	6	19
Carpenters' apprentice	25	8	17
Draughtsmen	22	6	16
Sheet-metal workers' apprentice, and other metal products	20	6	14
Diesel engineers' apprentice	19	2	17
Mining occupations	18	5	13
Pulp and paper occupations	16	10	6
Deckhands and stewards, merchant service	15	6	9
Druggists, junior	13	6	7
Fishermen	13	6	7
Labourers	13	6	7
Truck-drivers	12	6	6
Welders' apprentice	12	2	10
Other occupations	196	85	111
Occupations not specified	391	9	382
Totals	1,667	447	1,220

The number of students leaving the public school system, arranged according to grades, has been shown in Table 6. Although the largest number of students is shown emerging from Grade XII., there is a significant outflow from Grades VIII., IX., X., and XI. The table shows that more boys than girls were expecting to leave from Grades VII., VIII., and IX.; 28.8 per cent. of the boys and 19.9 per cent. of the girls were reported in these grades. This situation has been noticed in earlier surveys, and represents, apparently, a general tendency.

Table 6.—Students leaving the Public School System at June 30th, 1941, arranged by Grades.

Grade	Total Students.					Students definitely leaving.			Students NOT definitely leaving.		
	Total.	Boys.		Girls.		Total.	Boys.	Girls.	Total.	Boys.	Girls.
			Per Cent.		Per Cent.						
VII.	113	63	3.25	50	2.04	50	29	21	63	34	29
VIII.	478	263	13.56	215	8.79	202	109	95	276	154	122
IX.	456	234	12.07	222	9.07	164	73	91	292	161	131
X.	437	215	11.08	222	9.07	165	66	99	272	149	123
XI.	404	175	9.03	229	9.35	135	44	91	269	131	138
XII.	1,987	823	42.45	1,164	47.59	1,376	525	851	611	298	313
XIII.	395	154	7.94	241	9.85	260	75	185	135	79	56
Special	116	12	0.62	104	4.24	79	7	72	37	5	32
Totals	4,386	1,939	100.00	2,447	100.00	2,431	928	1,503	1,955	1,011	944

In Table 7 a distribution according to age-groups has been provided. It is shown that of the 4,386 students reporting in the survey, 2,826 students were between 16 and 18 years of age. Similarly, 508 students, or 10.5 per cent., are shown in the 13–15 age-group. With the exception of eleven students who did not state their ages, the remaining 1,041 students are shown to be over 19 years of age.

Table 7.

Age-group.	Total.			Students definitely leaving.			Students NOT definitely leaving.		
	Total.	Boys.	Girls.	Total.	Boys.	Girls.	Total.	Boys.	Girls.
13–15 years	508	265	243	198	97	101	310	168	142
16–18 years	2,826	1,193	1,633	1,504	543	961	1,322	650	672
19–21 years	1,004	449	555	716	281	435	288	168	120
22 years and over	37	23	14	7	3	4	30	20	10
Not stated	11	9	2	6	4	2	5	5	.....
All ages	4,386	1,939	2,447	2,431	928	1,503	1,955	1,011	944

The Trade of British Columbia.

At the request of the Dominion Bureau of Statistics, External Trade Branch, the Bureau has complied with war-time regulations and has suspended publication of the regular annual reports on the trade of British Columbia with foreign countries and with other Canadian Provinces. As soon as circumstances are again favourable, the Bureau will resume publication of this report which will, in the meantime, be kept up to date.

The agreement between this Bureau and the Dominion Bureau of Statistics, concluded in the fall of 1938, has continued in force. Under this arrangement, a monthly coded statement has been sent regularly to the Bureau from Ottawa, showing in detail the importation and exportation of every commodity, regularly listed in the Federal trade reports, moving through customs ports in British Columbia. With the aid of leading retail and wholesale firms and various governmental agencies, the Bureau also develops an annual estimate of the inter-provincial trade in order to provide a picture of the total Provincial trade. A summary of foreign and interprovincial trade for the years 1936–40 follows:—

Table 8.—The Trade of British Columbia (excluding Gold) with other Canadian Provinces, the British Commonwealth, and all Foreign Countries, 1936–40.

Country or Province.	Imports into British Columbia.	Exports from British Columbia *but* excluding Gold.	Estimated Total Trade (excluding Gold).
Other Canadian Provinces—			
1936	$71,231,961	$20,936,525	$92,168,486
1937	77,153,440	22,673,602	99,827,042
1938	66,361,743	21,293,022	87,654,765
1939	72,966,783	22,149,065	95,115,848
1940	83,405,229	25,224,792	108,630,021
British Empire (excluding Canada)—			
1936	15,038,814	44,769,638	59,808,452
1937	18,669,989	55,905,816	74,575,805
1938	18,628,470	47,569,696	66,198,166
1939	17,290,094	57,555,493	74,845,587
1940	18,742,514	67,649,671	86,392,185
Foreign countries—			
1936	20,888,661	45,301,133	66,189,794
1937	22,271,603	62,165,656	84,437,259
1938	19,926,329	45,094,011	65,020,340
1939	40,318,115	54,449,427	94,767,542
1940	43,894,774	56,686,933	100,581,707
Totals—			
1936	107,159,436	111,007,296	218,166,732
1937	118,095,032	140,745,074	258,840,106
1938	104,916,542	113,956,729	218,873,271
1939	130,574,992	134,153,985	264,728,977
1940	146,042,517	149,561,396	295,603,913

Figures for 1939 have been revised since publication of the last annual report.

The Cost of Living in British Columbia.

Since 1936, the Bureau has compiled an index of food prices in fifty-two cities, towns, and villages for the private use of the Provincial Department of Labour. In 1939, this food index was supplemented by a new monthly full cost-of-living index, which included clothing, rentals, fuel, and other essential household items in the four Coast cities of Vancouver, New Westminster, Victoria, and Nanaimo. Under arrangements sponsored by the Provincial Department of Labour, this full cost-of-living index was used as a cost-of-living barometer by a number of British Columbia Coast firms until the Dominion War-time Wages and Cost-of-living Bonus Order made the use of the all-Canada index, prepared by the Dominion Bureau of Statistics, mandatory throughout Canada.

The food index measures the change in prices as they occur in the case of forty-six selected food items, forming a scientifically tested budget. At the suggestion of the late Provincial Health Officer, Dr. H. E. Young, the food budget adopted was modelled on the plan of the Sub-committee on Nutrition, British Commonwealth Scientific Conference, Ottawa, 1936; this represented the latest information available when the food budget was created in 1936. The budget contains sufficient quantities of staple foods to maintain, in good health for one month, a family of five; of which two are adults, one an infant—6 months to 1 year old, one a child—6 years to 10 years old, and one a child—11 years to 13 years old.

The monthly full cost-of-living index, prepared for the Coast area, covers approximately 64 per cent. of the expenditures made by an average British Columbia family in receipt of an income between $1,200 and $1,400 a year.* The index is made up as follows:—

	Per Cent.
Food	44.05
Rent	25.25
Clothing	14.93
Fuel	5.37
Furniture	2.59

* Based on a survey conducted by the Dominion Bureau of Statistics in Vancouver, in 1938.

	Per Cent.
Kitchen equipment	2.39
Electricity	2.13
Textiles, household	1.99
Water	1.30
Total	100.00

Table 9.—The Cost of Living in Canada and in British Columbia.

For comparative purposes only, the Dominion and Provincial cost-of-living indexes have been translated to the same base period, 1936 = 100.*

CAUTION.—These indexes *do not measure the difference in the actual dollar cost of living* between British Columbia and Canada as a whole. They show only the extent to which the cost of living in British Columbia, or in Canada, has varied from the average cost of living in that area during 1936.

	Full Cost-of-Living Index.		Food Index.	
	Canada.*	British Columbia Coast Area.†	Canada.*	British Columbia.‡
1939—	First of Month.	Fifteenth of Month.	First of Month.	Fifteenth of Month.
August	102.75	99.27	101.53	94.48
September	102.75	104.18	101.64	.....
October	105.50	.....	108.69	104.38
November	105.81	104.80	109.51	104.74
December	105.81	104.03	107.06	101.51
1940—				
January	105.81	103.94	106.85	100.43
February	105.81	104.45	106.85	100.97
March	106.63	104.66	107.16	101.22
April	106.63	105.45	107.16	102.53
May	106.93	105.18	106.75	101.77
June	106.93	105.38	106.13	101.51
July	107.65	106.48	107.67	103.47
August	107.95	106.79	107.77	103.84
September	108.46	107.02	107.77	103.33
October	109.07	107.84	108.49	104.92
November	109.89	108.58	111.15	106.30
December	110.09	108.79	111.55	107.39
1941—				
January	110.40	108.66	112.17	107.03
February	110.30	109.33	111.25	107.93
March	110.30	110.21	111.45	109.02
April	110.70	111.38	112.58	111.42
May	111.52	111.57	112.17	111.81
June	112.64	113.79	115.03	116.09
July	114.07	114.08	119.22	117.07
August	115.90	115.83	124.03	120.55
September	116.92	116.89	126.07	121.10
October	117.74	118.11	125.97	121.24
November	118.55	119.74	128.22	123.93
December	118.04	118.52	126.58	121.57
1942—				
January	117.64	118.33	125.05	120.99
February	117.94	119.40	125.87	122.55
March	118.14	120.23	126.48	123.71

* The Dominion Bureau of Statistics index is actually compiled on the basis of 1935–39=100. We have translated these figures into terms of 1936=100 for comparative purposes only. *See* the Dominion Bureau of Statistics "Prices and Price Indexes" for actual figures used.

† Compiled by the Bureau of Economics and Statistics for four Coast cities of Vancouver, New Westminster, Nanaimo, and Victoria.

‡ Compiled by the Bureau of Economics and Statistics for fifty-two centres in the Province.

The Tourist Trade of British Columbia.

In the spring of 1941, at the request of the Government Travel Bureau, this Bureau undertook the task of compiling a reasonably accurate statistical summary of the Provincial tourist trade. During the 1941 tourist season a systematic study was made of the automobile tourist traffic. The Province was divided into seven tourist divisions, and motorists passing through from one zone to the next, between June 1st and September 30th, were tabulated at strategic car-counting stations.* In this way a comprehensive statistical record of the automobile traffic was obtained.

To evaluate these statistics, the Bureau sought the co-operation of the Internal Trade Branch, Dominion Bureau of Statistics, which collects a statement of approximate expenditures from nearly every outgoing United States tourist and each incoming tourist. Pending the receipt of this information, the Bureau developed arbitrary estimates of average expenditure for each tourist zone and prepared a preliminary estimate of the total value of this traffic. The results obtained in this arbitrary calculation were as follows:—

Table 10.—Estimated Total Expenditures of Visiting Automobile Tourists in British Columbia, 1941.

(Assumed Three Persons per Automobile.)

	United States Tourists.			Canadian Tourists. from other Provinces.
	Minimum Budget.	Medium Budget.	Liberal Budget.	Minimum Budget.
Zone 1, East Kootenay	$267,000	$295,650	$355,000	$166,000
Zone 2, Okanagan-Kamloops	484,000	500,000	610,000	115,000
Zone 3, Lower Fraser	2,450,000	2,900,000	3,322,000	337,000
Zone 4, Vancouver Island	463,000	552,000	661,000	108,000
Zone 5—				
Central B.C.	50,000	54,000	69,000	9,000
Upper Fraser	286,000	308,350	313,000	65,000
Totals	$4,000,000	$4,600,000	$5,330,000	$800,000

* A full description of the plan followed will be found in the 1941 Annual Report, pages 19 and 20.

From the data subsequently furnished by the Dominion Bureau of Statistics it was learned that in the case of the visiting United States auto tourists the medium budget gave the most accurate results. The Dominion Bureau of Statistics has advised that visiting United States auto tourists, leaving from customs ports in the Province, reported they had spent $4,654,000 in Canada. No similar information could be obtained, of course, to corroborate the estimates of the purely Canadian expenditures, since the interprovincial tourist traffic is not subject to tabulation.

While relatively successful in tabulating the automobile traffic, the Bureau has not been able to obtain a significant measure of the interprovincial railway tourist travel. Both Canadian transcontinental railways were requested to provide information which would help the Bureau to prepare a reasonably accurate estimate of this travel, and both railways stated their inability to assist the Province at this time.

Through the courtesy of the Dominion Bureau of Statistics, however, the Bureau has been able to secure tentative information concerning the international rail, bus, steamship, as well as automobile tourist traffic. From this material, as well as from the Bureau's own study, the figures in Table 11 have been derived. In general, it is considered that these results reflect a moderate position.

Table 11.

	Estimated Expenditure of Visiting Tourists in British Columbia.		Estimated Expenditure of Outgoing British Columbia Tourists outside this Province.		Estimated Balance of Payments on Tourist Account.			
					1940.		1941.	
	1940.	1941.	1940.	1941.	Favourable.	Adverse.	Favourable.	Adverse.
Visitors from the United States and other Foreign Countries—			In the United States and other Foreign Countries.		With the United States and other Foreign Countries.			
Automobile travellers	$4,189,000	$4,654,000	$1,241,000	$637,000	$2,948,000		$4,017,000	
Rail travellers	2,134,000	2,256,000	1,307,000	556,000	827,000		1,700,000	
Boat travellers	3,799,000	4,432,000	709,000	414,000	3,090,000		4,018,000	
Bus travellers	584,000*	718,000	719,000*	338,000		$135,000*	380,000	
Aeroplane travellers	252,000*	581,000	56,000*	113,000	196,000*		468,000	
Other travellers	152,000	128,000	98,000	57,000	54,000		71,000	
	$11,110,000	$12,769,000	$4,130,000	$2,115,000	$6,980,000		$10,654,000	
Visitors from the other Canadian Provinces—			In the other Canadian Provinces.		With the other Canadian Provinces.			
Automobile travellers	‡	$800,000	‡	$250,000	‡		$550,000	
Rail travellers†	‡	‡	‡	‡				
Boat travellers	‡	‡	‡	‡				
Bus travellers	‡	‡	‡	‡				
Aeroplane travellers	‡	‡	‡	‡				
Other travellers	‡	‡	‡	‡				

* Expenditures of travellers by bus and aeroplane in 1940 only cover the period April to December. During the first three months of the year, bus and aeroplane passengers were included under "Other Travellers."

† Both transcontinental railways found it impossible to make these data available.

‡ Not available.

Automobile tourists from nearly every state of the United States visit British Columbia during the tourist season. A graphic illustration of this movement during 1941 has been presented in the map, Chart A.

INDUSTRIAL SURVEY OF BRITISH COLUMBIA.

This industrial survey was inaugurated at the request of the Honourable John Hart, Premier and Minister of Finance, just before the outbreak of war in 1939. Although the possibility of attracting refugee capital, which was the reason underlying the survey at the beginning, became rather remote after the commencement of hostilities, the survey, in view of its obvious basic importance, has been continued as a permanent project.

For many years persistent and capable efforts have been put forth by those departments of the Provincial Government concerned directly with the natural resources to encourage the establishment of new industries in this Province. The assistance has taken many forms, ranging from the release of general information to positive acts of co-operation with producers anxious to locate their establishments in British Columbia. In the process a large bibliography has accumulated throughout the various branches of the Government. Consequently, when plans for the present survey were being prepared, it was considered that a study which intentionally or accidentally duplicated the work that had already been done in this direction would be a distinct waste of effort. To eliminate the possibility of duplication and to assist in the planning and execution of this project, the present Interdepartmental Committee was invited to serve as an advisory body.

After a departmental steering committee had analysed the project, it was decided to delegate the initial preparatory work to the Bureau of Economics and Statistics. When the Bureau had sufficient material ready, a meeting of the Interdepartmental Committee was called early in 1940 to consider the first progress report. Subsequently, the matter was referred back to the Department of Trade and Industry for continuance. Since that time, work on this project in the Bureau of Economics and Statistics has been of necessity irregular. But, in spite of the prolonged and frequent interruptions which have disturbed earlier arrangements, the Bureau has carried on a modified programme and during the year presented its second progress report.

OUTLINE OF THE WORK CARRIED ON BY THE BUREAU OF ECONOMICS AND STATISTICS.

In requesting the Department of Trade and Industry to undertake an industrial survey, the Minister of Finance recommended that particular attention should be directed to the following seven topics:—

(1.) (*a.*) What basic raw materials are known to be available in commercial quantities in this Province?
(*b.*) To what extent are these materials being utilized at the present time?
(*c.*) In what form is this utilization taking place?
(*d.*) Is further fabrication possible or likely to be profitable?

(2.) (*a.*) What competitive areas exist from the standpoint of possession of raw materials?
(*b.*) Is this competition actual or potential?

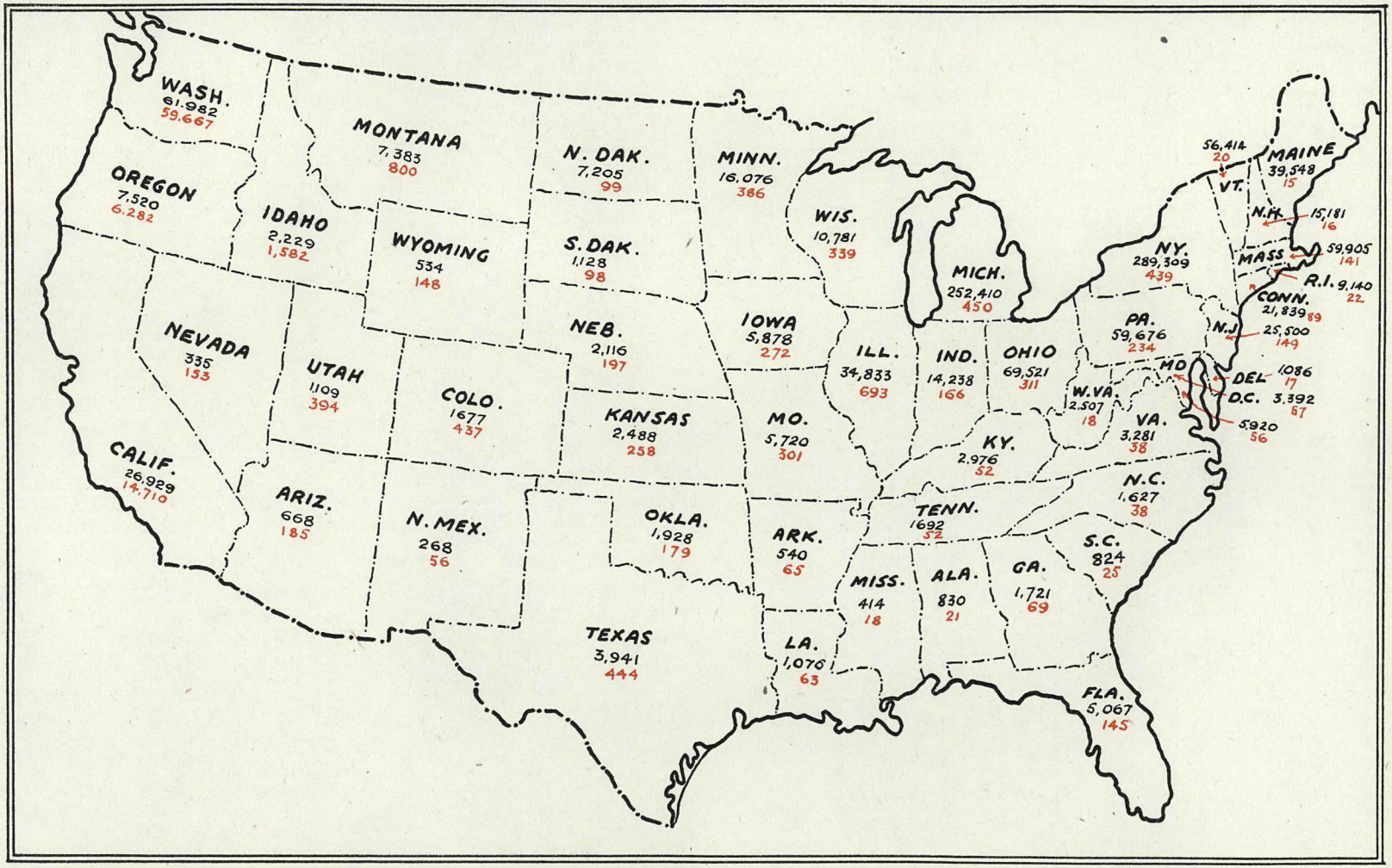
(3.) (*a.*) What markets are available to the products resulting from such industrial expansion?
(*b.*) Is there an established demand, or would such demand have to be created?

(4.) (*a.*) What protection would such industries have for the British Columbia market by means of freight rates from Eastern Canada competitors?
(*b.*) What protection would such industries have for the Canadian market by means of tariff from foreign competition?

(5.) Would importation of skilled labourers or technicians be necessary on any large scale?

MAP, CHART A.

FOREIGN AUTOMOBILES ENTERING CANADA FROM THE UNITED STATES ON 60-DAY TOURIST PERMITS, 1941, SHOWING THE STATES OF ORIGIN.



Bureau of Economics and Statistics, Department of Trade and Industry.

Number of foreign cars visiting British Columbia shown in red.
Total foreign cars visiting Canada shown in black.

(6.) To what extent are the proposed products imported into British Columbia at present, and from what source?

(7.) To what extent can this Province undertake the development of a highly-industrialized and self-sufficient economy without there being an upsetting effect on the balance of payment?

In general, these questions all refer to native resources which, for some reason, have not yet been brought under development. As such they were found to be—when the Bureau of Economics began its work—more or less the equivalent of section four, "Idle Resources," in a long-term research plan adopted earlier by the Bureau of Economic Statistics in 1938, an outline of which is given on page 20. Since the Bureau had already laid the preliminary groundwork for its own research in this field, it was decided to conduct the survey along these prepared lines.

To isolate, as soon as possible, the most attractive prospects from the less attractive, the Bureau began operations under its own topic three, "Deficiencies in the present structure from the point of view of self-sufficiency." By concentrating in this way upon an analysis of commodities imported to meet an already established demand, it was felt that a list of commercial possibilities could be readily obtained. The first progress report contained the preliminary data compiled under this heading. The second progress report contains a more systematic and satisfactory treatment of this work.

LONG-TERM ECONOMIC RESEARCH PLAN ADOPTED BY THE BUREAU OF ECONOMICS AND STATISTICS IN 1938.

(An outline.)

(1.) The fundamental economic factors determining the development of industry in British Columbia.

(2.) The present state and structure of industry in the Province, in the case of (1) industries dependent upon diminishing resources, and (2) industries dependent upon reproductive resources. (*See* the classified list attached.)

(*a.*) The degree of fabrication and, if not fully finished in British Columbia, why:

(*b.*) The degree of waste or scrap and its utilization, if any:

(*c.*) The sources of raw materials and producer's equipment; i.e., British Columbia, other Canadian Provinces, or foreign countries:

(*d.*) The degree of competition encountered by domestic industry from other Canadian and Foreign producers.

(3.) Deficiencies in the present structure from the point of view of self-sufficiency. Commodities consumed but not produced in the Province, arranged according to *use;* i.e., raw material for industry, producer's equipment, or consumer goods. Are they physically possible of development in this Province? Would it be economic to produce them?

(A.) Articles considered to be physically suited for production, or for which a known substitute might be produced, in British Columbia under natural conditions, but whose production is not necessarily considered to be economic at the present time:

(*a.*) Raw materials for industry.

(*b.*) Partly processed materials for industry.

(*c.*) Fully processed materials for industry.

(*d.*) Producer's equipment.

(*e.*) Consumer materials, non-durable goods.

(*f.*) Consumer durable goods.

(B.) Articles considered to be physically unsuited for production in British Columbia under natural conditions, but whose production is not necessarily considered to be physically impossible under artificial conditions:

(*a.*) Raw materials for industry.

(*b.*) Partly processed materials for industry.

(*c.*) Fully processed materials for industry.

(*d.*) Producer's equipment.
(*e.*) Consumer materials, non-durable goods.
(*f.*) Consumer durable goods.

(4.) Idle resources.
An inventory of known but undeveloped or partially developed resources in the Province. Whether alienated or held by the Crown. Reasons for idleness. What are the prerequisites for development?

(5.) Industrial research and new products.
A bibliography of current industrial research utilizing materials known to exist in British Columbia. Whether controlled by patent, etc.

(6.) Recent industrial expansion in the Pacific North-west States.
A review of Federal projects, such as Bonneville and Grand Coulee, in the North-west; the economic basis for these projects; the consequent industrial development, if any.

(7.) Regional surveys in British Columbia.
(*a.*) An economic survey of the area adjacent to the Canadian National Railways between Prince Rupert and Yellowhead.
(*b.*) An economic survey of the area adjacent to the Pacific Great Eastern Railway between Quesnel and Squamish.
(*c.*) An economic survey of Northern British Columbia, between North latitude 55 degrees and 60 degrees.

To illustrate the approach made under topic three, the following extract has been taken from the second progress report submitted by the Bureau to the Interdepartmental Industrial Survey Committee in March, 1942.

*Articles imported from Foreign Countries but not at present produced in British Columbia.**

"There are undoubtedly a number of routes along which one might proceed in search of opportunities for new investment of industrial expansion. One of the most convenient and direct methods is to analyse the import traffic. Commodities are imported to satisfy an *existing* demand; if the market was not already present, importers would not venture their capital in this trade. Consequently, when we consider imports, we know that there is a market—be it small or large—already in existence. Imports can be readily divided into two classes: those commodities which are also produced in this Province; and those commodities which are not at present produced in British Columbia. While we may be interested to know why it is necessary to supplement domestic production, we are principally concerned with the second group—namely, commodities not at present produced in this Province. We might divide these commodities still further to form two additional groups, A and B, as follows:—

Group A. Articles considered to be physically suited for production or for which a known substitute might be produced, in British Columbia under natural conditions but whose production is not necessarily considered to be economic at the present time.

Group B. Articles considered to be physically unsuited for production in British Columbia under natural conditions, but whose production is not necessarily considered to be physically impossible under artificial conditions.

"In this report attention is directed only to those imported articles falling under Group A. For convenience we have segregated those imported commodities according to whether they are intended for producer or consumer consumption. Six categories have been established: (1) raw materials for industry, (2) partly processed material for industry, (3) fully processed materials for industry, (4) producer's equipment, (5) consumer materials—non-durable goods, (6) consumer durable goods. It was not possible, in the time available, to include the last-mentioned categories, five and six, in the present report." (*See* map, Chart B.)

* Extract from Progress Report Number Two submitted by the Bureau of Economics and Statistics to the Interdepartmental Industrial Survey Committee, March, 1942.

MAP, CHART B.

LEADING IMPORTS FROM FOREIGN COUNTRIES NOT AT PRESENT PRODUCED IN BRITISH COLUMBIA, 1940.

(Not corrected for Consumption in British Columbia.)

Considered physically unsuited for production under natural conditions in British Columbia if underlined.

PRODUCER GOODS.

Raw Materials for Industry.

Petroleum, crude	$6,776,353
Coffee, green	1,030,953
Rice, uncleaned	444,352
Phosphate, rock	203,628

Partly Processed Materials for Industry.

Sugar, cane	$4,142,896
Bort, black diamond	486,107
Fish and animal oil	187,045
Nitrate of soda	185,916
Oil cake and meal	124,387
Worsted tops	124,094
Tin, blocks, pigs	112,381
Vegetable oils	109,165

Fully Processed Materials for Industry.

Tin plate	$3,423,880
Jute fabrics	1,224,050
Gasoline, blending	1,000,617
Wire, steel (rope)	662,909
Fuel-oil (ships)	595,170
Fertilizer material	504,350
Iron and steel (ships)	417,677

Producer's Equipment.

Logging machinery	$860,174
Fish netting	630,106
Drums, tanks, steel	596,187
Diesel engines	454,876
Tractors	443,308
Mining machinery	411,984
Tractor parts	316,471
Metal-working machinery	280,050

CONSUMER GOODS.

Consumer Materials—Non-durable.

Fruits, fresh (chiefly tropical)	$2,205,580
Tea	1,929,175
Fruits, dried	1,581,432
Alcoholic beverages	1,098,748
Nuts	946,249
Magazines and papers	714,255
Tourist purchases	348,165

Consumer Durable Goods.

Automobiles, passenger	$766,874
Tableware, china	674,730
Electrical apparatus	584,930
Tourist purchases	225,461

PROSPECTS FOR THE ESTABLISHMENT OF THE SUGAR-BEET INDUSTRY IN BRITISH COLUMBIA.

The introduction of sugar rationing, as a result of war-time exigencies, has once again focused attention upon the fact that British Columbia is dependent upon foreign sources for its cane-sugar requirements. It is natural, therefore, that at such a time the merits of the sugar-beet industry would appear to best advantage. The establishment of a sugar-beet industry in the Province of British Columbia has often been mooted in the past and, in spite of the lack of success that has attended these efforts, it will probably continue to attract serious attention at various times in the future.

In order that the Interdepartmental Industrial Survey Committee might have a convenient source of unbiassed information at their disposal, the Bureau has undertaken to study and to summarize in a brief way some of the economic factors that have militated thus far against the successful establishment of this industry in British Columbia. A report on this subject will be completed about June, 1942.

CO-OPERATION WITH THE POST-WAR REHABILITATION COUNCIL.

Shortly after their appointment in the spring of 1942, the Post-war Rehabilitation Council requested the full-time assistance of the Bureau. In order to provide the Council with technical advice in their organization stage the services of the director, Mr. G. Neil Perry, were made available on a part-time consulting basis, and the services of members of the Research and other Divisions of the Bureau arranged on a request basis. These arrangements have worked thus far very satisfactorily. As the work of the Post-war Rehabilitation Council progresses, it is anticipated that the services of the Bureau of Economics and Statistics will be called upon increasingly to provide basic information and to undertake economic analyses in various fields.

OTHER REPORTS.

In addition to the projects outlined previously, the Bureau has prepared numerous special reports and memoranda for officials of the Provincial Government. A supplement to the British Columbia Trade Index, published in 1941, was prepared and released early in 1942. Special information has been prepared, also, in response to written inquiries from corporations and from private individuals on a wide range of subjects.

THE LABOUR STATISTICS DIVISION.

In accordance with an agreement concluded in 1938 between the Provincial Department of Labour and the Bureau of Economics and Statistics, the Labour Division of this Bureau conducted and compiled the 1941 statistical survey of wage-earners employed in British Columbia trades and industries. Detailed statistical information on this subject may be found in the annual report of the Department of Labour for the calendar year 1941. Work in this division is primarily concerned with the statistical requirements of the Department of Labour and its various administrative bodies.

Under the pressure of other war-time work the Employment Division of the Dominion Bureau of Statistics has found it impossible to provide regional employment indexes. At the present time the Dominion Bureau of Statistics prepares an employment index for the Province as a whole. Under the arrangement negotiated with the Employment Division originally in 1938, and subsequently confirmed in 1941, it is expected that ultimately indexes will be made available on a regional plan.

The study of labour turnover, inaugurated in 1938, has been continued. In response to requests from industry, a simplified form has been prepared for use in the 1942 and subsequent annual labour returns. Satisfactory results have already been obtained but, until the survey has had the benefit of several years' experience, the study will be carried on on a research basis. When the data have been thoroughly tested, it is intended that regular reports on this question should be published annually.

THE MINING AND METALLURGICAL STATISTICS DIVISION.

In accordance with an agreement concluded in 1938 between the Provincial Department of Mines, the Dominion Bureau of Statistics, and the Bureau of Economics and Statistics, the Mining and Metallurgical Division conducted and compiled the 1940 annual statistical survey of the mining industry. Detailed statistical information on this subject may be found in the annual report of the Minister of Mines for the calendar year 1941.

The work of this Division during the year has been largely concerned with the preparation of statistical material for the Department of Mines and its various administrative bodies.

THE MECHANICAL TABULATION BRANCH.

The rapid preparation of large-scale statistical surveys and reports depends frequently upon the use of tabulation machinery. The Mechanical Tabulating Division, utilizing punch-card equipment, is responsible for this phase of work in the Bureau. Operated as a service department, it has continued to accept custom work from other Provincial Departments in addition to statistical work arising within the Bureau. The Division is operated on a straight-cost basis, and each Department has been assessed in proportion to the number of machine-hours required in the performance of its contract. The large volume of work made possible by this arrangement has permitted efficient machine operations.

The Bureau has been approached by representatives of Yarrows, Limited, Esquimalt, and of the Dominion Treasury, in connection with an accounting problem that has arisen as a result of the large war-time work of that firm. The Department has tentatively agreed to accept machine-work from this firm on a straight-cost basis if circumstances later show this course to be imperative.

REPORT OF THE BRITISH COLUMBIA GOVERNMENT TRAVEL BUREAU.

The remarkable advantages of British Columbia for development of the tourist industry, coupled with continuing effect of the advertising, publicity, and promotional efforts of the British Columbia Government Travel Bureau which cover wide range, enabled further expansion of this industry during the past year, notwithstanding deterring effect of handicaps imposed to increasing extent occasioned by conditions imposed owing to the war. In consequence of changing conditions the work of the Bureau was beset with many problems involving energetic effort to cope with them; and despite varied difficulties, with aid of local and other travel promotion bureaus, transportation and other interests, affording support and co-operation the tourist industry, which has now become an important factor in the economic welfare of the Province, maintained its progress.

British Columbia is richly endowed with the special category of resources, the exploitation and exportation of which, coupled with the fact that markets with many millions of potential visitors are accessible, enables development of an important tourist industry. The British Columbia Government Travel Bureau, using methods and technique which experience has shown to be essential, has become an efficient sales promotion branch to provide clientele for the industry; and with steady expansion of its activities now carries out wide range of promotional efforts which have been effective in extending development.

The tourist business, like any big business seeking customers in volume, requires that its sales promotion be based upon advertising and publicity to make the resources as widely known as possible to potential visitors. Display advertising was inserted in fourteen leading United States magazines reaching 50,312,090 paid subscribers; seven motor magazines circulating to 1,303,400; and thirty-seven newspapers carrying total of 34,166,363 messages to paid subscribers—a total circulation of over 85,000,000 messages which, with recirculation, reached a far greater audience. Also advertisements were used in seventeen Canadian publications with 11,000,000 subscribers, and

twenty-five billboards beside Pacific Coast highways provided outdoor advertising. To take advantage of current conditions advertising for winter travel was also carried in the Canadian publications. The Vancouver Tourist Bureau co-operated by arranging its advertising schedule to cover other publications than those used by the Bureau; and the Game Commission assisted by using advertisements addressed to hunters and fishermen in four sporting magazines. The Victoria and Vancouver bureaus also supplemented the advertising by contribution to the Evergreen Playground Association's campaign in combination with Seattle and Tacoma. The Bureau also obtained advantage from advertising of the Canadian Travel Bureau and the railway companies. It had been planned to initiate the advertising campaign, as in former years, by co-operating with the Washington and Oregon bureaus to use full four-colour pages in the National Geographic and Collier's magazines, but failure of the Washington bureau to receive its appropriation in sufficient time prevented this plan being carried out.

The advertising was supported by an organized publicity plan including many features. In addition to wide range of material prepared and distributed directly by the Bureau the Gilliam Syndicate, under contract, produced from material furnished by the Bureau and distributed feature layouts weekly for eight weeks to a thousand newspapers. Window displays and radio broadcasts were arranged with co-operation of a national magazine. A display at the annual outing show of the Automobile Club of Southern California which attracted 300,000 persons, attended by the Commissioner and Travel Director, was productive of large number of inquiries and much actual travel. The close co-operation of this influential motoring organization, especially in aiding distribution of literature and directing travel was a valuable aid.

Attractive window and desk posters, designed and lithographed in five colours, were used effectively, being widely displayed by transportation offices, travel bureaus, and other organizations. Photographs and motion pictures were used successfully. The Bureau's photographic service was extended, further equipped, and special quarters were provided to furnish a studio and projection-room, and aid storage and servicing of the library which was considerably extended. A number of good pictures were produced by the Bureau.

Under contract a theatrical motion picture, "Beautiful British Columbia," produced in 1940 for the Bureau was released at the beginning of the year through Warner Bros. and Columbia Pictures, and has since been in continuous circulation, having been shown in some thousands of theatres. In 1941 another theatrical picture, "Evergreen Playland," featuring sports and pastimes, was produced and released through Twentieth Century-Fox company. A 16-mm. reduction of the Beautiful British Columbia film was added to the Bureau's library, together with several other notable additions—"North of the Border," "Vancouver Island," and others. The Vancouver Island picture produced by the Bureau has been highly commended.

The publicity features, further extended during the year, now embrace most of the methods available to this phase of work and utilize varied range of material. Literature, an essential factor, providing most economic and most efficient means for satisfying inquirers, to follow up advertising, and extend publicity, is a feature of the Bureau's work which has won commendation. In addition to a series of essential booklets, compiled by the Bureau, well illustrated and conforming to the highest degree of printing technique, dealing generally and specifically with the attractions and facilities, a number of folders, circulars, and informative bulletins are prepared and are widely distributed.

Field-work has been carried out energetically. The Travel Director, travelling by the Bureau's motor-car, equipped with motion-picture projection apparatus and stock of films, literature and publicity material, has been kept in the field during the travel season to engage in the major markets in effect as a travelling salesman for the tourist trade. This phase of work has been effective, especially in extending publicity, organizing distribution of literature, disseminating information, and directing travel; also in widening the scope of the co-operative contacts which materially aid the Bureau's work. In addition to field-work in the Pacific States the Travel Director also engaged in eastern Canada to promote winter travel.

Valuable co-operation is provided by numerous organizations: by newspapers, publicity and advertising agencies, radio, motor, transportation, travel bureau, oil company, film producers, hotel, and other interests. Valuable contacts have been built up, and to maintain these connections the Commissioner visited centres of the Pacific States to confer and consult with various officials. Valuable results accrue. A close accord has been made with many publishers, editors, advertising managers, and others who freely publicize the travel opportunities of the Province and co-operate in many ways.

Under contract with the Bureau the services of the " Ask Mr. Foster " Service, with offices in many centres of the continent, were used to distribute literature, disseminate information, and direct traved; and also a rack distribution service to further distribution of the Bureau's folders.

In support of its exterior propaganda the Bureau had, in addition to the aid of the Canadian Travel Bureau, the co-operation of the Washington and Oregon State bureaus, All Year Club of Southern California, Californians Incorporated, Redwood Empire Association, Evergreen Playground Association, and other travel bureaus; also leading motoring and other organizations. It associated as a member unit of the Pacific Northwest Tourist Association and had benefit of its work, including displays at outing shows, contact work, and organization of a tour of travel editors whose itinerary included a visit to British Columbia.

Effective co-operation was maintained with the Vancouver, Victoria, and other regional tourist bureaus. Efforts to influence development of local bureaus were continued, and some progress has been made along this line. In addition to seeking to make the attractions of their areas better known local bureaus, while in most cases unable to support an advertising or publicity programme on any scale—they have the advantage of the Bureau's advertising and publicity—can aid much in development of the tourist industry, primarily for local advantage but also benefiting the industry in general, by carrying out a range of receptive, regulatory, and improvement duties.

Development of local bureaus is not so easy as might be imagined, considering that the value of tourist travel to a community is now generally recognized. The bureaus now operating have performed excellent work for their regions; but the rôle of the local bureau and its requirements is a matter for further study. It is difficult for them to raise adequate funds, and as successful operation of a local bureau requires much work, initiative, and often self-sacrificing public service, development is slow. Sound organization, looking to eventual establishment of a chain of regional bureaus cohered into homogeneous Provincial body co-operating with the central bureau and with each unit functioning within its proper sphere will require some measure of supervision and regulation; and it may be desirable that the initiation of a local bureau should be made subject to the sanction of the Minister and that regulations be made to define the powers and scope of local bureaus. Otherwise it will be difficult, if possible, to bring about such cohesion as will best serve the regional interests and those of the industry in general.

The Bureau's activities have included the marking of historic sites and places of geographical or other interest, and a number of markers have been erected. It co-operated in the establishment of Thunderbird Park, opened in May, 1941, in Victoria as an open air museum with an array of totems, native houses, and other features of native art. This has proven to be a notable attraction to visitors.

In co-operation with the Bureau of Economics and Statistics plans were made to secure improved statistical data relative to the tourist trade. Stations were established which made counts of motor traffic entering via Alberta for five months, and an interesting survey was made based upon material secured by the Bureau from replies received in answer to follow-up letters. Toward close of each season follow-up letters are addressed to a large number of selected inquirers asking if they have visited the Province; if not, whether they wish further information; and visitors are asked to state numbers in their parties, length of stay, expenditure, and remarks. Replies representing 1,148 persons from thirty-six States and 191 from other Provinces, though forming a small sampling, provided an assay indicating to some extent the value of the

business. An interesting detailed survey was based upon this information by the Bureau of Economics and Statistics.

The careful and sympathetic handling of inquiries has been freely commented upon in letters to the Bureau from visitors; and those engaged in connection with the tourist industry—transportation, resort, and other interests—have warmly commended the work of the Bureau and appreciated its co-operation. The Bureau acts as a clearing-house for the literature of many organizations, resorts, stopping-places, transportation, and other interests catering to tourist travel.

Wide range of information and documentation has been assembled; and, in addition to fostering tourist travel, the Bureau also engages as an information bureau and to publicize the resources and opportunities of the Province in general, notably to attract residents. It has had considerable success in this respect. Many persons with substantial incomes have come from other lands to reside in the Province following correspondence, often prolonged, with the Bureau.

Inquiries dealt with in 1941 totalled 46,693—32,895 travel inquiries and 12,798 general; 624,971 pieces of literature were distributed. Approximately half of the inquiries were directed to the Bureau; others were received from varied sources. The inquiries, as to sources, compared for the past three years were as follows:—

	1939.	1940.	1941.
Bureau	15,223	16,641	16,408
"Ask Mr. Foster"	5,003	5,096	5,155
Game Commission	1,056	1,931	2,039
Canadian Travel Bureau	6,938	7,415	6,797
Evergreen Playground Association	1,430	1,577	1,339
Victoria and Island Publicity Bureau	.....	1,866	1,157
Total tourist inquiries	29,650	34,527	32,895
General letters	11,473	17,190	12,798
Totals	41,123	51,717	45,693
Literature distributed	253,942	702,810	624,971

The Bureau's activities, as indicated by the preceding review of features of its work, cover wide range. Much documentation has to be assembled, revised, catalogued, and made accessible relative to the attractions, facilities, equipment, and varied appurtenant matters; as to available markets, travel trends, media for advertising and publicity, and miscellaneous other phases. Recording, filing, book-keeping, accounting, compiling literature, preparing and placing literature, producing, servicing, and distributing photographs and motion pictures, circularization, bulletin services, packaging, mailing, and other duties involve a mass of office detail. The Bureau also engaged as an advertising agency for the advertising of all branches of the Government service.

In addition to valuable co-operation of city and other bureaus, transportation, motoring, and other associations, government services of the Province, Dominion, and of other Provinces, and numerous other agencies at home and abroad, the Bureau has the advice and counsel of the British Columbia Tourist Council created four years ago by the Government as a non-executive study and advisory body. Since its formation the Council has studied many phases relative to tourist travel and made various recommendations which have enabled the Bureau to improve its services. Among other recommendations made the Council suggested that the Bureau engage in direct mail addressed to residents of the Los Angeles area, and in accord with this recommendation the Bureau procured mailing-lists and prepared and distributed an attractive mailing piece. Influencing of establishment of local bureaus, marking of historic sites, and various other phases relative to promotional activities and improvement of the attractions and equipment to cater to the trade were also recommended. Many executives of organizations interested in the tourist trade attended open meetings of the Council and commended its activities as well as those of the Bureau. The Tourist Council is composed of thirteen members, seven representing branches of the Government service, six representing local interests, and is made up as follows:—

E. G. Rowebottom (Chairman)	Deputy Minister, Trade and Industry.
J. Gordon Smith	Commissioner, Government Travel Bureau.
T. W. S. Parsons	Commissioner, British Columbia Police.
C. D. Orchard	Chief Forester Department of Lands.
Arthur Dixon	Chief Engineer, Department of Public Works.
John V. Fisher	Assistant Deputy Minister, Department of Finance.
F. R. Butler	Commissioner, Provincial Game Commission.
Elmer Johnston	President, Vancouver Tourist Association.
G. I. Warren	Commissioner, Victoria and Island Publicity Bureau.
T. W. Brown	Solicitor, Prince Rupert.
Sydney J. Smith	Kamloops Board of Trade.
J. B. Spurrier	Fish and Game Club, Kelowna.
W. G. Lanskail	Nelson Board of Trade.

Absence of complete information respecting many forms and classes which contribute measurably to aggregate value of the tourist trade render any exact computation of its value impossible. The only accurate data available are as to the numbers of motor-cars entering from the United States through border customs ports, records of which are kept by customs officials. During 1941 count was also made for five months of United States and Canadian cars entering across the Alberta border. Though these counts include major proportion of the motor-cars visiting the Province others are to be added—arrivals over the Alberta border of United States and Canadian cars during the other seven months, and Canadian cars entering by way of the United States during the year. The visiting cars counted totalled 170,519, and it is estimated that at least a further 10,500 arrived uncounted to increase the total to over 181,000.

Questionnaire replies received by the Bureau from parties, including 1,148 persons from the United States and 191 from other Provinces, indicated averages of 3.1 persons per party, 7.7 days' stay, $6.18 *per diem* expenditure per person for the United States visitors; 2.88 per party, 17.48 days' stay, $3.28 *per diem* expenditure per person for visitors from other Provinces. Though this cannot be considered a sufficiently large sampling to enable accurate, or even closely approximate, evaluation of the motoring travel, if this class of tourist travel could be valued on this basis, the totals, applied to the motor-cars in their several classes, would be as follows:—

	Cars.	Persons.	Expenditure.
U.S. cars, 60-day, direct	92,048	285,348	$13,578,603
U.S. cars, 48-hour, direct	58,298	180,723	1,675,305
U.S. cars via Alberta, 5 mos.	6,559	20,333	967,561
Canadian cars via Alberta, 5 mos.	13,614	39,208	2,247,967
U.S. cars via Alberta, 7 mos. (estimated)	3,500	10,850	516,308
Canadian cars via Alberta, 7 mos. (estimated)	4,000	11,520	660,492
Canadian cars via U.S., 12 mos. (estimated)	3,000	8,640	495,369
Totals	181,019	556,622	$21,141,605

Probably the U.S. cars arriving via Alberta would include many returning from Rocky Mountain parks and resorts which would have shorter stay and assuming half of these remained three days only the expenditure would be $452,869 less or total $19,688,736 by the motoring class.

Rail travel can be approximated only, and conservative estimates, considered low by transportation officials, of 100,000 arrivals from the United States by rail, bus, and air, and 40,000 by like modes of travel from other Provinces, assessed on like average bases of stay and *per diem* expenditures would add over $7,000,000. Various other classes, arrivals by steamship, including local, coastwise, ocean, and Alaska and other excursion travel, together with the added values of some classes such as big-game hunters, yachting cruises, fishermen and others, with their numbers estimated on such

information as is available on basis of conservatively estimated expenditures would probably make up a balance which would bring the aggregate amount circulated by visitors to about $30,000,000. This is not inclusive of the expenditures of visitors for commodities or for other purposes than ordinary travel expenditures; or of the value of the local travel by residents within the Province. It does not purport to be an exact, or even closely approximate statement, and is an estimate based upon such information as is available. If full information were available it is not improbable that the business would be shown to be of greater value.

A detailed survey based upon replies to questionnaires received by the Bureau was made by the Bureau of Economics and Statistics. In the case of the visiting American tourists who responded it was found that the unweighted average of $6.18 daily expenditure per person ranged from $7.38 in the Vancouver Island-Vancouver and vicinity circuit to $3.82 in the case of certain tourists travelling from the Coast to an Interior United States boundary-point. In the case of Canadian tourists the average of $3.28 showed range from $3.50 in the case of tourists traversing the Province to $2.10 for travellers in the eastern sections only. In view of the relatively small size of the sample the unweighted averages cannot be considered to represent an accurate basis for estimation, especially when it is noted that approximately half of the United States visitors spent not over $5.26 per day—which basis, if accepted, would reduce the expenditures as computed by about 15 per cent. Consequently these averages can be considered with caution until further verification is received from the Dominion Bureau of Statistics, which has undertaken to compile a special statement of tourists' expenditures; and this statement is not yet available.

In any event, it is obvious that the tourist trade of the Province is very valuable, and the circulation of tourist expenditures and their addition to the purchasing power has wide range of benefit. Many detrimental factors affected travel in 1941, to increasing extent in latter part of the year, due to conditions imposed as result of the war. Notwithstanding adverse conditions, however, the traffic was well maintained in 1941 and hotel, resort, transportation, and other services catering to the trade mostly reported a satisfactory season. Surveys by the Bureau of resort business, in addition to much information, brought considerable commendation of the Bureau's work as a valuable aid to their business.

Motor travel in 1941 showed considerable increase in the 48-hour class and the 60-day class was approximately equivalent in extent to that of the previous year. Totals of United States cars entering directly by customs ports by months during the past two years were:—

Month.	1940.			1941.		
	48-hr.	60-day.	Total.	48-hr.	60-day.	Total.
January	2,728	3,642	6,370	4,553	3,957	8,510
February	2,431	4,380	6,811	2,494	4,697	7,191
March	3,275	5,686	8,961	2,998	5,023	8,021
April	3,694	6,083	9,777	2,942	5,808	8,750
May	4,927	9,790	14,717	4,959	7,384	12,343
June	4,689	14,060	18,749	5,594	9,414	15,008
July	3,667	11,223	14,890	7,551	17,593	25,144
August	3,640	15,036	18,676	7,702	18,253	25,955
September	3,447	7,584	11,031	6,166	7,776	13,942
October	4,741	6,055	10,796	4,848	4,737	9,585
November	2,964	4,124	7,088	5,153	3,792	8,945
December	2,852	4,543	7,395	3,338	3,603	6,941
Totals	43,055	92,206	135,261	58,298	92,037	150,335

Entries of United States cars, as reported by customs ports, during the calendar years 1940 and 1941 were:—

	1940.			1941.		
	48-hr.	60-day.	Total.	48-hr.	60-day.	Total.
Pacific Highway	12,192	50,699	62,891	32,015	46,649	78,664
Huntingdon	4,999	8,051	13,050	5,258	7,820	13,078
Aldergrove	3,163	3,968	7,131	2,090	3,633	5,723
Boundary Bay	2,874	4,229	7,103	2,960	4,895	7,855
Vancouver	15	103	118	6	157	162
New Westminster	.....	1	1	.....	2	2
Victoria	.....	8,258	8,258	1	10,076	10,077
Sidney	.....	1,653	1,653	.....	1,616	1,616
Port Alberni	.....	.....	.....	.....	2	2
Osoyoos	2,221	4,166	6,387	2,209	4,693	6,902
Keremeos	66	24	90	24	44	68
Bridesville	111	11	122	5	1	6
Cascade	4,345	2,178	6,523	3,553	2,165	5,718
Carson	3,845	71	3,916	2,015	1,332	3,347
Kingsgate	1,963	4,482	6,445	1,023	5,720	6,743
Rykerts	1,878	773	2,651	1,776	685	2,461
Midway	1,473	204	1,677	1,244	154	1,398
Nelway	.....	1,343	1,343	249	966	1,215
Paterson	.....	1,645	1,645	790	958	1,748
Roosville	553	419	972	517	474	991
Prince Rupert	.....	.....	.....	.....	3	3
Stewart	3,481	.....	3,481	2,449	3	2,452
Silver Heights	.....	.....	.....	114	.....	114
Totals	43,179	92,278	135,457	58,298	92,048	150,346

Origins of the 60-day cars entering via customs ports in calendar years as shown by States were:—

State of Origin.	1939.	1940.	1941.	State of Origin.	1939.	1940.	1941.
Washington	79,526	64,507	59,709	Nevada	133	182	153
California	16,017	13,157	14,727	North Dakota	129	88	100
Oregon	6,506	6,058	6,288	Georgia	120	46	69
Idaho	1,646	1,387	1,586	District of Columbia	111	57	57
Montana	916	813	801	South Dakota	105	65	98
Illinois	803	552	693	Virginia	87	39	38
Colorado	615	415	437	Tennessee	80	44	52
New York	569	461	439	Kentucky	79	32	52
Texas	565	279	445	Louisiana	73	44	63
Michigan	464	333	450	Connecticut	73	65	89
Utah	417	350	394	New Mexico	68	46	56
Minnesota	411	257	386	Maryland	58	44	56
Ohio	396	227	312	North Carolina	45	24	38
Kansas	388	257	259	South Carolina	43	19	25
Missouri	337	225	301	Arkansas	43	101	65
Nebraska	315	184	197	Alabama	37	42	21
Pennsylvania	295	202	234	Mississippi	32	46	18
Iowa	287	169	273	Maine	25	18	15
Oklahoma	255	111	179	New Hampshire	24	16	16
Wisconsin	252	159	340	Rhode Island	24	21	22
Florida	213	143	145	West Virginia	23	10	19
Indiana	209	222	166	Delaware	19	12	17
Arizona	202	174	186	Vermont	9	10	21
Massachusetts	188	129	141	Others	302	206	239
Wyoming	178	85	148				
New Jersey	150	135	150	Totals	113,862	92,278	90,785

These figures, provided by the Dominion Bureau of Statistics, show discrepancy of 1,252 from the total of 92,037 cars (subsequently corrected to 92,048) otherwise shown as the total of 60-day cars.

From the twenty-two States west of the Mississippi 158,922 United States motor-cars with 60-day permits were reported entering Canada in 1941, or 15.13 per cent. of the total from all forty-eight States. Of the entries from west of the Mississippi 114,629 cars, or 72 per cent., entered by the four western Provinces; 86,851 or 54 per cent. by way of British Columbia ports, and considerable proportion of the balance subsequently entered British Columbia via Alberta. From the twenty-seven States east of the Mississippi the traffic was preponderantly to the eastern Provinces—11,549 of 1.15 per cent. entering by the western Provinces, 3,695 by British Columbia ports. Of the traffic from these eastern States, totalling 991,230 cars, 542,437 or 54.7 per cent. came from two States—New York and Michigan—the bulk entering by Ontario. Of the total travel from the States east of the Mississippi 701,548 cars entered by Ontario, 220,074 by Quebec, 58,059 by the Maritimes, 3,695 by British Columbia, 3,943 by Alberta, 924 by Saskatchewan, and 2,987 by Manitoba.

Washington, from which State 60,025 cars entered Canada, of which 59,709 or over 96 per cent. entered by British Columbia, ranked fourth among the forty-eight States in the total volume reaching Canada; California held tenth place with 26,960, with 14,727 or 54.6 per cent. entering by British Columbia; Oregon eighteenth place with 7,527, of which 6,288 or 83.5 per cent. entered by British Columbia.

British Columbia drew 80,724 cars entering directly, or 89.15 of the total entering the Province, from the three Pacific Coast States, and considerable proportion of the 4,222 cars entering the three other western Provinces from these States subsequently visited British Columbia. From the eight Mountain States 3,761 cars entered the Province directly, 5,642 came to Alberta, 1,626 to Saskatchewan, 223 to Manitoba in the first instance with many later visiting this Province. From the eleven other States west of the Mississippi the totals entering through the customs ports of the western Provinces were: British Columbia, 2,366; Alberta, 2,480; Saskatchewan, 3,160; Manitoba, 10,435. As shown by the Dominion Bureau of Statistics, the entries of 60-day cars by Provinces during 1941 were as follows:—

	British Columbia.	Alberta.	Saskatchewan.	Manitoba.	Ontario.	Quebec.	Maritimes.	Canada.
From States West of the Mississippi.								
Washington	59,709	679	177	107	1,219	101	33	62,025
California	14,727	2,136	310	397	8,335	831	224	26,960
Minnesota	386	689	573	4,205	9,922	271	58	16,104
Oregon	6,288	293	70	53	741	69	13	7,527
Montana	801	4,479	1,504	103	403	85	18	7,393
North Dakota	100	201	1,940	4,390	552	37	8	7,228
Iowa	273	309	212	579	4,308	178	24	5,883
Missouri	301	291	45	227	4,539	271	52	5,726
Texas	445	320	36	117	2,655	336	35	3,944
Kansas	259	176	66	229	1,621	120	21	2,492
Idaho	1,586	311	36	27	243	28	6	2,237
Nebraska	197	192	87	228	1,330	69	15	2,118
Oklahoma	179	137	37	122	1,282	167	8	1,932
Colorado	437	224	39	45	818	107	9	1,679
South Dakota	98	104	147	279	472	24	6	1,130
Utah	394	309	6	10	362	24	5	1,110
Louisiana	63	46	13	29	747	167	17	1,082
Arizona	186	82	5	6	349	39	6	673
Arkansas	65	15	4	20	397	33	7	541
Wyoming	148	163	27	23	147	22	4	534
Nevada	153	44	5	4	110	18	2	336
New Mexico	56	30	4	5	153	15	5	268
Totals	86,851	11,230	5,343	11,205	40,705	3,012	576	158,922

ENTRY OF 60-DAY CARS BY PROVINCES DURING 1941—*Continued.*

	British Columbia.	Alberta.	Saskatchewan.	Manitoba.	Ontario.	Quebec.	Maritimes.	Canada.
From States East of the Mississippi.								
New York	439	490	40	144	222,369	62,169	4,034	289,685
Michigan	450	397	217	637	249,171	1,412	468	252,752
Ohio	312	392	62	165	66,280	1,940	429	69,580
Massachusetts	141	127	12	34	12,031	32,740	14,916	60,001
Pennsylvania	234	241	25	65	50,925	7,076	1,195	59,761
Vermont	21	5	1	4	913	55,302	280	56,526
Maine	15	7	1	16	863	10,099	28,882	39,883
Illinois	693	1,153	256	1,011	30,033	1,432	276	34,854
New Jersey	150	162	12	43	14,023	9,530	1,610	25,530
Connecticut	89	82	4	16	6,843	12,369	2,475	21,878
New Hampshire	16	9	2	3	1,076	13,051	1,051	15,208
Indiana	166	176	50	127	13,202	458	68	14,247
Wisconsin	340	324	165	492	9,104	307	60	10,792
Rhode Island	22	19	.....	7	1,874	6,145	1,087	9,154
Maryland	56	40	9	15	4,091	1,446	275	5,932
Florida	145	72	23	58	3,485	1,001	292	5,076
District of Columbia	57	46	6	26	1,996	1,068	199	3,398
Virginia	38	33	6	13	2,274	761	158	3,283
Kentucky	52	26	6	15	2,698	151	30	2,978
West Virginia	19	16	2	6	2,283	157	29	2,512
Georgia	69	31	6	12	1,277	279	47	1,721
Tennessee	52	42	5	14	1,398	157	27	1,695
North Carolina	38	15	6	24	1,173	332	41	1,629
Delaware	17	2	.....	2	635	365	65	1,086
Alabama	21	14	3	18	683	76	15	830
South Carolina	25	9	.....	6	550	195	39	824
Mississippi	18	13	5	14	298	56	11	415
Totals	3,695	3,943	924	2,987	701,548	220,074	58,059	991,230
Grand totals	90,546	15,173	6,267	14,192	742,253	223,086	58,635	1,150,152

BRITISH COLUMBIA OVERSEAS TOBACCO FUND.

Following representations to the Government from Mr. W. A. McAdam, Agent-General for British Columbia in London, this Department undertook in February, 1941, the organization and operation of the British Columbia Overseas Tobacco Fund.

The work is carried on in conjunction with the office of the Agent-General in London, the cigarettes being shipped in bulk to that office, from which centre individual parcels are dispatched. The fund has been a distinct success and has proven a boon to British Columbia men serving in Britain, losses of individual parcels having been drastically reduced. In addition, generous donations have been received from individuals and organizations which have provided hundreds of thousands of cigarettes for general distribution at the discretion of the Agent-General in London. To date some 25,000,000 cigarettes and 7,000 lb. of tobacco have been shipped to British Columbia House, London.

In operating the fund throughout the Province, the fund has been fortunate enough to have the co-operation of the Junior Boards of Trade and Chambers of Commerce, local branches of the Canadian Legion and B.P. Order of Elks, and various women's organizations, whilst in Vancouver the United Commercial Travellers of America have taken charge for that city. The distribution of parcels in London is done entirely by voluntary help, some fifty ladies giving freely of their time for this purpose. The fund is indebted to these ladies and to local organizations for their generous assistance in providing an exceptionally fine service which is genuinely appreciated by British Columbia men serving in Britain.

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