

**TRAVEL BETWEEN CANADA
AND
THE UNITED STATES
JANUARY, 1956**

Including First Estimates of International Travel Expenditures in 1955

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I - TRAVEL BETWEEN CANADA AND OTHER COUNTRIES

FIRST ESTIMATES OF EXPENDITURES, 1955

Expenditures in Canada by travellers from the United States and other countries reached an all-time record in 1955. First estimates indicate that visitors from all countries left approximately \$329 million in Canada during the past year, an additional \$26 million when compared with 1954 or an increase of nearly 9 per cent. Receipts from residents of the United States travelling in Canada advanced some \$26 million or between 8 and 9 per cent when compared with 1954 due mainly to a greater number of entries during the year and to some extent, a higher average for some classifications. The estimated figure of \$304 million spent by residents of the United States in Canada is an all-time record but residents of countries other than the United States also established a new record in 1955. Receipts from overseas countries reached \$25 million during the past year, the highest figure for any year recorded. Receipts from this source were between 13 and 14 per cent higher than the previous record established in 1954.

Expenditures by residents of Canada in other countries advanced to new records at an accelerated rate in 1955. Canadians spent an estimated \$441 million on travel in other countries during the past year, an increase of \$54 million over 1954 or approximately 14 per cent. The corresponding rate of increase in expenditures of Canadians travelling abroad amounted to 6 per cent in 1954. Compared with an increase of 9 per cent in our receipts, the momentum in travel by Canadians has widened the gap between debits and credits in Canada's travel account with other countries. The rate of increase in expenditures was slightly lower in the United States than in overseas countries during the past year. In 1955 expenditures in the United States increased by \$43 million, or between 13 and 14 per cent to a new record of \$361 million, while expenditures in other countries climbed to \$80 million, a gain of \$11 million or 16 per cent over the previous year. In 1954 the increase over the previous year was also \$11 million or 19 per cent.

International Travel Expenditures Between Canada and Other Countries

Selected Years 1929-1955

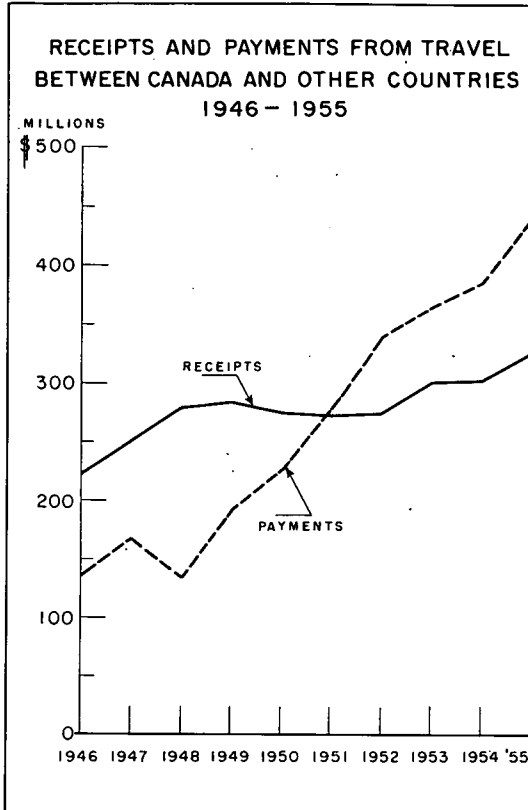
(\$ Million)

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	281	318	- 37	22	69	- 47	303	387	- 84
1955(1)	304	361	- 57	25	80	- 55	329	441	- 112

A more comprehensive analysis of international travel will appear later in the year in the publication "Travel Between Canada and Other Countries, 1955".

(1) Subject to revision

CHART - I



The balance of payments on travel account with the United States was less favourable than in 1954, the debit balance being increased from \$37 million to \$57 million the largest debit balance on record. This represents the fourth consecutive year that Canada has shown a debit balance in our travel account with the United States and the fifth debit balance in account with all countries. The debit balance in our travel account with overseas countries increased from \$47 million to \$55 million leaving a total debit balance in our account with all countries at \$112 million, the highest on record.

Contrary to the trend of 1954, expenditures of non-residents travelling in Canada by automobile advanced by approximately \$16 million and accounted for nearly 70 per cent of the increase in receipts from the United States. On the basis of preliminary data it would appear that a substantial increase occurred in expenditures by this group during the past year. The number of foreign automobiles entering on travellers' vehicle permits advanced 3 per cent

over the previous year but expenditures for this classification were 8 per cent higher due to higher averages per vehicle. Expenditures of the non-permit automobile classification advanced 24 per cent due to an increase in the volume and a more substantial increase in the average amount spent per vehicle.

Aggregate expenditures of the non-automobile traffic continued the trend to higher figures in 1955 at a rate comparable to the trend of the previous year. The 4 per cent gain in 1954 was followed by a 5 per cent increase in 1955 which added an additional \$7 million to the expenditures of non-automobile traffic and brought the total to slightly over \$137 million. Visitors entering Canada by rail, bus and boat spent less in 1955 than in the previous year but the expenditures of persons arriving by plane were substantially higher. Information on expenditures of the residual classification known as "Other Travellers" is not yet complete but information available at present indicates there was a definite increase.

Most of the increase in expenditures in the United States by residents of Canada can be traced to the automobile classification. Canadians returning by automobile spent \$175 million in other countries during 1955, an increase of \$28 million over 1954 or 19 per cent. Average expenditure per vehicle was substantially lower for the group spending more than 24 hours abroad and slightly higher for the classification with 24 hours or less in the United States. Lower averages in the long-term group held the advance in this classification to a 19 per cent gain compared with a 21 per cent increase in volume of traffic. In 1955 a smaller percentage of the automobile traffic came within the short-term group indicating longer visits abroad. The increase in volume was quite substantial in the long-term group but lower averages per vehicle held expenditures for this group to a gain of less than 19 per cent. A more moderate increase in the number of re-entries abroad 24 hours or less accompanied by a slight increase in the average per

vehicle lead to a 21 per cent increase in expenditures for this classification. In the five year period from 1951 to 1955 expenditures in other countries by Canadians re-entering via automobile have increased nearly 100 per cent.

Aggregate expenditures of Canadians returning by non-automobile transportation advanced more moderately than the automobile classification in 1955. Although the number of Canadians returning by rail, bus, boat and plane was practically unchanged from 1954 their expenditures advanced nearly 9 per cent. Higher averages were reported by all classes with the exception of persons returning by boat where average expenditure per person was slightly lower. Most of the increase in non-automobile expenditures was in the aeroplane classification. Canadians returning by aeroplane spent an additional \$13 million when compared with 1954, due to an increase in the number of re-entries accompanied by higher average expenditure per person. Bus expenditures were \$3 million higher in 1955 due to higher averages per person, the number of re-entries having declined by nearly 7 per cent. Higher averages

reported by persons returning by rail were responsible for an increase of slightly over \$1 million for this type of traffic. Boat expenditures declined somewhat in 1955, due to lower averages and a decrease in the number returning. A substantial decline in the residual classification referred to as "Other Travellers" was responsible for a decline of over 12 per cent in the expenditures of this group. The average per person was slightly higher during the past year.

Purchases declared under the \$100 customs exemption privilege by Canadians returning from the United States in 1955 amounted to approximately \$69 million, an increase of between 4 and 5 per cent when compared with 1954. In 1954 nearly 21 per cent of the expenditures of Canadians in the United States were for merchandise declared under the customs exemption, whereas in 1955 only 19 per cent was used for this purpose in spite of an increase of \$3 million in declarations. This would indicate that a smaller part of the Canadian travel expenditures in the United States is used for the purchase of merchandise.

II - VOLUME OF TRAFFIC BETWEEN CANADA AND OTHER COUNTRIES, 1955

A record number of people from other countries visited Canada during 1955. The total number of visits to Canada by people from other countries amounted to 28.3 million, an increase of nearly 2 million visits or 7 per cent over the previous year. The previous record was established in 1953 when 28.0 million visits were recorded. It must be emphasized again, 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 intransit travel. Approximately 85 per cent of the visits are for 48 hours or less.

The trend towards an increase in the

number of non-resident visitors to Canada was not uniform throughout the year. The 7 per cent decline experienced in the last quarter of 1954 was followed by a moderate decline of over 2 per cent in the first quarter of 1955. The second quarter of the year shows a sharp swing upwards in the number of visitors when a 13 per cent increase was recorded. The gain experienced in the second quarter tapered off to 9 per cent in the third quarter and finally to a 2 per cent increase in the fourth quarter, leaving the average for the year 7 per cent higher than in 1954.

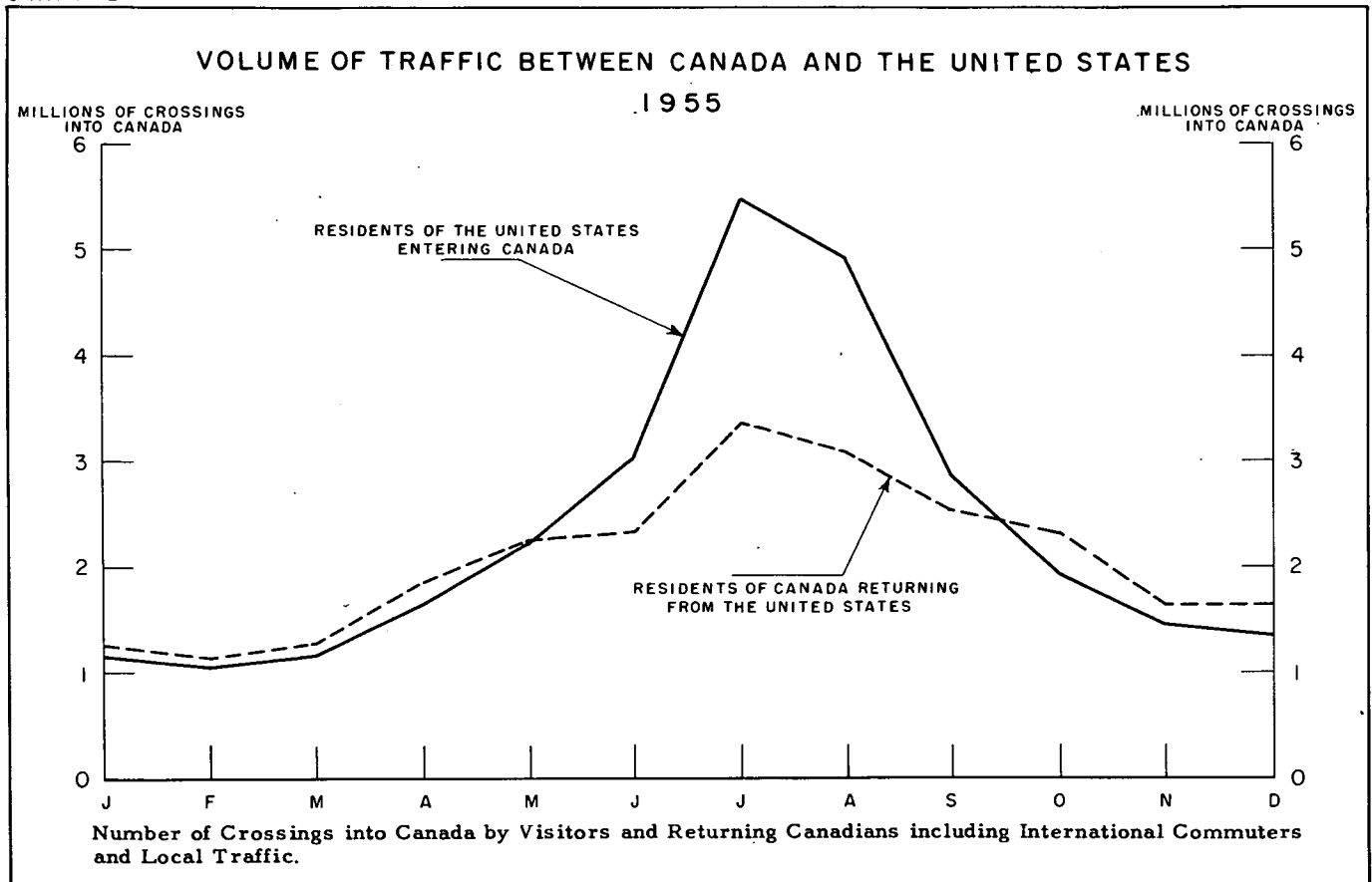
A new record was also reached in the number of Canadians visiting other countries during 1955. The number of visits to the United States by Canadians in-

creased from 23.3 million in 1954 to 24.8 million in 1955, a gain of 6 per cent. During the same period the number of Canadians returning from visits to overseas countries increased by nearly 20 per cent. The trend toward increased travel in other countries by Canadians followed a slightly different pattern than that of the non-residents. A 3 per cent decline in the first quarter was replaced by a 7 per cent increase in the second quarter and gains of 6 per cent and 12 per cent in the third and fourth quarters respectively.

Chart 2 reveals the seasonal nature of travel between Canada and other coun-

tries, showing a high concentration of visits to Canada in the summer months of July and August. Nearly 37 per cent of the total visits from foreign countries for the year 1955 were in the month of July and August, compared with 36 per cent in 1954 and 35 per cent in 1953. Canadian travel to other countries also reached a peak in July and August but the proportion of the total is not as pronounced as that of non-residents of Canada. Approximately 26 per cent of Canadian visits to other countries in 1955 were in the months of July and August, compared with 27 per cent in the same period of 1954.

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.

III - TRAFFIC BY RAIL, THROUGH BUS, BOAT AND PLANE, 1955

The volume of traffic crossing the border between Canada and the United States by the above-mentioned means of transportation showed an increase of 3 per cent when compared with 1954. The total number of crossings (exclusive of non-resident intransit traffic across

Southern Ontario by rail) advanced from 2,670,000 in 1954 to 2,756,100 in 1955. In the past two years foreign travellers have made up more than 50 per cent of the total, reversing the situation of the preceding two years when re-entries by residents of Canada were predominant.

Foreign Travellers

The number of non-resident travellers entering Canada by long distance common carrier was 7 per cent greater than the previous year. Entries were heavier for all types of transportation, rising from 1,352,800 in 1954 to 1,445,500 in 1955. In 1954 the increase over the previous year amounted to 1 per cent and in 1953 a small decline was recorded.

Rail transportation continues to be used by more non-residents entering Canada by common carrier than any other type. Entries by rail were between 3 and 4 per cent heavier during the past year, replacing declines of 4 per cent in 1954 and 8 per cent in 1953. New equipment and improved services inaugurated during the year may have been responsible for renewed interest in this type of transportation. Smaller gains were recorded in the number of entries by bus than for other types of transportation. In 1954 bus transportation dropped to third place in order of importance as a means of carrying visitors to Canada and the differentiation in volume via bus and boat was extended further in 1955. Entries by boat were between 6 and 7 per cent heavier in 1955, while the number arriving by aeroplane show a gain of 21 per cent. Although the number of non-residents entering Canada by plane has

increased more rapidly than other types of transportation in past years, it still remains fourth in order of importance as a means of carrying visitors to Canada by common carrier.

The length of visit for non-residents entering Canada by the above-mentioned means of transportation was slightly shorter in 1955. The aggregate length of stay for visitors arriving by common carrier was 5.7 days as compared with 6 days per visit in 1954. The average length of visit has been very close to 6 days in each of the three previous years. In earlier years, arrivals by train reported the greatest length of visit, but in 1954 entries by bus had an average length of stay equal to those using trains, namely 7 days. In 1955 non-residents arriving by bus reported the longest stay namely 6.9 days, and the average for planes amounting to 6.1 days was practically unchanged from the previous year. Rail and boat traffic were responsible for the shorter length of stay for non-automobile travellers in 1955. The average length of visit for entries by rail dropped from nearly 7 days to slightly under 6 days and the average visit for arrivals by boat dropped from 4.3 to 3.3 days.

Canadian Travellers

Residents of Canada returning from visits to the United States by common carrier numbered 1,310,600 compared with 1,317,200 in 1954, a decrease of less than 1 per cent. In 1954 the rate of decline had been 4 per cent and was 2 per cent in 1953.

A change in the order of preference for the different types of transportation developed in 1955. In 1949 bus replaced rail as the carrier with the greatest number of re-entries and continued to carry more persons returning to Canada than other types of common carrier. In 1954 and 1955 bus traffic declined more rapidly than rail traffic, with the result that more Canadians returned to Canada by rail in 1955 than by other types of transportation specified above. Bus traffic declined by 7 per cent in the last two years and 8 per cent in 1953.

The number of Canadians returning by rail dropped slightly over 2 per cent in 1955, compared with 4 per cent in 1954 and 8 per cent in 1953. In 1954 aeroplanes became more popular than boat as a means of transportation for Canadians returning to Canada and maintained this

popularity in 1955 when re-entries were more than twice the number returning by boat. The number carried in 1955 amounted to a 19 per cent increase over the previous year. The number of residents returning by boat declined between 2 and 3 per cent.

The length of visit by Canadian residents travelling in the United States by common carrier in 1955 was slightly over 12 days, a 2 per cent increase over the previous year. Normally the average length of stay for Canadians visiting the United States is almost twice the length of stay reported for non-residents travelling by common carrier in Canada. Canadians returning by rail and bus, tended to stay longer in past years than those using plane and boat. The average length of stay for boat passengers increased substantially during 1954 but was somewhat shorter in 1955. Aeroplane passengers also reported shorter visits during the past year, while the length of stay for persons returning by rail was practically unchanged. Canadians returning by bus reported longer visits in 1955 when compared with the previous year.

IV - HIGHWAY TRAFFIC - JANUARY, 1956

Highway traffic between Canada and the United States was 24 per cent heavier in January than in the same month of 1955. Total border crossings numbered 904,100 vehicles compared with 728,500 in the same month of last year. Both

foreign vehicles entering Canada and Canadian vehicles returning to this country showed significant increases. The only type of traffic to record a decline was the number entering on travellers' vehicle permits.

Foreign Vehicles

Entries of vehicles registered in other countries totalled 417,500, an increase of 17 per cent over the first month of 1955. Non-resident traffic consisted of 56,100 entries on travellers' vehicle permits; 323,100 non-permit or local entries and 38,300 commercial vehicles.

The volume of traffic entering Canada on travellers' vehicle permits totalled 56,076, a decline of over 2 per cent or 1,375 fewer vehicles than the first month of 1955. All provinces contributed to the decrease with the exception of Ontario and entries to Newfoundland and

Nova Scotia direct by vessel. The inauguration of a new service between Bar Harbour, Maine, and Yarmouth, Nova Scotia, no doubt, contributed to the substantial increase in the number of vehicles being transported direct by vessel from the

United States and Nova Scotia.

Total entries of non-permit or local traffic increased nearly 20 per cent in January with all provinces contributing to the gain.

Canadian Vehicles

Re-entries of vehicles registered in Canada totalled 486,600 in January, an increase of 115,300 over the corresponding month of last year. Aggregate returning vehicles were made up of 44,700 vehicles abroad more than 24 hours, 383,300 vehicles absent for 24 hours or less and 58,600 commercial vehicles.

The volume of long-term traffic abroad for more than 24 hours advanced nearly 50 per cent or approximately 14,800 units when compared with January 1955. All provinces contributed to the increase in volume for this type of traffic. Short-term traffic absent for 24 hours or less advanced over 27 per cent in January.

V - TRAFFIC BY LONG DISTANCE COMMON CARRIER - DECEMBER, 1955

Traffic between Canada and the United States by rail, through bus, boat and plane in December was 1 per cent heavier than the same month of 1954. The number of foreign travellers entering Canada by

these means of transportation was between 3 and 4 per cent heavier and the number of Canadians returning from visits to the United States was nearly 1 per cent lower.

Foreign Travellers

Total entries of foreign travellers by the above-mentioned types of transportation numbered 67,000 compared with 64,800 in December 1954, an increase of approximately 2,200 visits. Entries by

rail and bus recorded small declines from last year, but the number arriving by boat and aeroplane were substantially heavier, showing gains of 14 and 16 per cent respectively.

Canadian Travellers

Residents of Canada returning by common carrier from visits to the United States numbered 84,500 in December, compared with 85,100 in the corresponding month of 1954, a decrease of some 600 visits. The number returning by rail

was practically unchanged from the previous year but declines of 13 per cent and 18 per cent appeared in returns by bus and boat. There was an increase of nearly 26 per cent in the number returning by aeroplane in December.

STATEMENT BY PORTS OF HIGHWAY TRAFFIC AT CANADIAN BORDER POINTS

JANUARY

1956

Port of Entry	Foreign Vehicles Entering Canada			Canadian Vehicles Returning to Canada		
	Non-Permit Class (Local Traffic)	Travellers' 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*	-	134	29	8	39	15
			Newfoundland Prince Edward Island Nova Scotia			
			New Brunswick			
Andover	2,812	313	194	5,041	19	659
Beaconsfield	76	7	56	108	-	77
Belleville	71	14	37	210	3	77
Bloomfield	86	13	58	190	-	136
Campobello	41	-	43	312	4	275
Centreville	867	121	207	1,304	71	393
Clair	5,147	422	543	6,637	606	848
Edmundston	20,724	906	2,730	21,530	518	1,341
Fairhaven	-	-	-	-	-	-
Forest City	52	5	17	130	-	20
Fosterville	156	7	2	408	2	36
Four Falls	52	10	5	204	-	51
Gillespie	1,137	214	42	885	3	187
Grand Falls	1,480	171	110	2,358	13	289
Mars Hill Road	46	18	19	92	3	22
Milltown	4,119	32	370	6,351	42	695
River de Chute	94	16	8	158	-	35
St. Andrews	-	-	-	-	-	-
St. Croix	2,326	120	191	2,549	545	350
St. Leonard	9,884	750	795	8,991	171	1,083
St. Stephen	31,062	345	2,508	29,861	2,944	2,688
Union Corner	44	16	15	127	1	59
Union Mills	2,687	6	241	5,059	15	477
Upper Mills	362	4	70	447	6	105
Woodstock Road	4,214	370	226	7,922	237	908
Provincial Total	87,539	3,880	8,487	100,874	5,203	10,811

* 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.

Port of Entry	Foreign Vehicles Entering Canada			Canadian Vehicles Returning to Canada		
	Non-Permit Class (Local Traffic)	Travellers' Vehicle Permits	Commercial Vehicles	Length of Stay Abroad		Commercial Vehicles
				24 hours or less	Over 24 hours	
			Quebec			
Abercorn	2,490	459	538	2,617	183	498
Armstrong	131	286	133	722	1,274	1,297
Arnold Bog	45	-	25	67	18	1,472
Beebe	6,800	75	344	4,865	259	433
Blackpool	1,093	2,658	1,749	6,696	2,714	1,832
Chartierville	187	43	87	258	253	676
Clarenceville	59	35	32	300	7	7
Comins Mills	920	136	84	1,121	98	412
Covey Hill	108	27	49	278	2	70
Daaquam	146	5	167	436	128	1,963
Dundee	1,667	125	66	2,092	242	104
East Pinnacle	70	31	3	335	3	133
Estcourt	949	39	99	1,452	553	1,418
Franklin Centre	209	49	14	122	1	45
Frelighsburg	279	238	206	272	24	71
Glen Sutton	313	375	371	776	10	246
Hemmingford	1,519	97	214	2,110	98	257
Herdman	902	85	116	1,370	30	107
Hereford Road	743	74	172	805	26	232
Highwater	1,470	620	853	1,718	482	567
Jamieson's Line	188	21	39	178	-	30
Lac Frontière	88	4	27	262	87	1,881
Lacolle	1,647	1,156	533	5,188	674	704
Landry Siding	32	1	3	104	33	375
Leadville	29	5	-	72	-	4
Mansonville	45	-	6	80	3	4
Morses Line	82	127	89	135	18	56
Noyan	552	117	27	536	67	71
Philipsburg	612	2,177	536	1,920	906	652
Rivière Bleue	7	-	3	69	33	900
Rock Island	7,206	907	692	6,989	723	864
Ste Aurélie	172	19	70	429	587	1,983
St Cyprien	1	-	4	117	209	874
St Pamphile	325	6	434	626	84	642
St Zacharie	5	4	-	56	87	507
Stanhope	735	837	619	3,466	1,222	1,043
Trout River	1,769	442	185	4,586	611	180
Woburn	437	72	63	588	378	423
Provincial Total	34,032	11,352	8,652	53,813	12,127	23,033

Port of Entry	Foreign Vehicles Entering Canada			Canadian Vehicles Returning to Canada		
	Non-Permit Class (Local Traffic)	Travellers' Vehicle Permits	Commercial Vehicles	Length of Stay Abroad		Commercial Vehicles
				24 hours or less	Over 24 hours	
			Ontario			
Brockville	-	-	-	-	-	-
Cornwall	3,466	599	552	6,186	184	631
Courtright	-	-	-	-	-	-
Fort Erie	29,492	8,201	6,182	30,417	3,946	2,130
Fort Frances	5,039	263	170	5,079	99	851
Kingston	-	3	-	-	-	-
Kingsville	-	-	-	-	-	-
Lansdowne	1,560	450	564	2,369	1,767	596
Leamington	-	-	-	-	-	-
Midland	-	-	-	-	-	-
Niagara Falls	40,057	4,959	1,323	68,192	4,710	2,046
Pelee Island	-	-	-	-	-	-
Pigeon River	253	122	94	478	441	72
Port Lambton	9	9	-	14	4	1
Prescott	971	207	23	2,034	187	72
Rainy River	934	30	-	2,586	2	-
Sarnia	9,998	3,424	1,258	10,847	1,228	664
Sault Ste. Marie	1,848	254	95	2,042	837	281
Sombra	130	101	1	96	30	8
Walpole Island	4	18	-	31	-	-
Windsor	91,692	10,835	4,507	58,231	4,378	10,112
Provincial Total	185,453	29,475	14,769	188,602	17,813	17,464

Port of Entry	Foreign Vehicles Entering Canada			Canadian Vehicles Returning to Canada		
	Non-Permit Class (Local Traffic)	Travellers' Vehicle Permits	Commercial Vehicles	Length of Stay Abroad		Commercial Vehicles
				24 hours or less	Over 24 hours	
			Manitoba			
Boissevain	42	55	322	152	174	87
Cartwright	118	10	6	48	4	3
Coulter	45	42	148	379	25	60
Crystal City	83	17	20	18	1	6
Emerson	1,704	417	420	1,759	1,052	1,500
Goodlands	63	7	5	249	12	24
Gretna	997	46	169	956	12	194
Haskett	105	18	13	292	4	70
Lena	77	11	40	266	6	3
Lyleton	55	10	114	155	3	21
Middlebro	132	348	932	392	6	675
North West Angle	350	289	765	6	4	-
Piney	129	16	49	455	54	486
Snowflake	38	6	-	83	-	-
South Junction	84	9	17	485	9	289
Tolstoi	129	7	11	125	6	10
Windygates	44	10	16	100	7	31
Provincial Total	4,195	1,318	3,047	5,920	1,379	3,459
			Saskatchewan			
Big Beaver	23	10	-	158	19	1
East Poplar River	27	5	2	86	11	7
Elmore	94	5	10	233	17	6
Estevan	209	39	5	209	17	2
Marienthal	87	4	7	128	2	10
Monchy	28	5	6	18	29	1
Northgate	253	10	191	355	23	58
North Portal	767	78	511	1,633	245	507
Oungre	12	28	2	80	30	8
Regway	109	68	17	263	106	82
Treelon	37	6	14	46	46	48
West Poplar River	17	11	-	35	21	-
Willow Creek	3	4	3	22	15	-
Provincial Total	1,666	273	768	3,266	581	730
			Alberta			
Aden	13	8	6	37	3	16
Carway	222	39	6	334	92	9
Chief Mountain	-	-	-	-	-	-
Coutts	1,656	518	564	3,342	1,190	954
Del Bonita	58	26	2	55	13	10
Wild Horse	15	14	3	64	40	8
Provincial Total	1,964	605	581	3,832	1,338	997

Port of Entry	Foreign Vehicles Entering Canada			Canadian Vehicles Returning to Canada		
	Non-Permit Class (Local Traffic)	Travellers' Vehicle Permits	Commercial Vehicles	Length of Stay Abroad		Commercial Vehicles
				24 hours or less	Over 24 hours	
				British Columbia		
Aldergrove	561	658	230	1,945	426	173
Boundary Bay	904	77	53	2,130	34	98
Carson	361	72	29	275	5	3
Cascade City	372	67	27	764	30	113
Chopaka	10	15	2	50	2	-
Flathead	-	-	-	-	-	-
Huntingdon	1,778	728	138	4,765	381	192
Kingsgate	100	128	210	578	508	402
Midway	197	10	-	70	8	-
Nelway	192	64	31	381	87	109
Osoyoos	1,215	156	273	2,307	183	192
Pacific Highway	1,577	6,509	848	10,642	4,173	468
Paterson	172	194	8	1,133	93	190
Pleasant Camp	16	-	43	51	3	1
Port Alberni	-	-	-	-	-	-
Powell River	-	1	-	-	-	-
Prince Rupert	-	6	-	-	-	-
Roosville	86	13	-	171	16	8
Rykerts	402	46	27	739	109	32
Skagit	-	-	-	-	-	-
Stewart	271	-	2	862	-	14
Vancouver	-	1	-	-	-	-
Victoria	-	86	-	1	142	-
Waneta	19	7	-	34	21	75
Provincial Total	8,233	8,838	1,921	26,898	6,221	2,070
				Yukon Territory		
Carcross	-	-	-	-	-	-
Little Gold Creek	-	-	-	-	-	-
Snag Creek	43	201	10	55	1	8
Provincial Total	43	201	10	55	1	8
Dominion Total	323,125	56,076	38,264	383,268	44,702	58,587

TABLE 1. SUMMARY BY PROVINCES OF HIGHWAY TRAFFIC AT CANADIAN BORDER POINTS
JANUARY
1955 and 1956

A - Foreign Vehicles Entering Canada

Province of Entry	Non-Permit Class Local Traffic		Travellers' Vehicle Permits		Commercial Vehicles	
	1955	1956	1955	1956	1955	1956
Newfoundland	-	-	(35	(134	-	-
Nova Scotia .....	-	-	(	(	-	29
New Brunswick	69,859	87,539	4,157	3,880	7,805	8,487
Quebec	19,822	34,032	12,444	11,352	5,854	8,652
Ontario	166,628	185,453	28,421	29,475	11,269	14,769
Manitoba	3,855	4,195	1,685	1,318	2,027	3,047
Saskatchewan	1,298	1,666	338	273	473	768
Alberta	1,135	1,964	709	605	412	581
British Columbia	7,505	8,233	9,386	8,838	1,739	1,921
Yukon Territory	20	43	276	201	35	10
Total	270,122	323,125	57,451	56,076	29,614	38,264
Percentage Change		+ 19.6		- 2.4		+ 29.2

B - Canadian Vehicles Returning to Canada

Province of Entry	Length of Stay Abroad				Commercial Vehicles	
	24 hours or less		Over 24 hours			
	1955	1956	1955	1956	1955	1956
Nova Scotia	-	8	-	39	-	15
New Brunswick	82,708	100,874	1,130	5,203	7,804	10,811
Quebec	34,034	53,813	4,505	12,127	11,991	23,033
Ontario	146,331	188,602	16,425	17,813	15,446	17,464
Manitoba	6,496	5,920	1,259	1,379	1,873	3,459
Saskatchewan	3,093	3,266	725	581	658	730
Alberta	1,529	3,832	912	1,338	465	997
British Columbia	26,827	26,898	4,939	6,221	2,090	2,070
Yukon Territory	24	55	6	1	1	8
Total	301,042	383,268	29,901	44,702	40,328	58,587
Percentage Change		+ 27.3		+ 49.5		+ 45.3

**TABLE 2. FOREIGN TRAVELLERS ENTERING CANADA FROM THE UNITED STATES BY RAIL, BUS, BOAT AND PLANE,
BY PROVINCE OF ENTRY, DECEMBER 1954 AND DECEMBER 1955**

Province of Entry	Rail ¹		Bus ²		Boat		Plane ³	
	1954	1955	1954	1955	1954	1955	1954	1955
Newfoundland .....	-	-	-	-	(	33	149	166
Nova Scotia .....	-	-	-	-	(	-	229	197
Prince Edward Island	-	-	-	-	-	-	35	58
New Brunswick	1,163	804	391	451	500	480	469	479
Quebec	10,884	11,081	1,473	1,630	-	-	4,921	5,708
Ontario	15,769	15,475	8,090	8,160	109	91	6,407	7,695
Manitoba	1,385	1,377	372	323	-	-	637	746
Saskatchewan	212	141	1	2	-	-	24	22
Alberta	139	135	181	146	-	-	775	686
British Columbia	3,392	3,360	2,612	2,276	1,530	1,861	2,345	2,542
Yukon Territory	170	153	-	-	-	-	429	731
Total	33,114	32,526	13,120	12,988	2,161	2,465	16,420	19,030

**TABLE 3. CANADIAN TRAVELLERS RETURNING FROM THE UNITED STATES BY RAIL, BUS, BOAT AND PLANE,
BY PROVINCE OF ENTRY, DECEMBER 1954 AND DECEMBER 1955**

Province of Entry	Rail		Bus ⁴		Boat		Plane	
	1954	1955	1954	1955	1954	1955	1954	1955
Newfoundland .....	-	-	-	-	(	17	75	75
Nova Scotia .....	-	-	-	-	(	-	116	148
Prince Edward Island	-	-	-	-	-	-	-	-
New Brunswick	1,097	1,214	1,083	850	3,709	3,015	285	354
Quebec	11,369	12,000	2,553	2,867	-	-	4,724	6,264
Ontario	18,624	17,767	16,233	12,676	17	198	6,925	9,075
Manitoba	1,667	1,728	1,106	1,180	-	-	421	477
Saskatchewan	296	176	29	38	-	-	47	20
Alberta	-	-	330	294	-	-	392	374
British Columbia	4,712	4,777	5,212	5,215	1,934	1,467	2,047	2,193
Yukon Territory	30	19	-	4	-	-	33	38
Total	37,795	37,681	26,546	23,124	5,674	4,697	15,065	19,018

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 4. CUMULATIVE SUMMARY OF FOREIGN TRAVELLERS ENTERING CANADA FROM THE UNITED STATES BY RAIL, BUS, BOAT AND PLANE, BY PROVINCE OF ENTRY, JANUARY-DECEMBER 1954 AND JANUARY-DECEMBER 1955

Province of Entry	Rail ¹		Bus ²		Boat		Plane ³	
	1954	1955	1954	1955	1954	1955	1954	1955
Newfoundland .....	-	-	-	-	(	926	1,489	2,515
Nova Scotia .....	-	-	-	-	(	-	2,791	3,768
Prince Edward Island	-	-	-	-	-	-	250	174
New Brunswick	12,433	13,421	8,822	10,260	7,017	5,883	6,331	6,707
Quebec	135,830	130,393	41,997	47,153	3,304	4,773	63,764	77,688
Ontario	195,556	213,871	239,042	239,086	193,982	242,866	94,831	118,268
Manitoba	18,006	22,877	5,801	6,687	-	-	10,959	11,909
Saskatchewan	12,183	11,198	199	879	-	-	1,278	1,465
Alberta	1,611	1,571	3,060	3,265	-	-	11,762	13,237
British Columbia	48,121	47,241	36,247	32,404	130,102	115,147	36,662	42,044
Yukon Territory	8,467	6,856	28	263	3	-	8,351	10,723
Total	432,207	447,428	335,196	339,997	346,877	369,595	238,468	288,498

TABLE 5. CUMULATIVE SUMMARY OF CANADIAN TRAVELLERS RETURNING FROM THE UNITED STATES BY RAIL, BUS, BOAT, AND PLANE, BY PROVINCE OF ENTRY, JANUARY-DECEMBER 1954 AND JANUARY-DECEMBER 1955

Province of Entry	Rail		Bus ⁴		Boat		Plane	
	1954	1955	1954	1955	1954	1955	1954	1955
Newfoundland .....	-	-	-	-	(	317	519	722
Nova Scotia .....	-	-	-	-	(	-	1,372	2,192
Prince Edward Island	-	-	-	-	-	-	38	49
New Brunswick	14,014	13,407	16,453	13,971	40,456	33,823	4,803	5,024
Quebec	155,912	153,252	74,678	76,014	1,683	2,892	66,104	78,140
Ontario	218,789	216,000	304,653	263,159	39,934	45,047	98,984	121,855
Manitoba	24,905	22,533	21,729	25,323	-	-	5,436	6,239
Saskatchewan	5,467	4,888	596	878	-	-	506	414
Alberta	16	2	5,065	5,130	-	-	5,188	5,482
British Columbia	71,682	70,210	76,405	80,818	29,320	28,202	28,851	33,189
Yukon Territory	1,239	792	35	60	-	4	656	608
Total	492,024	481,084	499,614	465,353	113,128	110,285	212,457	253,914

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

CLASSIFICATIONS USED IN THIS REPORT

"Commercial Vehicles" are trucks used for commercial purposes.

Highway Traffic not classified as commercial vehicles consists of automobiles, taxis, motorcycles and bicycles.

Foreign Vehicles Inward

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).

Travellers' 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. 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. A motorist who intends to leave the country at a point other than that of entry must apply for a traveller's vehicle permit.

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.

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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