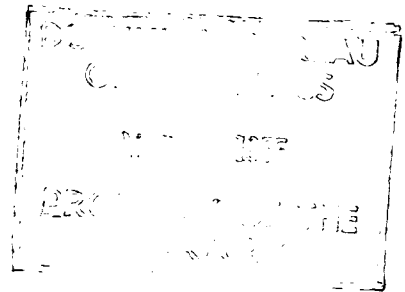


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CANADA



TRAVEL BETWEEN CANADA AND THE UNITED STATES

DECEMBER, 1954

Including First Estimates of International Travel Expenditures in 1954

Published by Authority of

The Right Honourable C. D. Howe, Minister of Trade and Commerce

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I - TRAVEL BETWEEN CANADA AND OTHER COUNTRIES

FIRST ESTIMATES, 1954

Expenditures in Canada by travellers from the United States and other countries in 1954 were maintained at a figure close to the peak established in 1953. First estimates indicate that residents of other countries spent \$300 million in Canada during 1954, a decrease of \$3 million or 1 per cent lower than the previous year. Although slightly lower than the record of 1953, the 1954 estimate represents an increase of 9 per cent or \$25 million higher than in 1952. Compared with a decline of nearly 6 per cent in the volume of entries, available data on expenditures indicate slightly higher averages per visit in 1954 for some types of transportation. Travel receipts from the United States declined \$4 million from the year before but remained well ahead of the 1952 figure. Receipts from overseas countries set a new record at \$22 million, an increase of 10 per cent over the previous record established in 1953. The increase in

receipts from overseas countries can be attributed to an increase in volume rather than a combination of greater volume and higher averages.

The comparative stability in foreign travel expenditures in Canada was accompanied by an increase in Canadian travel expenditures in other countries, particularly in overseas countries. Although expenditures by residents of Canada in other countries reached a new record in 1954, the rate of increase over 1953 was fairly moderate especially in the United States. Expenditures by Canadian travellers in other countries are estimated at \$380 million an increase of \$15 million over 1953 or approximately 4 per cent. The corresponding rate of increase in 1953 over 1952 amounted to 7 per cent and 22 per cent in 1952 as compared with 1951. The rise of expenditures by Canadians in the United States has been rather moderate in the past two years

International Travel Expenditures Between Canada and Other Countries

Selected Years 1929-1954

(\$ Million)

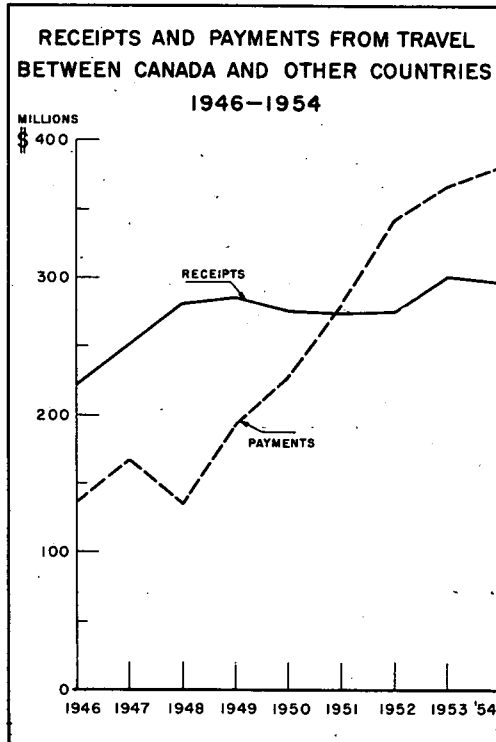
Year	Account with United States			Account with Overseas Countries			Account with All Countries		
	Credits	Debits	Net	Credits	Debits	Net	Credits	Debits	Net
1929	184	81	+103	14	27	- 13	198	108	+ 90
1933	81	30	+ 51	8	14	- 6	89	44	+ 45
1937	149	65	+ 84	17	22	- 5	166	87	+ 79
1943	87	34	+ 53	2	3	- 1	89	37	+ 52
1946	216	130	+ 86	6	6	-	222	136	+ 86
1947	241	152	+ 89	10	15	- 5	251	167	+ 84
1948	267	113	+154	13	22	- 9	280	135	+145
1949	267	165	+102	18	28	- 10	285	193	+ 92
1950	260	193	+ 67	15	33	- 18	275	226	+ 49
1951	258	246	+ 12	16	34	- 18	274	280	- 6
1952	257	294	- 37	18	47	- 29	275	341	- 66
1953	282	307	- 25	20	58	- 38	302	365	- 63
1954(1)	278	311	- 33	22	69	- 47	300	380	- 80

(1) Subject to revision.

A more comprehensive analysis of international travel will appear later in the year in the publication "Travel Between Canada and Other Countries 1954".

amounting to \$4 million or 1 per cent in 1954 and \$13 million or 4 per cent in 1953, compared with an increase of nearly 20 per cent in 1952 over 1951. Expenditures by Canadians on travel in overseas countries maintained a more rapid rate of increase than in the United States. Expenditures in overseas countries reached a new record in 1954 of \$69 million, an increase of \$11 million or 19% over the previous year, indicating a trend somewhat similar to that experienced in the two previous years. In 1953 the increase over the previous year was also \$11 million or 23 per cent and in 1952 the increase was \$13 million or 38 per cent.

CHART - I



The balance of payments on travel account with the United States was less favourable than in 1953, the debit balance being increased from \$25 million to \$33 million the second largest debit balance on record. In 1952 our debit balance on travel account with the United States stood at \$37 million. The debit balance in our travel account with overseas countries increased from \$38 million to \$47 million leaving a total debit balance in our account with all countries at \$80 million, the highest on record.

The drop in expenditures of travellers from the United States can be traced chiefly to the automobile traffic. On the basis of preliminary data it would appear that a drop of around \$8 million may be expected in this type of traffic when compared with the previous year. Expenditures of the non-permit traffic declined at a more moderate rate than expenditures of automobiles entering on traveller's vehicle permits.

Aggregate expenditures of the non-automobile traffic continued to increase during 1954 but at a more moderate rate than the trend of the previous two years. The 8 per cent rate of increase experienced in 1952 and 1953 declined to between 3 and 4 per cent to add \$5 million to the expenditures of non-automobile traffic and bring the total to around \$130 million. Rail, bus, boat and plane traffic each show an increase in expenditures when compared with the previous year. Information on expenditures of the residual classification known as "Other Travellers" is not yet complete but indications are that there was a decrease from 1953.

Most of the increase in expenditures by residents of Canada returning from the United States can be traced to the automobile traffic. Canadians returning by automobile spent over \$136 million in the United States during the past year compared with \$133 million in 1953, an increase of over 2 per cent. Compared with an increase of 3 per cent in the number of automobiles returning this would indicate slightly lower average expenditures. Although the number of long-term automobiles returning to Canada from the United States increased over 4 per cent, expenditures for this class gained 2 per cent due to lower averages per car. The rate of increase was more pronounced in expenditures of the short-term class due to slightly higher averages per car accompanied by an increase in volume.

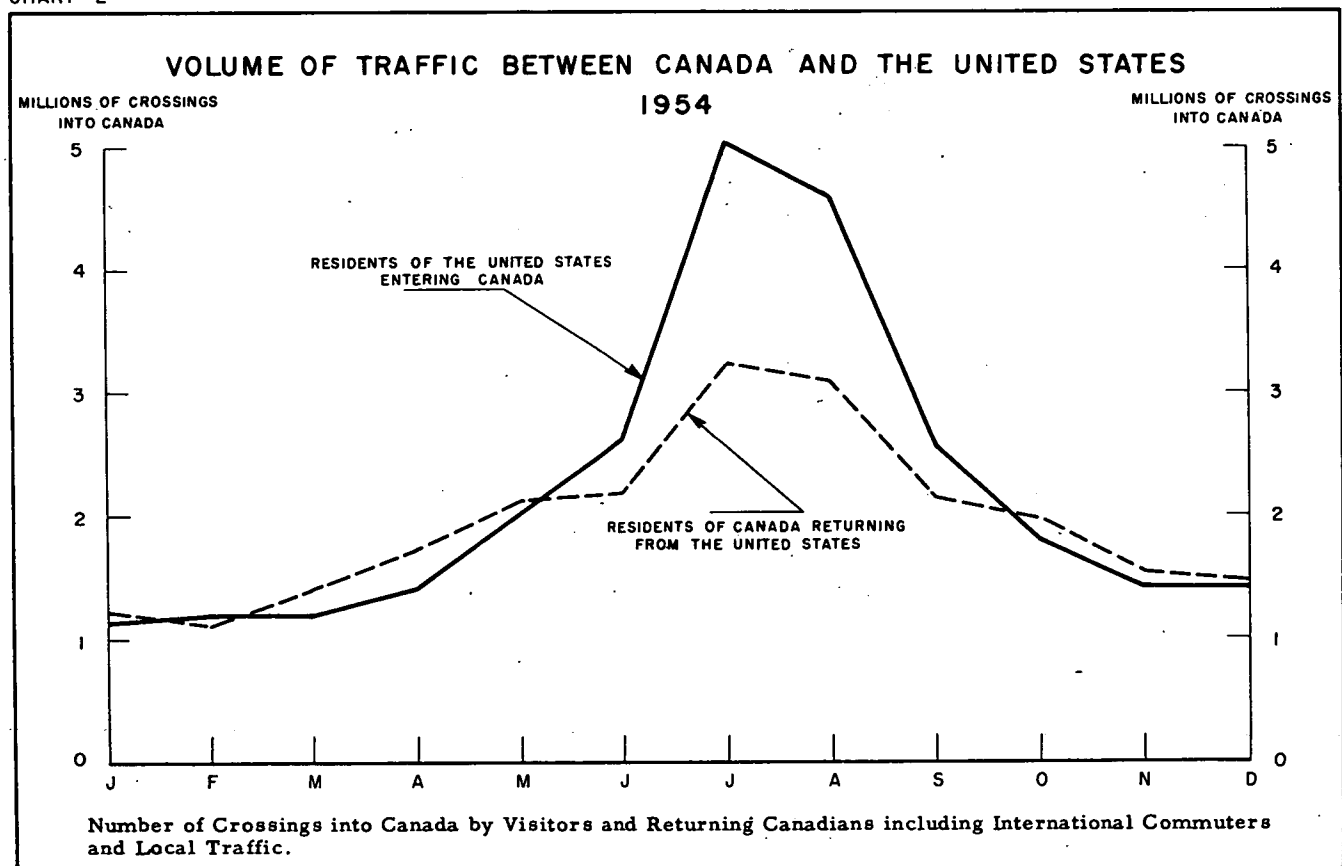
Aggregate expenditures of non-automobile traffic were practically unchanged from the previous year, the increase being less than \$1 million. An increase of \$3.5 million in expenditures of Canadians returning by rail was partially offset by a decrease of \$2.9 million in expenditures of persons returning by bus. The increase in expenditures of persons returning by boat was practically offset by a decrease of \$0.5 million in plane traffic. Expenditures of the residual classification referred to as "Other Travellers" were unchanged from the previous year.

Purchases declared under the \$100 customs exemption privilege by Canadians returning from the United States in 1954 amounted to \$66 million, a decrease of \$6 million or an 8 per cent

decline from 1953. This would indicate that a smaller portion of Canadian travel expenditures in the United States went for merchandise, a trend contrary to that of the previous year.

The total number of visits to Canada by people from other countries amounted to 26.4 million in 1954, a decrease of 1.6 million visits or 5.7 per cent fewer than the record established in 1953. It must be emphasized, however, that these visits are made by vacationists, summer residents, commuters, businessmen and all other travellers except immigrants. They include repeat visits by commuters and others who enter the country many times during the year, also transit travel. Approximately 85 per cent of the visits are for 48 hours or less.

CHART-2



- (1) Visits referred to in this report are made by vacationists, summer residents, commuters, businessmen and all other travellers except immigrants. They include repeat visits by commuters and others who enter the country many times during the year. They also include people whose only purpose in entering Canada is to take the most direct route between two points in the United States. Only 15 or 16 per cent of the visits last longer than 48 hours.

The decrease in number of non-residents entering Canada was not evenly distributed throughout the year. During the first quarter of the year the decline amounted to 5 per cent when compared with the previous year. This decline in number of entries was more noticeable in the second quarter at a point nearly 8 per cent below the same period of 1953. Declines of between 4 and 5 per cent in the third quarter were followed by a decrease of nearly 7 per cent in the fourth quarter leaving the average for the year close to 6 per cent lower than 1953.

The number of re-entries by Canadians returning from the United States was practically unchanged from the previous year. A decline of nearly 2 per

cent in the first quarter was replaced by slight increases in the remainder of the year leaving the total less than 32,000 higher than 1953. Canadians returning direct from overseas countries increased by nearly 20 per cent.

Chart 2 again reveals the highly seasonal character of travel between Canada and other countries, showing an even greater concentration in July and August than in the same period of 1953. Over 36 per cent of the visits from foreign countries in 1954 occurred in July and August. Canadian travel to other countries is not as highly concentrated in the summer months with only 27 per cent of the re-entries being in July and August.

II - HIGHWAY TRAFFIC AT CANADIAN BORDER POINTS, 1954

The volume of highway traffic crossing the border into Canada from the United States was practically unchanged from the peak established in 1953. Although a new record of 13,800,300 vehicles was established in 1954 the increase amounted to a mere

0.1 per cent or approximately 14,000 additional vehicles of all types during the year. This international movement of traffic was made up of 8,503,300 foreign vehicles and 5,297,000 vehicles of Canadian registry returning from the United States.

Foreign Vehicles

Entries of foreign registry comprised 5,686,000 local or non-permit class of vehicles, 2,450,800 vehicles covered by traveller's vehicle permits and 365,700 vehicles classified as commercial. The number of foreign vehicles entering Canada on traveller's vehicle permits was 2 per cent lower than the record established in 1953. Traffic entering on traveller's vehicle permits is highly seasonal with July

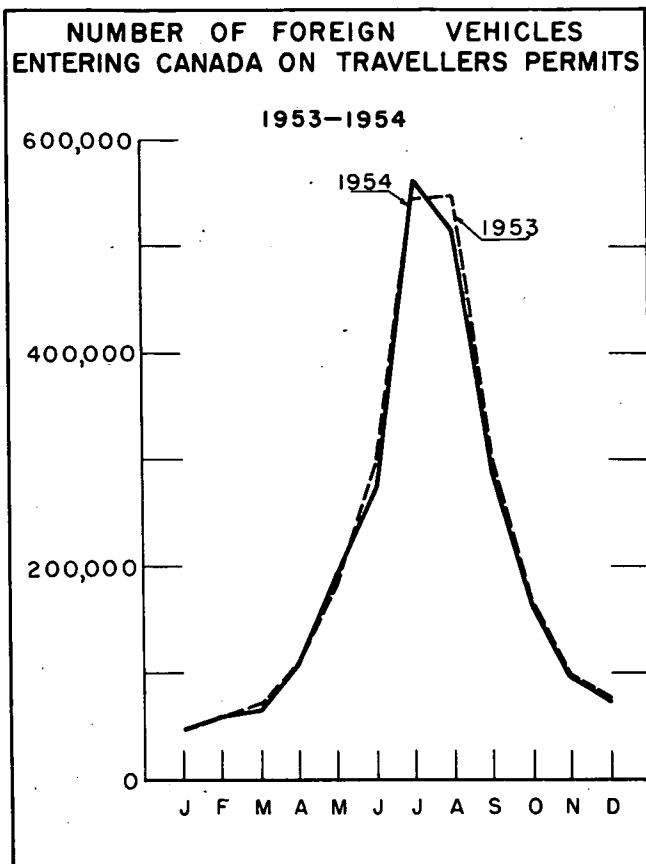
and August accounting for 44 per cent of the total for the year. On a regional basis gains were recorded in New Brunswick, Manitoba and Alberta with losses being reported for all other provinces. Local traffic or non-permit entries into Canada declined 42,400 vehicles, a decrease of less than 1 per cent. Gains and losses were unevenly distributed throughout the different regions.

Canadian Vehicles

Re-entries of vehicles with Canadian registry were made up of 794,300 units abroad more than 24 hours, 4,133,200 vehicles absent for 24 hours or less and 369,500 commercial vehicles. The number of Canadian vehicles

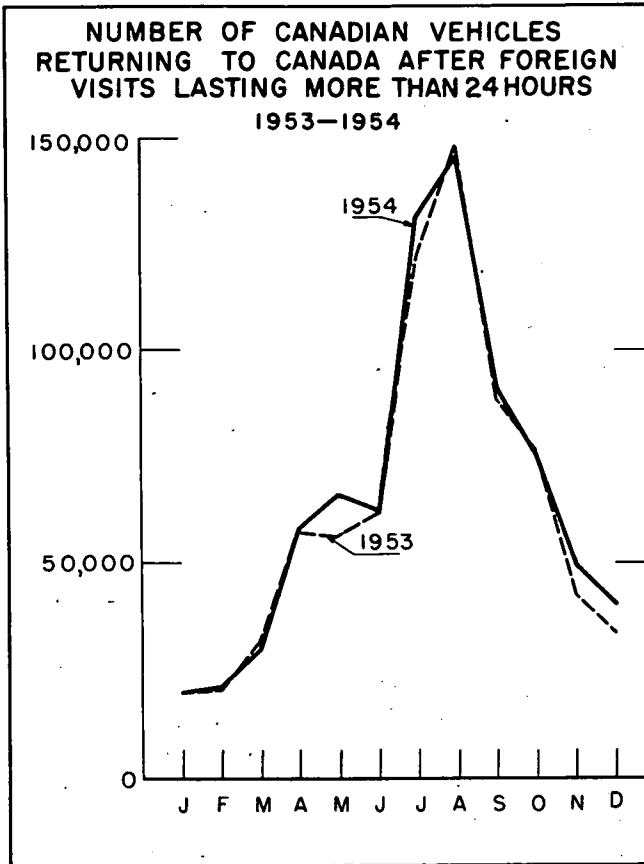
remaining over 24 hours abroad increased by 4 per cent during 1954. Approximately 30 per cent of the increase for the year in re-entries of long term automobiles occurred in May and 38 per cent in the period November-December.

CHART-3



Short term Canadian traffic returning from the United States during 1954 increased by 87,200 vehicles or slightly over 2 per cent. All provinces

CHART-4



contributed to the increase in volume of this type of traffic except Quebec, British Columbia and re-entries into Nova Scotia by ship.

III - TRAFFIC BY RAIL, THROUGH BUS, BOAT AND PLANE, 1954

The amount of traffic entering Canada from the United States by rail, through bus, boat and plane decreased nearly 2 per cent compared with the previous year. The total number of crossings (exclusive of non-resident intransit traffic across Southern Ontario by rail) fell from 2,719,900 in

the previous year to 2,669,900 in 1954. In this past year foreign travellers entering Canada have contributed to more than 50 per cent of this total, reversing the situation of the preceding two years when resident re-entries were predominant.

Foreign Travellers

The number of non-resident travellers entering Canada by long distance common carrier during the past few years has remained fairly steady. Entries rose slightly from 1,341,600 in 1953 to 1,352,700 in the past year, an increase of approximately one per cent. Previously there had been a decrease of less than one per cent.

Although it has declined in relative importance compared to former years, rail transportation continues to be used by more non-residents entering Canada by common carrier than by any other type. During the past year entries by rail declined by about 4 per cent while in the year prior to this an 8 per cent decline occurred. However,

the greatest decrease recorded was in bus entries where almost a 5 per cent decline was found, causing bus transportation to drop from second to third rank in importance of common carrier entries by non-residents. Entries by boat increased by nearly 7 per cent placing that type of transportation in second position. The number of non-residents entering by plane showed a substantial increase of about 12 per cent, which is in keeping with its rapidly rising popularity as a means of long-distance common carrier. However, plane entries still remain lowest in order of importance.

Non-residents entering Canada, by the above-mentioned means of transportation stayed about the same average length of time as in the preceding two years, approximately 6 days per visit. Although previously rail arrivals tended to remain here the longest, in 1954 entries by bus had an average length of visit equal to those using trains, nearly 7 days. Non-residents entering by boat and plane followed respectively. Arrivals by plane reported an average of close to 6 days while boat entries remained about 4 days.

Canadian Travellers

In 1954, the number of Canadian residents returning from the United States by common carrier dropped from 1,378,300 to 1,317,200, a decrease of over 4 per cent when compared to the previous year. This is somewhat parallel to the situation in 1953 when a 2 per cent decrease was evident.

Bus transportation continues to be the most popular type of common carrier with Canadians re-entering Canada. This trend has continued since 1949 when bus replaced rail as the carrier with the greatest number of re-entries. However, bus traffic declined in 1954 by 7 per cent compared to an 8 per cent decline in the previous year.

The number of Canadians returning by rail dropped by 4 per cent which is considerably less than the 8 per cent decline recorded in the preceding year. The number of residents returning by boat declined 11 per cent in sharp contrast to the 33 per cent gain of the

previous year. Compared to the 21 per cent advance of the preceding annual period, the number of passengers arriving by plane gained 6 per cent. During the past year plane became more important than boat as a means of transportation for resident travellers returning to Canada.

The length of visits of Canadian residents travelling in the United States by long distance common carrier averaged less than 12 days. This is slightly lower than the average established in the preceding year. Following the normal pattern, the average length of visit of Canadian residents was almost twice the length of stay reported by non-residents travelling in this country by common carrier. Canadians travelling by rail and bus in the past have tended to stay longer than those using plane and boat. Last year, however, the average length of stay for residents travelling by boat increased.

STATEMENT BY PORTS OF HIGHWAY TRAFFIC AT CANADIAN BORDER POINTS

CALENDAR YEAR (1)

1954

Port of Entry	Foreign Vehicles Entering Canada			Canadian Vehicles Returning to Canada		
	Non-Permit Class (Local Traffic)	Traveller's Vehicle Permits	Commercial Vehicles	Length of Stay Abroad		Commercial Vehicles
				24 hours or less	Over 24 hours	
Vehicles transported by boat direct from the United States ..(2)..	-	2,484	-	2	51	-
			Newfoundland Prince Edward Island Nova Scotia			
			New Brunswick			
Andover	41,457	11,484	1,821	61,029	378	4,398
Beaconsfield	974	291	300	1,000	10	326
Belleville.....	943	393	394	2,482	57	697
Bloomfield	1,055	550	337	1,783	38	680
Campobello	2,082	248	302	4,892	70	1,518
Centreville.....	11,108	5,247	1,549	15,549	972	1,807
Clair	103,228	14,435	5,614	112,722	1,271	6,162
Edmundston	201,256	20,095	17,671	229,388	1,080	12,229
Forest City	2,259	178	114	2,043	7	416
Fosterville.....	3,121	637	42	5,938	30	605
Four Falls	1,401	569	137	3,266	19	277
Gillespie	17,452	6,189	1,604	12,239	204	1,949
Grand Falls	18,616	4,454	1,771	28,652	168	3,468
Lord's Cove	222	529	4	613	78	19
Mars Hill Road.....	1,354	602	778	1,761	36	400
Milltown	77,260	1,921	4,377	139,891	506	9,145
River de Chute	1,613	1,169	187	2,619	34	351
St. Croix.....	29,337	7,646	2,109	30,357	1,573	2,370
St. Leonard	138,880	21,185	8,181	148,602	1,578	7,037
St. Stephen.....	326,690	47,112	27,883	313,729	29,048	27,863
Union Corner	619	427	100	2,037	29	535
Upper Mills	3,793	135	459	4,570	29	479
Woodstock Road	29,709	15,054	1,525	85,348	4,566	6,972
Provincial Total	1,014,429	160,550	77,259	1,210,510	41,781	89,703

- (1) Due to minor revisions data for the year do not in all cases equal the sum of monthly data previously published.
- (2) As Newfoundland, Prince Edward Island, and Nova Scotia have no ports of entry adjacent to the United States boundary, vehicles proceeding to these provinces (with the exception of those transported direct from the United States by boat) enter through ports in other provinces and are recorded in the latter.

CALENDAR YEAR 1954

Port of Entry	Foreign Vehicles Entering Canada			Canadian Vehicles Returning to Canada		
	Non-Permit Class (Local Traffic)	Traveller's Vehicle Permits	Commercial Vehicles	Length of Stay Abroad		Commercial Vehicles
				24 hours or less	Over 24 hours	
				Quebec		
Abercorn	26,262	10,195	3,159	38,839	1,544	3,908
Armstrong	4,700	26,038	3,208	17,187	10,981	24,101
Arnold Bog	211	-	124	393	130	1,466
Beebe	34,357	2,551	1,141	30,019	573	725
Blackpool	6,791	93,522	15,803	142,442	54,214	14,816
Chartierville	1,680	2,542	393	2,010	2,822	2,094
Clarenceville	1,276	1,763	198	6,483	391	253
Comins Mills	4,502	4,384	437	8,064	1,542	1,875
Covey Hill	2,677	800	266	4,829	184	579
Dundee	18,313	3,544	564	21,125	478	2,288
East Pinnacle	1,253	1,296	177	5,375	61	770
Estcourt	3,276	777	134	4,861	380	3,777
Franklin Centre	1,899	1,003	441	2,074	100	543
Frelighsburg	5,368	4,183	1,904	4,404	499	644
Glen Sutton	2,751	8,279	2,438	7,544	89	2,015
Hemmingford	8,407	2,953	1,905	21,052	1,183	1,918
Herdman	7,691	2,356	917	17,712	705	1,147
Hereford Road	9,442	2,189	2,215	6,877	274	1,736
Highwater	17,937	17,831	4,790	27,177	10,208	3,103
Jamieson's Line	1,609	411	390	1,355	8	47
Lac Frontière	336	225	90	791	353	201
Lacolle	8,712	34,401	5,542	62,440	6,949	4,271
Landry Siding	34	4	11	52	34	790
Leadville	293	117	70	966	11	118
Mansonville	384	52	31	453	32	56
Morses Line	827	2,811	678	1,761	218	194
Noyan	7,849	4,779	475	10,005	2,487	745
Philipsburg	4,708	72,815	5,015	40,379	28,759	6,519
Rivière Bleue	13	-	6	127	59	2,052
Rock Island	108,944	49,128	6,217	106,000	12,048	5,345
St. Armand	1	23	-	18	-	-
St. Pamphile	1,165	186	415	1,050	145	310
St. Zacharie	341	190	31	1,501	1,688	3,770
Stanhope	3,700	25,642	3,616	35,841	10,040	4,871
Trout River	12,972	15,785	855	50,981	5,213	1,067
Woburn	4,436	4,008	352	6,362	2,553	1,617
Provincial Total	315,117	396,783	64,008	688,549	156,955	99,731

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CALENDAR YEAR 1954

Port of Entry	Foreign Vehicles Entering Canada			Canadian Vehicles Returning to Canada		
	Non-Permit Class (Local Traffic)	Traveller's Vehicle Permits	Commercial Vehicles	Length of Stay Abroad		Commercial Vehicles
				24 hours or less	Over 24 hours	
			Ontario			
Brockville	-	5	-	-	-	-
Cornwall.....	40,632	19,336	2,075	75,863	7,034	5,180
Courtright.....	3,372	1,331	3	1,344	378	14
Fort Erie.....	1,064,380	346,935	41,201	281,673	105,261	16,836
Fort Frances	68,711	36,239	2,254	67,174	3,967	13,849
Kingston.....	-	1,997	-	-	-	-
Kingsville	-	210	-	-	7	-
Lansdowne.....	35,900	90,248	5,233	42,949	32,093	7,061
Leamington	-	226	-	-	-	-
Midland.....	-	13	-	-	-	-
Morrisburg	-	4	-	-	-	-
Niagara Falls	647,948	337,181	8,651	700,703	71,203	19,111
Pelee Island	-	591	-	-	-	-
Pigeon River	14,663	23,119	688	11,493	11,743	1,107
Port Lambton.....	6,195	3,188	2	5,807	1,247	72
Prescott	12,449	13,759	294	33,413	7,716	503
Rainy River	2,206	2,173	40	6,888	157	301
Sarnia	150,451	172,670	2,691	130,885	46,019	9,207
Sault Ste. Marie.....	32,323	47,359	705	40,012	15,512	2,812
Sombra	6,063	2,958	60	5,737	997	260
Walpole Island.....	3,699	1,162	5	1,369	84	57
Windsor.....	2,030,917	391,674	114,326	96,354	27,662	25,538
Provincial Total	4,119,909	1,492,378	178,228	1,501,664	331,080	101,908

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CALENDAR YEAR 1954

Port of Entry	Foreign Vehicles Entering Canada			Canadian Vehicles Returning to Canada		
	Non-Permit Class (Local Traffic)	Traveller's Vehicle Permits	Commercial Vehicles	Length of Stay Abroad		Commercial Vehicles
				24 hours or less	Over 24 hours	
			Manitoba			
Boissevain.....	2,762	6,263	879	5,985	7,963	714
Cartwright	2,672	750	45	1,707	363	124
Coulter	2,486	1,834	346	10,392	1,619	633
Crystal City.....	3,470	409	412	805	88	393
Emerson	19,109	26,769	1,949	40,820	37,911	10,093
Goodlands	1,081	376	87	5,813	375	520
Gretna	17,304	1,026	1,018	22,314	472	2,696
Haskett.....	4,152	562	351	9,686	561	1,496
Lena	2,908	876	325	7,616	324	226
Lyleton.....	1,109	358	190	3,884	217	97
Middlebro	1,423	3,057	3,203	6,893	142	2,742
Piney	2,064	1,979	664	4,346	314	2,669
Snowflake.....	839	268	19	3,988	137	645
South Junction.....	1,710	1,207	651	5,983	186	1,427
Tolstoi	1,720	108	239	2,047	183	394
Windygates.....	1,762	657	100	3,735	231	777
Provincial Total	66,571	46,499	10,478	136,014	51,086	25,646
			Saskatchewan			
Big Beaver.....	694	644	122	2,882	979	929
East Poplar River.....	580	351	97	1,874	534	347
Elmore.....	2,169	542	591	6,816	570	1,995
Estevan.....	3,075	1,116	48	3,733	647	142
Marienthal	1,077	834	261	3,274	349	318
Monchy	259	812	73	858	3,294	77
Northgate	4,390	2,175	415	7,871	1,350	1,436
North Portal.....	9,328	6,978	4,795	23,808	11,197	5,018
Oungre.....	258	2,360	39	2,287	1,854	89
Regway.....	995	3,753	549	5,582	5,676	1,989
Treelon.....	598	357	442	1,435	1,403	950
West Poplar River.....	346	606	24	1,563	1,434	179
Willow Creek	20	335	8	621	1,326	350
Provincial Total	23,789	20,863	7,464	62,604	30,613	13,819
			Alberta			
Aden	225	155	27	555	80	235
Carway	2,113	14,677	48	3,190	7,375	110
Chief Mountain.....	13	11,350	-	1,293	1,382	2
Coutts	21,326	17,686	4,352	22,585	22,728	6,737
Del Bonita	979	490	79	1,230	287	205
Wild Horse	256	536	64	546	1,109	75
Provincial Total	24,912	44,894	4,570	29,399	32,961	7,364

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CALENDAR YEAR 1954

Port of Entry	Foreign Vehicles Entering Canada			Canadian Vehicles Returning to Canada		
	Non-Permit Class (Local Traffic)	Traveller's Vehicle Permits	Commercial Vehicles	Length of Stay Abroad		Commercial Vehicles
				24 hours or less	Over 24 hours	
British Columbia						
Aldergrove	6,632	12,843	1,277	23,350	6,633	2,002
Boundary Bay	8,287	917	393	61,631	1,534	1,606
Carson	7,260	2,114	740	3,691	126	2,217
Cascade City	7,120	3,576	1,633	19,524	1,191	1,115
Chopaka	185	397	17	797	168	350
Huntingdon	21,876	25,811	2,667	74,071	7,499	4,039
Kingsgate	1,555	16,923	930	11,804	17,470	3,511
Midway	2,279	658	122	2,295	119	45
Nelway	1,417	4,760	106	4,492	3,101	593
Osoyoos	18,911	14,998	1,140	42,375	11,410	2,526
Pacific Highway	31,672	151,443	11,422	188,187	81,375	8,696
Paterson	3,151	5,815	185	44,252	5,209	2,035
Port Alberni	-	-	-	-	-	-
Pleasant Camp	708	733	920	1,334	150	645
Powell River	-	5	-	-	-	-
Prince Rupert	-	191	-	-	-	-
Roosville	1,095	1,642	15	2,108	1,476	201
Rykerts	4,489	2,082	77	11,659	2,317	934
Silver Heights	-	-	-	-	-	-
Skagit	107	44	919	87	1	37
Stewart	3,514	6	11	9,167	3	407
Vancouver	-	197	-	-	-	-
Victoria	22	32,946	21	843	9,673	43
Waneta	230	275	50	1,410	163	169
Provincial Total	120,510	278,376	22,645	503,077	149,618	31,171
Yukon Territory						
Carcross	-	22	-	-	-	-
Little Gold Creek	4	455	2	28	12	6
Snag Creek	1,532	7,540	1,017	1,304	188	146
Provincial Total	1,536	8,017	1,019	1,332	200	152
Dominion Total	5,686,773	2,450,844	365,671	4,133,151	794,345	369,494

TABLE 1. CUMULATIVE SUMMARY BY PROVINCES OF HIGHWAY TRAFFIC AT CANADIAN BORDER POINTS
CALENDAR YEARS
1953 and 1954

A - Foreign Vehicles Entering Canada

Province of Entry	Non-Permit Class Local Traffic		Traveller's Vehicle Permits		Commercial Vehicles	
	1953	1954	1953	1954	1953	1954
Newfoundland	-	-	(2,705	(2,484	-	-
Nova Scotia	-	-			-	-
New Brunswick	1,009,549	1,014,429	158,581	160,550	83,707	77,259
Quebec	348,679	315,117	413,016	396,783	59,019	64,008
Ontario	4,127,205	4,119,909	1,534,135	1,492,378	190,197	178,228
Manitoba	71,334	66,571	39,971	46,499	7,218	10,478
Saskatchewan	25,493	23,789	21,155	20,863	7,927	7,464
Alberta	23,254	24,912	44,450	44,894	6,013	4,570
British Columbia	122,165	120,510	283,846	278,376	17,232	22,645
Yukon Territory	1,520	1,536	8,255	8,017	1,176	1,019
Total	5,729,199	5,686,773	2,506,114	2,450,844	372,489	365,671
<i>Percentage Change</i>		-0.7		-2.2		-1.8

B - Canadian Vehicles Returning To Canada

Province of Entry	Length of Stay Abroad				Commercial Vehicles	
	24 hours or less		Over 24 hours			
	1953	1954	1953	1954	1953	1954
Nova Scotia	18	2	36	51	-	-
New Brunswick	1,128,179	1,210,510	44,780	41,781	93,575	89,703
Quebec	704,508	688,549	160,510	156,955	90,117	99,731
Ontario	1,488,384	1,501,664	281,225	331,080	112,547	101,908
Manitoba	125,330	136,014	51,059	51,086	20,222	25,646
Saskatchewan	57,265	62,604	35,461	30,613	14,702	13,819
Alberta	28,036	29,399	34,529	32,961	7,172	7,364
British Columbia	513,797	503,077	153,443	149,618	32,910	31,171
Yukon Territory	405	1,332	212	200	121	152
Total	4,045,922	4,133,151	761,255	794,345	371,366	369,494
Percentage Change		+2.2		+4.3		-0.5

STATEMENT BY PORTS OF HIGHWAY TRAFFIC AT CANADIAN BORDER POINTS

DECEMBER

1954

Port of Entry	Foreign Vehicles Entering Canada			Canadian Vehicles Returning to Canada		
	Non-Permit Class (Local Traffic)	Traveller's Vehicle Permits	Commercial Vehicles	Length of Stay Abroad		Commercial Vehicles
				24 hours or less	Over 24 hours	
Vehicles transported by boat direct from the United States*.....	-	52	-	-	-	-
			Newfoundland Prince Edward Island Nova Scotia			
			New Brunswick			
Andover	2,340	428	155	4,898	53	339
Beaconsfield	91	10	29	90	-	32
Belleville	55	19	45	186	4	55
Bloomfield	63	33	37	151	10	83
Campobello	88	6	13	459	6	170
Centreville	781	267	93	1,179	139	130
Clair	8,399	645	284	9,045	89	319
Edmundston	13,801	1,095	1,762	14,917	145	878
Forest City	57	2	14	95	1	15
Fosterville	141	8	4	399	1	29
Four Falls	72	19	9	249	3	12
Gillespie	1,068	241	119	913	14	133
Grand Falls	1,485	272	171	2,456	21	325
Lord's Cove	-	-	-	-	-	-
Mars Hill Road	134	16	76	149	13	39
Milltown	6,252	69	391	10,693	39	757
River de Chute	65	53	19	156	4	27
St. Croix	2,281	173	218	2,388	36	207
St. Leonard	10,163	955	1,054	11,250	103	738
St. Stephen	25,731	715	2,324	26,777	895	2,379
Union Corner	48	27	18	180	2	47
Upper Mills	322	2	23	405	2	49
Woodstock Road	2,241	579	164	7,010	372	728
Provincial Total	75,678	5,634	7,022	94,045	1,952	7,491

* As Newfoundland, Prince Edward Island, and Nova Scotia have no ports of entry adjacent to the United States boundary, vehicles proceeding to these provinces (with the exception of those transported direct from the United States by boat) enter through ports in other provinces and are recorded in the latter.

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DECEMBER 1954

Port of Entry	Foreign Vehicles Entering Canada			Canadian Vehicles Returning to Canada		
	Non-Permit Class (Local Traffic)	Traveller's Vehicle Permits	Commercial Vehicles	Length of Stay Abroad		Commercial Vehicles
				24 hours or less	Over 24 hours	
				Quebec		
Abercorn	1,919	565	273	2,637	124	375
Armstrong	317	313	151	1,189	1,164	775
Arnold Bog	41	-	18	46	40	204
Beebe	2,756	106	66	2,567	9	45
Blackpool	707	3,165	1,500	4,774	1,320	1,104
Chartierville	83	53	35	138	279	63
Clarenceville	65	76	16	253	7	17
Comins Mills	275	102	46	619	117	114
Covey Hill	78	19	51	231	8	73
Dundee	625	127	43	1,234	17	49
East Pinnacle	54	48	12	294	6	45
Estcourt	267	37	23	407	135	1,001
Franklin Centre	111	55	14	131	1	29
Frelighsburg	326	198	193	249	22	51
Glen Sutton	203	467	212	494	1	174
Hemmingford	672	136	140	1,549	73	143
Herdman	414	96	59	1,097	25	84
Hereford Road	630	74	213	557	33	164
Highwater	1,100	772	422	1,893	312	299
Jamieson's Line	144	15	30	159	-	2
Lac Frontière	10	4	16	50	39	20
Lacolle	665	1,036	479	3,352	122	317
Landry Siding	-	-	-	-	-	-
Leadville	20	2	5	46	-	5
Mansonville	27	-	4	40	-	4
Morses Line	69	157	69	165	18	12
Noyan	511	144	56	558	36	75
Philipsburg	354	2,951	368	1,539	662	523
Rivière Bleue	-	-	-	-	-	-
Rock Island	6,622	1,238	555	6,694	301	455
St. Armand	-	-	-	-	-	-
St. Pamphile	116	8	102	32	41	75
St. Zacharie	15	3	4	118	186	128
Stanhope	149	895	289	1,180	286	267
Trout River	677	487	46	2,899	106	106
Woburn	299	125	62	530	315	96
Provincial Total	20,321	13,474	5,572	37,721	5,805	6,894

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DECEMBER 1954

Port of Entry	Foreign Vehicles Entering Canada			Canadian Vehicles Returning to Canada		
	Non-Permit Class (Local Traffic)	Traveller's Vehicle Permits	Commercial Vehicles	Length of Stay Abroad		Commercial Vehicles
				24 hours or less	Over 24 hours	
			Ontario			
Brockville	-	-	-	-	-	-
Cornwall.....	2,868	564	228	4,139	144	266
Courtright.....	91	45	-	40	31	1
Fort Erie.....	27,419	9,868	4,783	20,690	10,050	1,715
Fort Frances	5,426	146	191	5,276	110	1,116
Kingston.....	-	21	-	-	-	-
Kingsville	-	-	-	-	-	-
Lansdowne.....	748	737	465	1,326	900	374
Leamington	-	-	-	-	-	-
Midland.....	-	-	-	-	-	-
Morrisburg	-	-	-	-	-	-
Niagara Falls	30,787	6,208	416	52,935	3,710	1,208
Pelee Island	-	-	-	-	-	-
Pigeon River	125	189	72	380	400	87
Port Lambton.....	392	140	-	315	92	6
Prescott	759	211	32	1,984	218	34
Rainy River	592	22	1	1,355	8	59
Sarnia	8,393	4,706	149	9,115	2,388	803
Sault Ste. Marie.....	2,003	307	75	2,383	613	335
Sombra	325	123	3	291	100	23
Walpole Island.....	115	30	-	115	5	3
Windsor.....	146,351	12,980	10,560	8,783	2,235	2,325
Provincial Total	226,394	36,297	16,975	109,127	21,004	8,355

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DECEMBER 1954

Port of Entry	Foreign Vehicles Entering Canada			Canadian Vehicles Returning to Canada		
	Non-Permit Class (Local Traffic)	Traveller's Vehicle Permits	Commercial Vehicles	Length of Stay Abroad		Commercial Vehicles
				24 hours or less	Over 24 hours	
			Manitoba			
Boissevain.....	110	139	26	246	227	18
Cartwright	161	15	6	135	21	1
Coulter	43	141	3	646	47	10
Crystal City.....	232	19	15	44	4	11
Emerson	1,704	980	223	1,844	1,038	783
Goodlands	130	28	15	517	24	12
Gretna.....	1,398	71	66	1,726	47	154
Haskett.....	299	32	11	1,021	58	95
Lena	193	37	11	535	18	9
Lyleton.....	53	21	13	367	27	-
Middlebro	157	265	146	563	17	351
Piney	222	95	134	495	35	261
Snowflake.....	60	39	1	381	9	-
South Junction.....	150	121	113	604	23	88
Tolstoi	180	8	15	145	7	19
Windygates.....	133	32	5	322	12	4
Provincial Total	5,225	2,043	803	9,591	1,614	1,816
			Saskatchewan			
Big Beaver.....	50	30	6	251	72	98
East Poplar River.....	48	19	14	197	28	44
Elmore.....	168	40	15	536	40	69
Estevan.....	232	43	13	398	52	4
Marienthal	78	33	-	351	55	10
Monchy	11	24	33	49	139	7
Northgate	328	38	39	773	89	17
North Portal.....	726	214	366	2,210	398	436
Oungre.....	19	100	5	171	86	3
Regway.....	94	156	24	512	189	394
Treelon.....	55	9	1	119	128	4
West Poplar River.....	26	41	1	147	103	-
Willow Creek	-	24	-	69	131	34
Provincial Total	1,835	771	517	5,783	1,510	1,120
			Alberta			
Aden	20	13	-	46	12	15
Carway	142	80	6	95	151	1
Chief Mountain.....	-	-	-	-	-	-
Coutts.....	1,109	747	639	1,559	1,077	829
Del Bonita	80	40	2	137	34	9
Wild Horse	15	25	4	29	74	11
Provincial Total	1,366	905	651	1,866	1,348	865

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DECEMBER 1954

Port of Entry	Foreign Vehicles Entering Canada			Canadian Vehicles Returning to Canada		
	Non-Permit Class (Local Traffic)	Traveller's Vehicle Permits	Commercial Vehicles	Length of Stay Abroad		Commercial Vehicles
				24 hours or less	Over 24 hours	
British Columbia						
Aldergrove	497	688	89	1,636	417	168
Boundary Bay	649	74	35	1,641	30	77
Carson	407	138	72	195	4	215
Cascade City	431	163	114	1,044	55	130
Chopaka	15	36	1	62	15	60
Huntingdon	2,001	834	216	5,578	451	256
Kingsgate	100	250	144	514	541	366
Midway	200	18	42	103	6	-
Nelway	83	116	8	112	173	49
Osoyoos	1,344	278	117	2,289	392	168
Pacific Highway	2,259	9,020	912	9,976	4,201	582
Paterson	257	190	14	1,656	298	144
Port Alberni	-	-	-	-	-	-
Pleasant Camp	193	-	46	110	4	17
Powell River	-	1	-	-	-	-
Prince Rupert	-	13	-	-	-	-
Roosville	54	13	-	150	22	18
Rykerts	267	63	2	825	97	42
Silver Heights	-	-	-	-	-	-
Skagit	-	3	9	-	-	-
Stewart	254	-	1	630	-	35
Vancouver	-	2	-	-	-	-
Victoria	-	400	-	38	277	3
Waneta	7	8	3	53	12	24
Provincial Total	9,018	12,308	1,825	26,612	6,995	2,354
Yukon Territory						
Carcross	-	-	-	-	-	-
Little Gold Creek	-	-	-	-	-	-
Snag Creek	20	494	41	11	2	-
Provincial Total	20	494	41	11	2	-
Dominion Total	339,857	71,978	33,406	284,756	40,230	28,895

TABLE 2. SUMMARY BY PROVINCES OF HIGHWAY TRAFFIC AT CANADIAN BORDER POINTS

DECEMBER
1953 and 1954

A— Foreign Vehicles Entering Canada

Province of Entry	Non-Permit Class Local Traffic		Traveller's Vehicle Permits		Commercial Vehicles	
	1953	1954	1953	1954	1953	1954
Newfoundland	-	-	(53	(52	-	-
Nova Scotia	-	-			-	-
New Brunswick	75,520	75,678	5,854	5,634	5,573	7,022
Quebec	20,746	20,321	16,653	13,474	5,836	5,572
Ontario	240,189	226,394	38,088	36,297	16,637	16,975
Manitoba	4,821	5,225	1,489	2,043	820	803
Saskatchewan	1,560	1,835	642	771	843	517
Alberta	906	1,366	687	905	332	651
British Columbia	9,313	9,018	13,204	12,308	1,225	1,825
Yukon Territory	27	20	614	494	46	41
Total	353,082	339,857	77,284	71,978	31,312	33,406
<i>Percentage Change</i>		-3.8		-6.9		+6.7

B— Canadian Vehicles Returning to Canada

Province of Entry	Length of Stay Abroad				Commercial Vehicles	
	24 hours or less		Over 24 hours			
	1953	1954	1953	1954	1953	1954
Nova Scotia	-	-	-	-	-	-
New Brunswick	90,853	94,045	1,745	1,952	7,479	7,491
Quebec	42,184	37,721	5,424	5,805	6,759	6,894
Ontario	111,037	109,127	15,318	21,004	9,213	8,355
Manitoba	8,904	9,591	1,764	1,614	2,237	1,816
Saskatchewan	4,843	5,783	1,478	1,510	1,756	1,120
Alberta	1,494	1,866	1,428	1,348	497	865
British Columbia	27,318	26,612	6,809	6,995	2,093	2,354
Yukon Territory	28	11	7	2	4	-
Total	286,661	284,756	33,973	40,230	30,038	28,895
<i>Percentage Change</i>		-0.7		+18.4		-3.8

TABLE 3. FOREIGN TRAVELLERS ENTERING CANADA FROM THE UNITED STATES BY RAIL, BUS, BOAT AND PLANE
BY PROVINCE OF ENTRY, NOVEMBER 1953 AND NOVEMBER 1954

Province of Entry	Rail ¹		Bus ²		Boat		Plane ³	
	1953	1954	1953	1954	1953	1954	1953	1954
Newfoundland.....	-	-	-	-	(11	-	44	201
Nova Scotia	-	-	-	-	-	-	12	125
Prince Edward Island.....	-	-	-	-	-	-	-	-
New Brunswick	545	526	234	138	488	408	410	301
Quebec	7,855	7,299	1,200	1,208	2	-	3,407	4,248
Ontario	11,067	12,684	11,623	8,902	2,627	1,254	5,996	6,684
Manitoba	961	972	375	295	-	-	616	1,112
Saskatchewan.....	184	193	37	5	-	-	45	47
Alberta	128	132	130	125	-	-	759	999
British Columbia.....	2,841	2,923	1,440	1,938	3,373	1,170	1,828	2,062
Yukon Territory.....	93	181	1	-	-	-	390	529
Total	23,674	24,910	15,040	12,611	6,501	2,865	13,507	16,308

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TABLE 4: CANADIAN TRAVELLERS RETURNING FROM THE UNITED STATES BY RAIL, BUS, BOAT AND PLANE,
BY PROVINCE OF ENTRY, NOVEMBER 1953 AND NOVEMBER 1954

Province of Entry	Rail		Bus ⁴		Boat		Plane	
	1953	1954	1953	1954	1953	1954	1953	1954
Newfoundland.....	-	-	-	-	(34	-	27	62
Nova Scotia	-	-	-	-	-	-	4	113
Prince Edward Island.....	-	-	-	-	-	-	-	20
New Brunswick	1,035	951	1,056	911	3,519	3,273	414	357
Quebec	8,116	9,858	3,182	2,887	4	2	4,418	5,025
Ontario	17,985	16,695	23,401	20,012	2,581	158	7,255	7,901
Manitoba	1,487	1,594	1,121	1,286	-	-	388	545
Saskatchewan.....	334	275	18	100	-	-	25	52
Alberta	3	-	231	368	-	-	361	442
British Columbia	5,527	5,707	4,703	4,372	1,586	1,403	1,764	1,974
Yukon Territory.....	17	15	12	-	-	-	62	29
Total	34,504	35,095	33,724	29,936	7,724	4,853	14,718	16,520

Travellers by rail and bus destined to Nova Scotia and Prince Edward Island enter Canada through ports in other provinces and are recorded in the latter.

TABLE 5. FOREIGN TRAVELLERS ENTERING CANADA FROM THE UNITED STATES BY RAIL, BUS, BOAT AND PLANE
BY PROVINCE OF ENTRY, DECEMBER 1953 AND DECEMBER 1954

Province of Entry	Rail ¹		Bus ²		Boat		Plane ³	
	1953	1954	1953	1954	1953	1954	1953	1954
Newfoundland.....	-	-	-	-	(	20	58	149
Nova Scotia .....	-	-	-	-	(	22	3	229
Prince Edward Island.....	-	-	-	-	-	-	-	35
New Brunswick	1,088	1,163	504	391	384	500	491	469
Quebec	11,514	10,884	1,922	1,473	-	-	4,470	4,921
Ontario	15,127	15,769	11,380	8,090	334	109	5,550	6,407
Manitoba	1,246	1,385	300	372	-	-	607	637
Saskatchewan.....	266	212	1	1	-	-	69	24
Alberta	139	139	151	181	-	-	691	775
British Columbia.....	3,595	3,392	2,042	2,612	2,829	1,530	1,879	2,345
Yukon Territory.....	146	170	2	-	-	-	425	429
Total.....	33,121	33,114	16,302	13,120	3,567	2,161	14,243	16,420

TABLE 6. CANADIAN TRAVELLERS RETURNING FROM THE UNITED STATES BY RAIL, BUS, BOAT AND PLANE,
BY PROVINCE OF ENTRY, DECEMBER 1953 AND DECEMBER 1954

Province of Entry	Rail		Bus ⁴		Boat		Plane	
	1953	1954	1953	1954	1953	1954	1953	1954
Newfoundland.....	-	-	-	-	(	21	28	75
Nova Scotia .....	-	-	-	-	(	14	-	116
Prince Edward Island.....	-	-	-	-	-	-	-	-
New Brunswick	1,106	1,097	1,172	1,083	4,187	3,709	411	285
Quebec	11,374	11,369	2,859	2,553	-	-	4,406	4,724
Ontario	20,088	18,624	21,623	16,233	1,260	17	6,741	6,925
Manitoba	1,736	1,667	1,044	1,106	-	-	502	421
Saskatchewan.....	450	296	11	29	-	-	41	47
Alberta	10	-	311	330	-	-	386	392
British Columbia.....	5,212	4,712	4,878	5,212	1,649	1,934	1,758	2,047
Yukon Territory.....	40	30	1	-	-	-	53	33
Total.....	40,016	37,795	31,899	26,546	7,117	5,674	14,326	15,065

Travellers by rail and bus destined to Nova Scotia and Prince Edward Island enter Canada through ports in other provinces and are recorded in the latter.

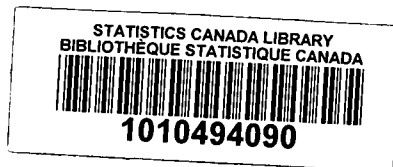
TABLE 7. CUMULATIVE SUMMARY OF FOREIGN TRAVELLERS ENTERING CANADA FROM THE UNITED STATES BY RAIL, BUS, BOAT AND PLANE, BY PROVINCE OF ENTRY, JANUARY- DECEMBER 1953 AND JANUARY- DECEMBER 1954

Province of Entry	Rail ¹		Bus ²		Boat		Plane ³	
	1953	1954	1953	1954	1953	1954	1953	1954
Newfoundland	-	-	-	-	(12,708	(12,469	1,005	1,489
Nova Scotia	-	-	-	-	-	-	1,639	2,791
Prince Edward Island	-	-	-	-	-	-	90	250
New Brunswick	12,837	12,433	8,806	8,822	7,686	7,017	6,929	6,331
Quebec	143,159	135,830	41,961	41,997	3,803	3,304	58,491	63,764
Ontario	202,179	195,556	264,541	239,042	166,489	193,982	84,428	94,831
Manitoba	19,145	18,006	5,440	5,801	-	-	8,761	10,959
Saskatchewan	13,240	12,183	463	199	-	-	1,285	1,278
Alberta	1,593	1,611	3,161	3,060	-	-	12,770	11,762
British Columbia	50,834	48,121	27,569	36,247	134,717	130,102	30,603	36,662
Yukon Territory	7,586	8,467	264	28	1	3	7,414	8,351
Total	450,573	432,207	352,205	335,196	325,404	346,877	213,415	238,468

TABLE 8. CUMULATIVE SUMMARY OF CANADIAN TRAVELLERS RETURNING FROM THE UNITED STATES BY RAIL, BUS, BOAT, AND PLANE, BY PROVINCE OF ENTRY, JANUARY- DECEMBER 1953 AND JANUARY- DECEMBER 1954

Province of Entry	Rail		Bus ⁴		Boat		Plane	
	1953	1954	1953	1954	1953	1954	1953	1954
Newfoundland	-	-	-	-	(1,776	(1,735	438	519
Nova Scotia	-	-	-	-	-	-	809	1,372
Prince Edward Island	-	-	-	-	-	-	76	38
New Brunswick	15,558	14,014	17,840	16,453	55,022	40,456	5,129	4,803
Quebec	150,098	155,912	82,359	74,678	2,032	1,683	60,560	66,104
Ontario	238,923	218,789	333,135	304,653	39,522	39,934	96,369	98,984
Manitoba	23,897	24,905	21,823	21,729	-	-	5,151	5,436
Saskatchewan	6,141	5,467	580	596	-	-	469	506
Alberta	38	16	5,300	5,065	-	-	5,903	5,188
British Columbia	76,869	71,682	77,069	76,405	28,763	29,320	24,721	28,851
Yukon Territory	999	1,239	116	35	29	-	831	656
Total	512,523	492,024	538,222	499,614	127,144	113,128	200,456	212,457

1. After deducting intransit passengers travelling across Southern Ontario. 2. Exclusive of local bus traffic between border communities, but including intransit traffic. 3. Yukon passengers are practically all intransit to and from Alaska. 4. Exclusive of local bus traffic between border communities.



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

1. "Commercial Vehicles" are trucks used for commercial purposes.
2. Highway Traffic not classified as commercial vehicles consists of automobiles, taxis, motorcycles and bicycles.
3. Foreign Vehicles Inward

- (a) Non-Permit Class consists of local vehicles which do not require Customs permits. They are restricted to travel within the jurisdiction of the port and may not remain in Canada more than 48 hours.

Also included are the repeat trips of commuters and others who cross the border frequently on commuting permits. (See below).

- (b) Traveller's vehicle permits are issued to foreign vehicles which remain in Canada longer than 48 hours or which travel beyond the jurisdiction of the port of entry. (Thus a motorist who intends to leave the country at a point other than that of entry must apply for a traveller's vehicle permit).

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

Also included in this class are commuting permits which entitle the holders to cross the border frequently during the tenure of their permits. Repeat trips after the first, however, are included in the non-permit class, as mentioned above.

4. Canadian Vehicles Inward

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

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