

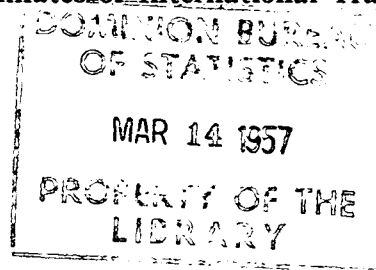
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CANADA

**TRAVEL BETWEEN CANADA
AND
THE UNITED STATES
JANUARY, 1957**

Including First Estimates of International Travel Expenditures in 1956



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

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1 - TRAVEL BETWEEN CANADA AND OTHER COUNTRIES

FIRST ESTIMATES OF EXPENDITURES, 1956

New records were set during the past year in the amount spent on travel in Canada by residents of the United States and other countries. First estimates indicate that residents of other countries spent \$335 million on travel in Canada, an increase of \$7 million or approximately 2 per cent higher than the previous year. Receipts from residents of the United States advanced \$5 million due to higher average expenditures for some classifications. The aggregate number of visits declined more than 600,000 when compared with 1955. The estimate of \$308 million is an all time record in the amount spent by residents of the United States while travelling in Canada, but residents of overseas countries also increased their expenditures on travel during 1956. Receipts from overseas countries set a new record at \$27 million, an increase of \$2 million or 8 per cent over the previous record established in 1955.

The comparative stability or slight gain in foreign travel expenditures in Canada was accompanied by a much heavier increase in Canadian travel to other countries, particularly overseas countries. In 1956 Canadians spent \$391 million on travel in the United States and \$106 million in overseas countries or a total of \$497 million. The increase of travel expenditures in the United States amounted to \$28 million or approximately 8 per cent, whereas expenditures on travel to overseas countries advanced some 23 per cent. The aggregate for all countries advanced \$48 million or nearly 11 per cent. The momentum in travel to other countries by Canadians has widened the gap between debits and credits to a record debit balance of \$162 million. The new record represents an additional \$41 million in the debit balance when compared with the year 1955.

International Travel Expenditures Between Canada and Other Countries

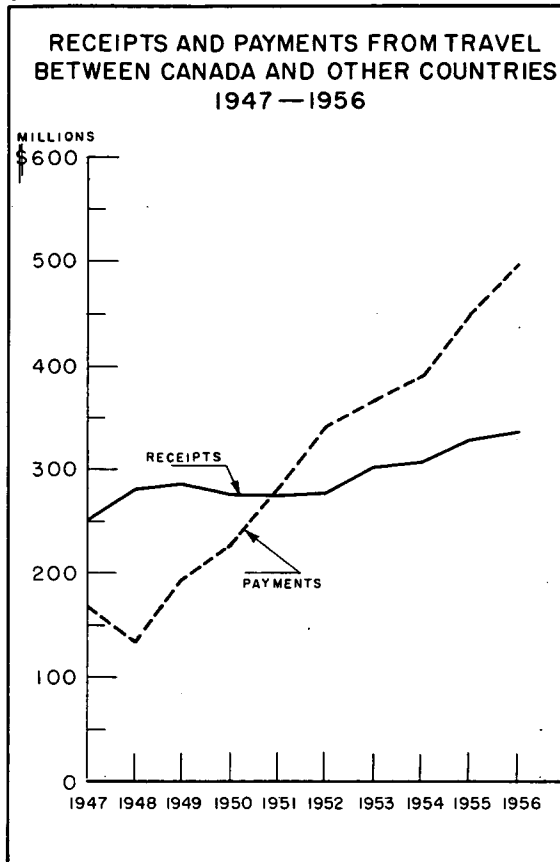
Selected Years 1929-1956 (\$Million)

| 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 | 283 | 320 | - 37 | 22 | 69 | - 47 | 305 | 389 | - 84 |
| 1955 | 303 | 363 | - 60 | 25 | 86 | - 61 | 328 | 449 | - 121 |
| 1956(1) | 308 | 391 | - 83 | 27 | 106 | - 79 | 335 | 497 | - 162 |

A more comprehensive analysis of international travel will appear later in the year in the publication "Travel Between Canada and Other Countries, 1956".

(1) Subject to revision.

CHART-1



The Bureau of Statistics estimates of expenditures in Canada by American motorists travelling on customs permits are based on an expenditure question appearing on the triplicate copy of the permit itself. The duplicate and triplicate copies of the permit are given to the motorist as he enters Canada, thus the copy containing the expenditure question is in his possession throughout the visit. This gives the motorist an opportunity to form an estimate of his expenditures in Canada while they are actually being made. Close to 60 per cent of all permit holding motorists answer the expenditure question, thereby providing a sample of some 60 per cent for the bureau's estimate of expenditures for this type of traffic. It will thus be realized that estimates of expenditures for this type of traffic during 1956 are based on declarations made by close to 1.5 million motorists. The sample appears representative of both short-term and long-term traffic and therefore gives assurance that expenditure estimates based on it are reliable.

The increase in receipts from travel in Canada by residents of the United

States can be attributed to the automobile classification. On the basis of preliminary data it would appear that expenditures made by this group during the past year were approximately \$7 million higher than the previous year.

The number of foreign automobiles entering on travellers' vehicle permits declined 2 per cent during the past year but expenditures for this classification advanced between 3 and 4 per cent due to higher averages per visit, particularly in July and August when the volume of traffic is heaviest. Expenditures of the non-permit automobile classification advanced nearly 9 per cent due mainly to an increase in volume although there was also a slight increase in the amount spent per visit during the past year.

Aggregate expenditures of the non-automobile traffic declined in much the same proportion as the volume of traffic indicating little change in the amount spent per visit if taken as a group. The decrease in the amount spent by non-automobile travellers amounted to between 1 and 2 per cent. The decline for this group constitutes a change in trend when compared with previous years. In 1955 and 1954 increases of 4 per cent and 6 per cent respectively were recorded. Expenditures of visitors arriving by rail were 5 per cent higher due to higher averages per visit, the volume declining some 10 per cent. Arrivals by boat spent 21 per cent more during 1956 due to an increase of 8 per cent in the number of visits accompanied by higher averages per visit. There was a decrease of 1 per cent in the amount spent by persons arriving by bus due to lower averages per visit, as the volume was practically unchanged from 1955. Expenditures of plane passengers were 2 per cent lower due to a more pronounced decline in the amount spent per visit, the volume being 9 per cent heavier. Information on expenditures of the residual classification known as "Other Travellers" is not yet complete but data available at present indicate there was a substantial decrease.

Most of the increase in the amount spent by residents of Canada on travel in the United States can be traced to the

automobile classification. Canadians returning by automobile spent \$197 million in other countries during 1956, an increase of \$19 million or close to 11 per cent. Although average expenditures per visit were slightly higher in 1956 most of the additional amount spent by Canadians travelling in automobiles can be attributed to a greater number of re-entries rather than the minor change in the amount spent per visit.

Aggregate expenditures of Canadians returning by non-automobile transportation advanced more moderately than the automobile classification in 1956. Although the number of re-entries by rail, bus, boat and plane was 1 per cent heavier during 1956 the expenditures of this group advanced nearly 5 per cent due mainly to higher averages per visit for some classifications. Canadians returning by plane advanced their expenditures 26 per cent due to an increase of 18 per cent in the number of visits and higher averages per visit. There was an increase of 1 per cent in the number of re-entries by rail but lower averages per visit held expenditures 3 per cent below the previous year. A decline of 6 per cent in volume and lower averages per visit was responsible for a 9 per cent decrease in expenditures

of persons returning by bus. The volume of boat traffic was 7 per cent lower but higher averages per visit held expenditures to within 4 per cent of 1955. Expenditures of the residual classification referred to as "Other Travellers" were 12 per cent higher than the previous year due to a greater number of visits in this category and slightly higher averages per visit.

Purchases declared under the \$100 customs exemption privilege for Canadians returning from the United States amounted to nearly \$73 million in 1956, an increase of \$3.6 million or 5 per cent more than last year. In 1955 the increase also amounted to some 5 per cent when compared with the previous year. 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. In 1956 purchases declared under the customs exemption were nearly 19 per cent of the total amount spent by Canadians while travelling in the United States indicating little change in the importance of this item during the past year.

11 - VOLUME OF TRAFFIC BETWEEN CANADA AND OTHER COUNTRIES, 1956

A record number of people crossed the border between Canada and the United States during 1956. Total crossings numbered 54,743,200 an increase of 1,705,958 or 3 per cent more than the calendar year 1955. Traffic was comprised of 27,666,500 persons residing in other countries and 27,076,700 residents of Canada returning from visits to other countries. 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 cross the border many times during the year, also intransit travel.

Crossings by non-residents of Canada entering via the United States border declined some 616,900 visits or approximately 2 per cent under the record 28.3

million visits established in 1955. The 2 per cent increase experienced in the last quarter of 1955 was replaced by a 2 per cent decrease in the first quarter of 1956. A 5 per cent decline was recorded in the second and third quarters when unseasonable weather throughout most of the country may have been an important factor in discouraging many residents of the United States from spending their vacation in Canada. The declines experienced during the first three quarters of the year were replaced by a 5 per cent increase in the fourth quarter, leaving the average for the year 2 per cent lower than the record of 1955. It must be borne in mind, however, that 85 per cent of the visits to Canada are for 48 hours or less.

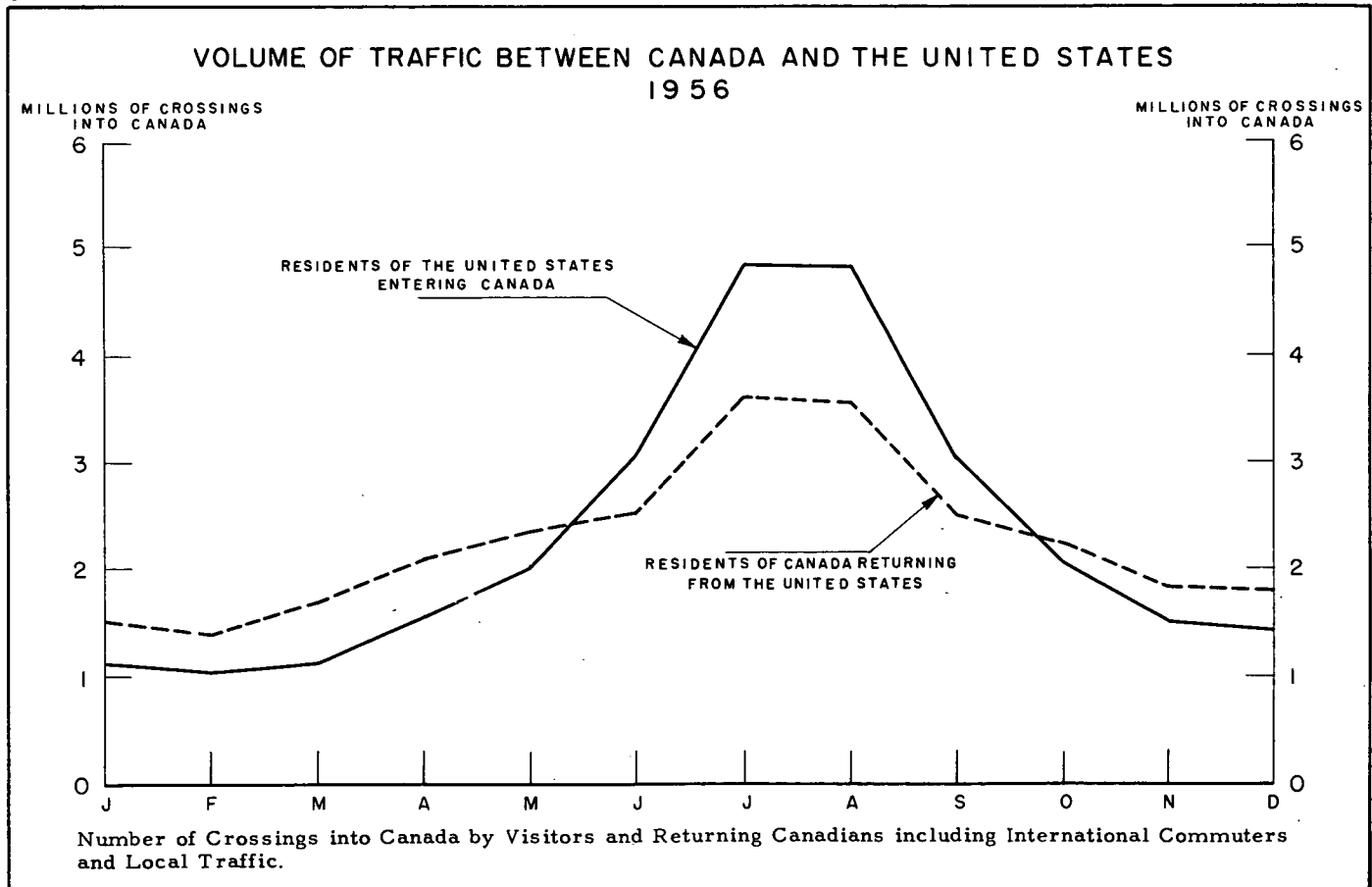
A new record was established in the number of Canadians visiting other

countries during 1956. The number of re-entries by Canadians returning from visits to the United States increased from 24.8 million in 1955 to 27.1 million in 1956, a gain of more than 9 per cent. During the same period the number of Canadians returning direct from visits to overseas countries increased over 20 per cent, a trend similar to that experienced in the previous year when the increase over 1954 also amounted to 20 per cent. During the first quarter of the year there was a 24 per cent increase in the number of Canadians returning from visits to the United States compared with a decline of 2 per cent in the number of non-residents visiting Canada. In the second and third quar-

ters the gain in Canadian visits to the United States amounted to 7 per cent compared to a 4 per cent decline in non-resident visits to Canada. In the fourth quarter the increase in Canadian visits amounted to 5 per cent, similar to the gain in non-resident visits to Canada.

The concentration of foreign visits to Canada in the summer months of July and August was not so pronounced in 1956. During the past year approximately 35 per cent of the visits from the United States were in the months of July and August compared with 37 per cent in 1955, 36 per cent in 1954 and 35 per cent in 1953. Canadian travel to other countries also

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.

reaches a peak in July and August but the proportion of the total is not so pronounced as that of non-residents to Canada.

Approximately 26 per cent of the Canadian visits to other countries are in July and August. Canadian travel to the

southern states in the winter months is becoming more important each year. In 1956 approximately 17 per cent of the re-entries for the year were in the months of January, February and March compared with 15 per cent of the total in the same period of 1955.

111 - TRAFFIC BY RAIL, THROUGH BUS, BOAT AND PLANE, 1956

The volume of traffic crossing the border between Canada and the United States by the above-mentioned means of transportation was practically unchanged from the previous year. The total number of crossings (exclusive of non-resident

intransit traffic across Southern Ontario by rail) advanced from 2,756,300 in 1955 to 2,779,400 in 1956, an increase of 23,100 crossings or less than 1 per cent. Foreign travellers continued to account for more than 50 per cent of the total.

FOREIGN TRAVELLERS

The number of non-resident travellers entering Canada by long distance common carrier was 0.7 per cent heavier than the previous year. Entries by plane and boat advanced 9 per cent and 8 per cent respectively but entries by bus showed a small decline and traffic by rail was 10 per cent lower than the previous year. Rail transportation remains the most popular type of common carrier although travel by vessel proved a close second in popularity for transporting non-residents to Canada during 1956. Although the number of non-residents entering Canada by plane has increased more rapidly than other types of transportation during recent 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 practically unchanged in 1956. The aggregate length of stay for visitors arriving by common carrier was 5.8 days as compared with 5.7 days in 1955. Arrivals by rail reported the longest stay in 1956 which advanced from 5.9 days in 1955 to 7.0 days in 1956. In 1955 non-residents travelling by bus reported the greatest length of stay namely 6.9 days but this was curtailed to 6.2 days in 1956. There was little change in the length of visit reported by persons travelling by boat and plane.

CANADIAN TRAVELLERS

Residents of Canada returning from visits to the United States by common carrier numbered 1,323,800 in 1956 as compared with 1,310,800 in 1955, an increase of 13,000 visits or approximately 1 per cent. More Canadians returned from visits to the United States by rail than other types of common carrier and the increase over the previous year amounted to 1 per cent. Long distance bus has steadily declined in popularity with Canadians as a means of transportation during the past five years. A further decline of between

6 and 7 per cent was recorded in 1956. The aeroplane is steadily gaining in popularity as a means of transportation by common carrier. Increases in the number of re-entries by plane amounted to 18 per cent in 1956 and 19 per cent in 1955. The number of residents returning by boat declined 7 per cent in 1956.

There was little change in the length of stay reported by Canadians returning by common carrier in 1956. The aggregate for all types of transportation in this cate-

gory amounted to 12.6 days in 1956 compared with 12.3 days in 1955. Normally the average length of visit reported by Canadians returning from the United States is practically twice the length of stay reported by non-residents travelling by common carrier in Canada. Rail travellers reported 13.4 days stay in the United States similar to the average for 1955. Plane passengers reported longer visits in

1956, advancing to 14.6 days as compared with 9.4 days reported in 1955. Bus passengers reported shorter visits during 1956 the average decreasing from 12.5 days in 1955 to 11.8 days in 1956. Travellers using boat transportation also reported shorter visits during the past year with the average being curtailed from 12.5 days to 7.2 days.

IV - HIGHWAY TRAFFIC - JANUARY, 1957

Highway traffic between Canada and the United States was between 2 and 3 per cent heavier than the first month of 1956. Total border crossings numbered 925,800 compared with 904,100 in the same month of last year. All categories of Canadian

vehicles returning to this country recorded significant increases. Foreign commercial vehicles also advanced over last year but other categories declined in volume.

FOREIGN VEHICLES

Entries of vehicles registered in other countries totalled 412,400 in January as compared with 417,500 in the first month of 1956, a decline of 1 per cent. Non-resident traffic consisted of 48,300 entries on travellers' vehicle permits, 322,700 non-permit or local entries and 41,400 commercial vehicles.

48,300, a decrease of 14 per cent or 7,800 vehicles. All provinces contributed to the decline with the exception of New Brunswick, Manitoba, Saskatchewan and the Yukon Territory.

The volume of traffic entering Canada on travellers' vehicle permits totalled

Total entries of non-permit or local traffic were practically unchanged from the first month of 1956, the decrease amounting to 400 visits or 0.1 per cent.

CANADIAN VEHICLES

Re-entries of vehicles registered in Canada amounted to 513,400 in January, an increase of 5,100 vehicles over the same month of 1956. Re-entries to Canada were made up of 47,700 vehicles abroad more than 24 hours, 399,600 vehicles absent for 24 hours or less and 66,100 commercial vehicles.

The volume of long-term traffic abroad more than 24 hours advanced between 6 and 7 per cent when compared with the first month of 1956. All provinces contributed to the increase in volume of this type of traffic. Short-term traffic absent for 24 hours or less advanced over 4 per cent in January.

V - TRAFFIC BY LONG DISTANCE COMMON CARRIER - DECEMBER, 1956

Traffic between Canada and the United States by rail, through bus, boat and plane in December was 1 per cent heavier than in the same month of 1955. The number of foreign travellers entering

Canada by these means of transportation was between 2 and 3 per cent heavier but the number of Canadians returning from visits to the United States was practically unchanged from the previous year.

FOREIGN TRAVELLERS

Total entries of foreign travellers by the above-mentioned means of transportation numbered 68,700 compared with 67,000 in December 1955, an increase of approximately 1,700 visits. Entries by

rail were 2 per cent lower but bus and plane entries were 6 per cent heavier. There was a substantial increase of 20 per cent in the number arriving by boat.

CANADIAN TRAVELLERS

Residents of Canada returning by common carrier from visits to the United States in December numbered 84,700 compared with 84,500 in December 1955, an increase of 200 visits. Re-entries by plane

were nearly 4 per cent higher and rail passengers advanced between 1 and 2 per cent in volume. There was a decrease of 4 per cent in the number returning by bus and boat.

STATEMENT BY PORTS OF HIGHWAY TRAFFIC AT CANADIAN BORDER POINTS

JANUARY
1957

| 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* | - | 125 | 40 | 3 | 50 | 37 |
| | | | Newfoundland Prince Edward Island Nova Scotia | | | |
| | | | New Brunswick | | | |
| Andover | 2,477 | 337 | 134 | 4,535 | 24 | 489 |
| Beaconsfield | 127 | 14 | 52 | 133 | - | 60 |
| Belleville | 68 | 15 | 21 | 184 | 2 | 57 |
| Bloomfield | 94 | 20 | 57 | 202 | - | 145 |
| Campobello | 37 | 1 | 28 | 360 | 11 | 309 |
| Centreville | 1,002 | 180 | 332 | 1,353 | 103 | 523 |
| Clair | 5,669 | 424 | 446 | 5,986 | 562 | 696 |
| Edmundston | 31,275 | 935 | 3,445 | 28,598 | 2,931 | 2,198 |
| Fairhaven | - | - | - | - | - | - |
| Forest City | 151 | 2 | 23 | 173 | 3 | 126 |
| Fosterville | 102 | 12 | 2 | 462 | - | 79 |
| Four Falls | 108 | 35 | 13 | 177 | 1 | 36 |
| Gillespie | 2,442 | 244 | 328 | 1,405 | 10 | 124 |
| Grand Falls | 1,440 | 220 | 93 | 2,059 | 22 | 239 |
| Mars Hill Road | 75 | 28 | 38 | 83 | - | 17 |
| Milltown | 4,812 | 95 | 402 | 6,789 | 94 | 606 |
| River de Chute | 155 | 26 | 16 | 212 | 1 | 30 |
| St. Andrews | - | - | - | - | - | - |
| St. Croix | 4,336 | 147 | 270 | 4,694 | 583 | 663 |
| St. Leonard | 13,552 | 681 | 995 | 12,405 | 327 | 1,194 |
| St. Stephen | 32,648 | 551 | 2,427 | 30,455 | 3,065 | 2,424 |
| Union Corner | 38 | 19 | 10 | 155 | 2 | 42 |
| Union Mills | 3,393 | 30 | 177 | 6,080 | 31 | 439 |
| Woodstock Road | 6,803 | 372 | 315 | 12,804 | 363 | 1,346 |
| Provincial Total | 110,804 | 4,388 | 9,624 | 119,304 | 8,135 | 11,842 |

* 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 | | | |
| Abercom | 1,877 | 507 | 476 | 2,044 | 180 | 428 |
| Armstrong | 80 | 356 | 76 | 604 | 1,170 | 2,039 |
| Arnold Bog | 36 | - | 13 | 86 | 35 | 929 |
| Beebe | 5,327 | 65 | 340 | 3,769 | 223 | 291 |
| Blackpool | 3,362 | 2,610 | 2,239 | 6,261 | 2,544 | 2,031 |
| Chartierville | 80 | 27 | 96 | 170 | 118 | 463 |
| Clarenceville | 56 | 46 | 26 | 280 | 2 | 37 |
| Comins Mills | 1,094 | 121 | 111 | 1,157 | 189 | 417 |
| Covey Hill | 148 | 33 | 48 | 252 | 10 | 40 |
| Daaquam | 207 | 17 | 207 | 281 | 190 | 1,307 |
| Dundee | 1,392 | 114 | 54 | 1,742 | 98 | 129 |
| East Pinnacle | 70 | 48 | 13 | 320 | 5 | 42 |
| Estcourt | 559 | 32 | 24 | 835 | 110 | 686 |
| Franklin Centre | 121 | 40 | 10 | 103 | 3 | 7 |
| Frelighsburg | 346 | 142 | 163 | 228 | 25 | 42 |
| Glen Sutton | 273 | 243 | 224 | 584 | 6 | 230 |
| Hemmingford | 1,672 | 154 | 165 | 2,146 | 27 | 193 |
| Herdman | 1,877 | 87 | 150 | 2,545 | 147 | 113 |
| Hereford Road | 641 | 75 | 104 | 703 | 30 | 217 |
| Highwater | 1,078 | 448 | 449 | 1,230 | 234 | 468 |
| Jamieson's Line | 167 | 17 | 60 | 157 | 11 | 34 |
| Lac Frontière | 119 | - | 259 | 330 | 230 | 5,272 |
| Lacolle | 1,914 | 987 | 693 | 5,412 | 851 | 1,085 |
| Landry Siding | 30 | 8 | 1 | 100 | 58 | 896 |
| Leadville | 20 | 1 | 1 | 72 | - | 11 |
| Mansonville | 30 | 1 | 6 | 43 | 4 | 7 |
| Magalloway Road | 16 | - | 30 | 36 | 37 | 284 |
| Morses Line | 74 | 111 | 78 | 129 | 11 | 16 |
| Noyan | 432 | 65 | 44 | 480 | 33 | 57 |
| Philipsburg | 411 | 1,718 | 675 | 1,653 | 922 | 802 |
| Rivière Bleue | 19 | - | 7 | 154 | 180 | 1,140 |
| Rock Island | 6,719 | 739 | 836 | 6,175 | 651 | 1,177 |
| Ste Aurélie | 125 | 27 | 57 | 325 | 316 | 1,173 |
| St Cyprien | 5 | - | - | 47 | 91 | 76 |
| St Pamphile | 665 | 11 | 610 | 1,654 | 495 | 2,728 |
| Stanhope | 463 | 775 | 640 | 4,699 | 1,394 | 1,518 |
| Trout River | 1,833 | 453 | 172 | 3,735 | 571 | 263 |
| Woburn | 385 | 108 | 148 | 666 | 447 | 786 |
| Provincial Total | 33,723 | 10,186 | 9,305 | 51,207 | 11,648 | 27,434 |

| 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 | | | |
| Cornwall | 3,377 | 625 | 532 | 6,540 | 214 | 1,055 |
| Courtright | - | - | - | - | - | - |
| Fort Erie | 23,392 | 6,142 | 4,712 | 34,370 | 3,029 | 4,192 |
| Fort Frances | 4,873 | 186 | 206 | 4,913 | 111 | 842 |
| Kingston | - | 6 | - | 1 | - | - |
| Kingsville | - | - | - | - | - | - |
| Lansdowne | 1,471 | 390 | 731 | 2,114 | 1,353 | 756 |
| Leamington | - | - | - | - | - | - |
| Midland | - | - | - | - | - | - |
| Niagara Falls | 35,970 | 4,929 | 1,484 | 67,437 | 3,709 | 1,897 |
| Pelee Island | - | - | - | - | - | - |
| Pigeon River | 348 | 197 | 152 | 513 | 460 | 70 |
| Port Lambton | 15 | 46 | - | 49 | 3 | - |
| Prescott | 919 | 148 | 44 | 1,868 | 186 | 65 |
| Rainy River | 899 | 22 | - | 2,648 | 2 | - |
| Sarnia | 8,538 | 2,724 | 2,246 | 10,765 | 1,347 | 390 |
| Sault Ste. Marie | 2,039 | 247 | 102 | 2,398 | 723 | 412 |
| Sombra | 139 | 77 | 1 | 157 | 29 | 22 |
| Walpole Island | 12 | 4 | - | 17 | - | - |
| Windsor | 82,295 | 8,512 | 5,814 | 57,467 | 5,686 | 10,628 |
| Provincial Total | 164,287 | 24,255 | 16,024 | 191,257 | 16,852 | 20,329 |

| 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 | 44 | 66 | 136 | 121 | 172 | 51 |
| Cartwright | 93 | 5 | 15 | 77 | 11 | 7 |
| Coulter | 69 | 42 | 45 | 419 | 11 | 7 |
| Crystal City | 153 | 11 | 31 | 33 | - | - |
| Emerson | 1,572 | 528 | 368 | 2,156 | 1,332 | 1,149 |
| Goodlands | 46 | 8 | 2 | 242 | 20 | - |
| Gretna | 1,156 | 67 | 145 | 1,119 | 35 | 129 |
| Haskett | 198 | 24 | 45 | 427 | 10 | 85 |
| Lena | 90 | 11 | 7 | 314 | 10 | 8 |
| Lyleton | 70 | 12 | 4 | 171 | 5 | 3 |
| Middlebro | 105 | 373 | 867 | 568 | 8 | 283 |
| North West Angle | 36 | 328 | 896 | 14 | 4 | - |
| Piney | 47 | 13 | 10 | 245 | 61 | 278 |
| Snowflake | 61 | 4 | - | 190 | 3 | 2 |
| South Junction | 65 | 19 | 22 | 408 | 10 | 234 |
| Tolstoi | 167 | 19 | 12 | 181 | 24 | 18 |
| Windygates | 96 | 22 | 31 | 124 | 4 | 43 |
| Provincial Total | 4,068 | 1,552 | 2,636 | 6,809 | 1,720 | 2,297 |
| | | | Saskatchewan | | | |
| Big Beaver | 22 | 10 | - | 195 | 23 | 4 |
| East Poplar River | 36 | 6 | 7 | 106 | 10 | 17 |
| Elmore | 68 | 63 | 8 | 241 | 16 | 16 |
| Estevan | 249 | 55 | 139 | 424 | 68 | 32 |
| Marienthal | 145 | 16 | 46 | 202 | 9 | 8 |
| Monchy | 23 | 11 | 3 | 10 | 46 | 3 |
| Northgate | 189 | 32 | 64 | 443 | 31 | 57 |
| North Portal | 682 | 124 | 459 | 1,947 | 345 | 679 |
| Oungre | 29 | 43 | 14 | 114 | 55 | 9 |
| Regway | 54 | 85 | 39 | 355 | 157 | 67 |
| Treelon | 32 | 3 | 14 | 48 | 53 | 55 |
| West Poplar River | 12 | 17 | - | 43 | 32 | 2 |
| Willow Creek | 1 | 5 | - | 29 | 25 | 2 |
| Provincial Total | 1,542 | 470 | 793 | 4,157 | 870 | 951 |
| | | | Alberta | | | |
| Aden | 4 | 5 | 6 | 22 | 3 | 4 |
| Carway | 235 | 21 | 1 | 492 | 140 | 1 |
| Chief Mountain | - | - | - | - | - | - |
| Coutts | 1,039 | 523 | 529 | 1,882 | 1,291 | 818 |
| Del Bonita | 119 | 33 | 3 | 42 | 8 | 21 |
| Wild Horse | 18 | 5 | 9 | 63 | 24 | 19 |
| Provincial Total | 1,415 | 587 | 548 | 2,501 | 1,466 | 863 |

| 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 | 390 | 386 | 242 | 1,303 | 393 | 79 |
| Boundary Bay | 777 | 75 | 54 | 2,106 | 21 | 43 |
| Carson | 395 | 67 | 39 | 309 | 1 | 2 |
| Cascade City | 112 | 54 | 28 | 846 | 40 | 183 |
| Chopaka | 26 | 22 | 4 | 46 | 9 | - |
| Flathead | - | - | - | - | - | - |
| Huntingdon | 1,285 | 524 | 189 | 4,126 | 323 | 150 |
| Kingsgate | 133 | 132 | 274 | 643 | 811 | 476 |
| Midway | 198 | 16 | 1 | 105 | 1 | - |
| Nelway | 188 | 63 | 20 | 356 | 122 | 75 |
| Osoyoos | 1,219 | 129 | 160 | 2,179 | 302 | 192 |
| Pacific Highway | 1,200 | 4,863 | 1,321 | 9,382 | 4,543 | 760 |
| Paterson | 158 | 94 | 25 | 1,287 | 133 | 194 |
| Pleasant Camp | - | - | - | - | - | - |
| Powell River | - | - | - | - | - | - |
| Prince Rupert | - | 3 | - | - | - | - |
| Roosville | 37 | 14 | - | 182 | 18 | 6 |
| Rykerts | 359 | 23 | 49 | 769 | 90 | 74 |
| Sidney | - | - | - | - | - | - |
| Skagit | - | - | - | - | - | - |
| Stewart | 313 | - | - | 602 | - | 135 |
| Vancouver | - | 2 | - | - | - | - |
| Victoria | - | 76 | - | 16 | 177 | - |
| Waneta | 7 | 6 | 3 | 22 | 5 | 2 |
| Provincial Total | 6,797 | 6,549 | 2,409 | 24,279 | 6,989 | 2,371 |
| | | | Yukon Territory | | | |
| Carcross | - | - | - | - | - | - |
| Little Gold Creek | - | - | - | - | - | - |
| Snag Creek | 39 | 224 | 24 | 79 | 2 | 7 |
| Provincial Total | 39 | 224 | 24 | 79 | 2 | 7 |
| Dominion Total | 322,675 | 48,336 | 41,403 | 399,596 | 47,732 | 66,131 |

TABLE 1. SUMMARY BY PROVINCES OF HIGHWAY TRAFFIC AT CANADIAN BORDER POINTS

JANUARY.
1956 and 1957

A - Foreign Vehicles Entering Canada

| Province of Entry | Non-Permit Class Local Traffic | | Travellers' Vehicle Permits | | Commercial Vehicles | |
|--------------------------------|-----------------------------------|----------------|--------------------------------|---------------|------------------------|---------------|
| | 1956 | 1957 | 1956 | 1957 | 1956 | 1957 |
| Newfoundland | - | - |) 134 | 125 (| - | - |
| Nova Scotia | - | - |) | (| 29 | 40 |
| New Brunswick | 87,539 | 110,804 | 3,880 | 4,388 | 8,487 | 9,624 |
| Quebec | 34,032 | 33,723 | 11,352 | 10,186 | 8,652 | 9,305 |
| Ontario | 185,453 | 164,287 | 29,475 | 24,255 | 14,769 | 16,024 |
| Manitoba | 4,195 | 4,068 | 1,318 | 1,552 | 3,047 | 2,636 |
| Saskatchewan | 1,666 | 1,542 | 273 | 470 | 768 | 793 |
| Alberta | 1,964 | 1,415 | 605 | 587 | 581 | 548 |
| British Columbia | 8,233 | 6,797 | 8,838 | 6,549 | 1,921 | 2,409 |
| Yukon Territory | 43 | 39 | 201 | 224 | 10 | 24 |
| Total | 323,125 | 322,675 | 56,076 | 48,336 | 38,264 | 41,403 |
| <i>Percentage Change</i> | | - 0.1 | | - 13.8 | | + 8.2 |

B - Canadian Vehicles Returning to Canada

| Province of Entry | Length of Stay Abroad | | | | Commercial Vehicles | |
|-------------------------|-----------------------|---------|---------------|--------|---------------------|--------|
| | 24 hours or less | | Over 24 hours | | | |
| | 1956 | 1957 | 1956 | 1957 | 1956 | 1957 |
| Newfoundland | - | - | - | 1 | - | - |
| Nova Scotia | 8 | 3 | 39 | 49 | 15 | 37 |
| New Brunswick | 100,874 | 119,304 | 5,203 | 8,135 | 10,811 | 11,842 |
| Quebec | 53,813 | 51,207 | 12,127 | 11,648 | 23,033 | 27,434 |
| Ontario | 188,602 | 191,257 | 17,813 | 16,852 | 17,464 | 20,329 |
| Manitoba | 5,920 | 6,809 | 1,379 | 1,720 | 3,459 | 2,297 |
| Saskatchewan | 3,266 | 4,157 | 581 | 870 | 730 | 951 |
| Alberta | 3,832 | 2,501 | 1,338 | 1,466 | 997 | 863 |
| British Columbia | 26,898 | 24,279 | 6,221 | 6,989 | 2,070 | 2,371 |
| Yukon Territory | 55 | 79 | 1 | 2 | 8 | 7 |
| Total | 383,268 | 399,596 | 44,702 | 47,732 | 58,587 | 66,131 |
| Percentage Change | | + 4.3 | | + 6.8 | | + 12.9 |

TABLE 2. FOREIGN TRAVELLERS ENTERING CANADA FROM THE UNITED STATES BY RAIL, BUS, BOAT AND PLANE,
BY PROVINCE OF ENTRY, DECEMBER 1955 AND DECEMBER 1956

| Province of Entry | Rail ¹ | | Bus ² | | Boat | | Plane ³ | |
|----------------------------|-------------------|---------------|------------------|---------------|--------------|--------------|--------------------|---------------|
| | 1955 | 1956 | 1955 | 1956 | 1955 | 1956 | 1955 | 1956 |
| Newfoundland | - | - | - | - |) | 151(| 166 | 148 |
| Nova Scotia | - | - | - | - |) | - | 197 | 40 |
| Prince Edward Island | - | - | - | - | - | - | 58 | 68 |
| New Brunswick | 804 | 1,114 | 451 | 287 | 480 | 234 | 479 | 469 |
| Quebec | 11,081 | 10,753 | 1,630 | 1,973 | - | - | 5,708 | 5,947 |
| Ontario | 15,475 | 14,982 | 8,160 | 8,818 | 91 | 259 | 7,695 | 8,621 |
| Manitoba | 1,377 | 1,162 | 323 | 370 | - | - | 746 | 725 |
| Saskatchewan | 141 | 115 | 2 | 4 | - | - | 22 | 35 |
| Alberta | 135 | 130 | 146 | 137 | - | - | 686 | 991 |
| British Columbia | 3,360 | 3,454 | 2,276 | 2,256 | 1,861 | 2,333 | 2,542 | 2,503 |
| Yukon Territory | 153 | 125 | - | - | - | - | 731 | 601 |
| Total | 32,526 | 31,835 | 12,988 | 13,845 | 2,465 | 2,977 | 19,030 | 20,148 |

TABLE 3. CANADIAN TRAVELLERS RETURNING FROM THE UNITED STATES BY RAIL, BUS, BOAT AND PLANE,
BY PROVINCE OF ENTRY, DECEMBER 1955 AND DECEMBER 1956

| Province of Entry | Rail | | Bus ⁴ | | Boat | | Plane | |
|----------------------------|---------------|---------------|------------------|---------------|--------------|--------------|---------------|---------------|
| | 1955 | 1956 | 1955 | 1956 | 1955 | 1956 | 1955 | 1956 |
| Newfoundland | - | - | - | - |) | 13(| 75 | 61 |
| Nova Scotia | - | - | - | - |) | - | 148 | 47 |
| Prince Edward Island | - | - | - | - | - | - | - | - |
| New Brunswick | 1,214 | 1,095 | 850 | 850 | 3,015 | 1,871 | 354 | 483 |
| Quebec | 12,000 | 11,990 | 2,867 | 3,332 | - | - | 6,264 | 6,535 |
| Ontario | 17,767 | 17,916 | 12,676 | 11,713 | 198 | 130 | 9,075 | 9,957 |
| Manitoba | 1,728 | 1,722 | 1,180 | 1,556 | - | - | 477 | 448 |
| Saskatchewan | 176 | 151 | 38 | 11 | - | - | 20 | 13 |
| Alberta | - | - | 294 | 292 | - | - | 374 | 403 |
| British Columbia | 4,777 | 5,378 | 5,215 | 4,454 | 1,467 | 2,513 | 2,193 | 1,736 |
| Yukon Territory | 19 | 5 | 4 | - | - | - | 38 | 26 |
| Total | 37,681 | 38,257 | 23,124 | 22,208 | 4,697 | 4,527 | 19,018 | 19,709 |

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 1955 AND JANUARY - DECEMBER 1956

| Province of Entry | Rail ¹ | | Bus ² | | Boat | | Plane ³ | |
|----------------------------|-------------------|---------|------------------|---------|---------|---------|--------------------|---------|
| | 1955 | 1956 | 1955 | 1956 | 1955 | 1956 | 1955 | 1956 |
| Newfoundland | - | - | - | - |) | 957 (| 2,515 | 2,502 |
| Nova Scotia | - | - | - | - |) | - | 3,768 | 4,237 |
| Prince Edward Island | - | - | - | - | - | - | 174 | 128 |
| New Brunswick | 13,421 | 12,476 | 10,260 | 8,072 | 5,883 | 3,538 | 6,707 | 6,165 |
| Quebec | 130,393 | 121,803 | 47,153 | 51,158 | 4,773 | 3,750 | 77,688 | 81,309 |
| Ontario | 213,871 | 183,634 | 239,086 | 233,930 | 242,866 | 243,682 | 118,268 | 135,075 |
| Manitoba | 22,877 | 20,482 | 6,687 | 6,643 | - | - | 11,909 | 12,278 |
| Saskatchewan | 11,198 | 9,329 | 879 | 645 | - | - | 1,465 | 1,717 |
| Alberta | 1,571 | 1,580 | 3,265 | 3,132 | - | - | 13,237 | 13,658 |
| British Columbia | 47,241 | 43,254 | 32,404 | 34,912 | 115,147 | 147,547 | 42,044 | 46,598 |
| Yukon Territory | 6,856 | 9,814 | 263 | 432 | - | 2 | 10,723 | 11,051 |
| Total | 447,428 | 402,372 | 339,997 | 338,924 | 369,595 | 399,476 | 288,498 | 314,718 |

TABLE 5. CUMULATIVE SUMMARY OF CANADIAN TRAVELLERS RETURNING FROM THE UNITED STATES BY RAIL, BUS, BOAT, AND PLANE, BY PROVINCE OF ENTRY, JANUARY - DECEMBER 1955 AND JANUARY - DECEMBER 1956

| Province of Entry | Rail | | Bus ⁴ | | Boat | | Plane | |
|----------------------------|---------|---------|------------------|---------|---------|---------|---------|---------|
| | 1955 | 1956 | 1955 | 1956 | 1955 | 1956 | 1955 | 1956 |
| Newfoundland | - | - | - | - |) | 296 (| 722 | 888 |
| Nova Scotia | - | - | - | - |) | - | 2,192 | 2,745 |
| Prince Edward Island | - | - | - | - | - | - | 49 | 94 |
| New Brunswick | 13,407 | 14,201 | 13,971 | 12,663 | 33,823 | 21,405 | 5,024 | 5,186 |
| Quebec | 153,252 | 155,634 | 76,014 | 78,064 | 2,892 | 1,865 | 78,140 | 91,544 |
| Ontario | 216,000 | 222,747 | 263,159 | 225,803 | 45,047 | 45,995 | 121,855 | 147,902 |
| Manitoba | 22,533 | 22,085 | 25,323 | 28,599 | - | - | 6,239 | 6,698 |
| Saskatchewan | 4,888 | 4,069 | 878 | 877 | - | - | 414 | 565 |
| Alberta | 2 | - | 5,130 | 5,268 | - | - | 5,482 | 5,248 |
| British Columbia | 70,210 | 65,745 | 80,818 | 84,223 | 28,202 | 32,563 | 33,189 | 38,774 |
| Yukon Territory | 792 | 1,356 | 60 | 126 | 4 | 23 | 608 | 648 |
| Total | 481,084 | 485,837 | 465,353 | 435,623 | 110,285 | 102,147 | 253,914 | 300,292 |

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.

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 travellers'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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