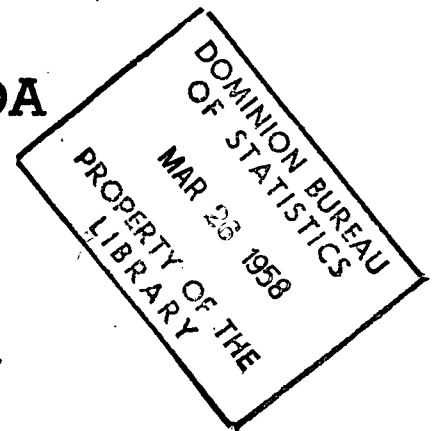




CANADA

**TRAVEL BETWEEN CANADA
AND
THE UNITED STATES
JANUARY, 1958**



Including First Estimates of International Travel Expenditures in 1957

Published by Authority of
The Honourable Gordon Churchill, Minister of Trade and Commerce

DOMINION BUREAU OF STATISTICS
International Trade Division
Balance of Payments Section

7503-502-18

Price \$2.00 per year
20 cents per copy

Vol. 14, No. 1

C O N T E N T S

	<u>Page</u>
First Estimates of International Travel Expenditures in 1957	1
Volume of Traffic Between Canada and Other Countries, 1957	3
Traffic by Rail, Through Bus, Boat and Plane, 1957	4, 5 and 13-14
Highway Traffic at Canadian Border Points, January, 1958	5, 6 and 7-12

1 - TRAVEL BETWEEN CANADA AND OTHER COUNTRIES

FIRST ESTIMATES OF EXPENDITURES, 1957

Expenditures in Canada by travellers from the United States and other countries set a new record in 1957. First estimates indicate that visitors from other countries spent approximately \$362 million while travelling in Canada, an increase of \$25 million or approximately 7 per cent higher than the previous year. Receipts from residents of the United States advanced some \$19 million, due to higher average expenditures per visit for most classifications in addition to an increase in the number of crossings. The aggregate number of visits advanced some 953,000 when compared with 1956. The estimated figure of \$328 million spent in Canada by residents of the United States is an all-time record, although residents of countries other than the United States also increased their expenditures on travel in Canada during 1957. Receipts from residents of overseas countries reached a new record of \$34 million, an increase of \$6 million over the previous record established in 1956.

The gain in foreign travel expenditures in Canada was accompanied by a more moderate increase in Canadian travel to other countries, particularly to the United States. Canadians spent an estimated \$523 million on travel in other countries during the past year, an increase of \$25 million over 1956 or approximately 5 per cent. The increase of travel expenditures in the United States amounted to \$12 million or some 3 per cent, whereas expenditures on travel to overseas countries advanced some 12 per cent or about \$13 million as compared with the previous year. Percentage-wise the moderate gains in Canadian expenditures on travel in other countries were accompanied by more substantial increases in receipts from residents of other countries travelling in Canada, consequently the balance of payments on our travel account did not change during the past year, remaining a debit balance of \$161 million. But the deficit with the United States fell to \$75 million in contrast to rises in each of the three previous years while the deficit with overseas countries rose to a new peak of \$86 million.

International Travel Expenditures Between Canada and Other Countries

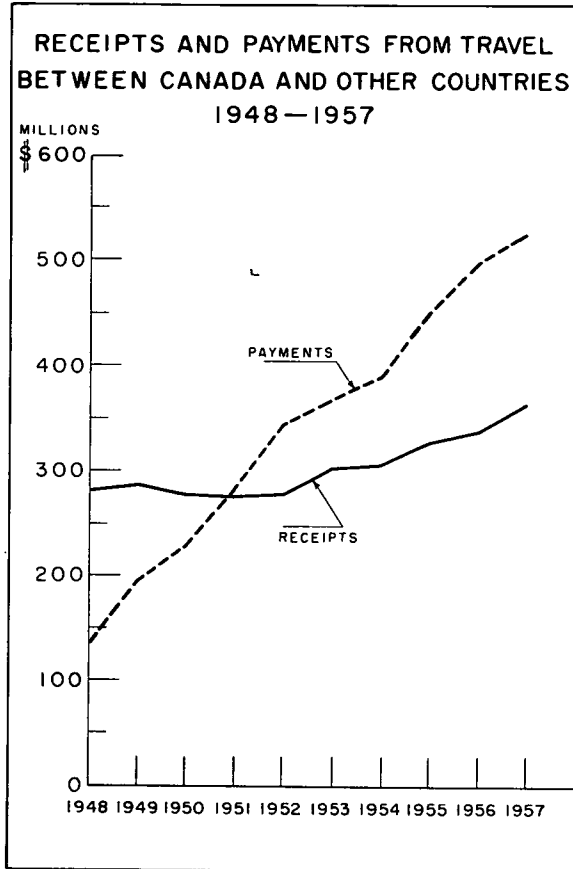
Selected Years 1929-1957
(\$Million)

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	309	391	- 82	28	107	- 79	337	498	- 161
1957 (1)	328	403	- 75	34	120	- 86	362	523	- 161

A more comprehensive analysis of international travel will appear later in the year in the publication "Travel Between Canada and Other Countries, 1957".

(1) Subject to revision.

CHART-1



Contrary to the trend established in 1956, most of the increase in receipts from travel in Canada by residents of the United States can be attributed to the non-automobile classifications. On the basis of preliminary data it would appear that expenditures made by the non-automobile classifications were nearly \$15 million higher than in the previous year. Aggregate expenditures of the non-automobile traffic advanced in greater proportion than the number of entries, indicating an increase in the amount spent per visit if taken as a group. Although the increase in receipts from non-automobile travellers amounted to nearly 11 per cent, the number of entries advanced some 7 per cent. Visitors arriving by rail spent about 2 per cent more than in 1956 due to higher averages per visit, the volume declining nearly 7 per cent. There was a substantial increase in receipts from persons arriving by bus due to higher averages per visit in addition to a greater number of entries. Receipts from persons arriving by bus advanced some 27 per cent, whereas the number of arrivals were about 14 per cent higher. The trend toward lower expenditures per visit for

persons arriving by plane was maintained in 1957. Although the number of entries by plane was between 12 and 13 per cent higher than in 1956, their expenditures advanced 11 per cent due to lower averages per visit. Persons arriving by boat spent about 21 per cent more in 1957 due mainly to an increase in the average per visit. Information on expenditures of the residual classification known as "Other Travellers" is not yet complete but data available at present indicate higher expenditures in 1957 due to a small increase in the number of entries.

The number of foreign automobiles entering Canada on travellers' vehicle permits advanced nearly 3 per cent over 1956 but the average expenditure per visit showed little change from the previous year. Expenditures for this group of visitors advanced in about the same proportion as the increase in volume. Expenditures of the non-permit automobile classification advanced nearly 5 per cent due mainly to an increase in volume although the average amount spent on each visit was somewhat higher than in the previous year.

The trend toward higher expenditures by Canadians using the automobile for transportation continued during 1957. The increase over 1956 in the amount spent on travel in the United States can be attributed to the automobile classification. Canadians returning by automobile spent \$212 million in other countries during 1957, an increase of \$15 million or 8 per cent more than the previous year. Although the average expenditure per visit was slightly higher than 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, a continuation of the trend of the previous year.

Aggregate expenditures of Canadians returning by non-automobile transportation declined from \$194 million in 1956 to \$191 million in 1957. The aggregate number of entries in the non-automobile classification declined about 11 per cent when compared with 1956 but the average expenditure per visit was nearly 11 per cent

higher, leaving total expenditures for the group about 1 per cent lower than last year. Canadians returning by plane advanced their expenditures about 6 per cent due to an increase of 11 per cent in the number of re-entries. The average expenditure per visit was 4 per cent lower than the previous year. There was also an increase of nearly 6 per cent in the expenditures of persons returning by boat due to higher expenditures per visit as the number of re-entries declined some 2 per cent. There was an increase of 4 per cent in the number of re-entries by bus but lower averages per visit held expenditures about 4 per cent under the amount spent in 1956. Re-entries by rail were about 9 per cent below the 1956 volume but higher averages per visit held expenditures to within 6 per cent of the previous year. Expenditures of the residual classification were 9 per cent lower than in 1956 due to a decline of 14 per cent in the number of re-entries. Average expen-

ditures per visit were nearly 6 per cent higher than the previous year.

Purchases declared, under the \$100 customs exemption privilege for Canadians returning from the United States, showed little change from the previous year, the increase amounting to about \$1 million leaving the total for the year at \$74 million. Purchases of merchandise do not constitute as high a proportion of expenditures by Canadians while travelling in the United States as in former years. In 1954 nearly 21 per cent of the expenditures of Canadians in the United States were for merchandise declared under the custom exemption, whereas in 1955 and 1956 only 19 per cent was used for this purpose. In 1957 purchases declared under the customs exemption were 18 per cent of the total amount spent by Canadians while travelling in the United States and between 2 and 3 per cent of the amount spent while travelling in overseas countries.

11 - VOLUME OF TRAFFIC BETWEEN CANADA AND OTHER COUNTRIES, 1957

The number of border crossings into Canada from the United States reached an all-time record during 1957. Total crossings numbered 55,828,825, an increase of 1,085,585 or 2 per cent more than the calendar year 1956. Traffic was comprised of 28,619,423 crossings by residents of other countries entering Canada from the United States and 27,209,402 crossings by residents of Canada returning from visits to other countries. This comprises crossings for all purposes including visits made by vacationists, summer residents, commuters, businessmen and all travellers except immigrants. They include repeat visits by commuters and others who cross the border many times during the year and also the intransit travel.

Non-residents entering Canada via the United States border accounted for most of the increase over the previous year and established a new record for this classification. Contrary to the trend observed in 1956, crossings by non-residents advanced some 952,900 visits or between 3 and 4 per cent. The new record represents an increase of some 336,000 or

1 per cent more than the previous record of 28.3 million visits in 1955. The 5 per cent increase experienced in the last quarter of 1956 was replaced by a 10 per cent increase in the first quarter of 1957 and a 7 per cent increase in the second quarter. The number of visits by non-residents was practically unchanged from 1956 in the third quarter and amounted to a 3 per cent gain in the fourth quarter, leaving the total for the year about 3 per cent higher than last year. About 85 per cent of the visitors to Canada do not remain more than 48 hours.

A new record was established in the number of Canadians visiting other countries but the gain over 1956 was very moderate. The number of re-entries by Canadians returning from visits to the United States increased from 27.1 million in 1956 to 27.2 million in 1957. During the same period the number of Canadians returning direct from visits to overseas countries advanced 13 per cent compared with gains of 20 per cent in this classification in the two previous years. During the first and second quarters of the year there was an increase of 4 per

cent in the number of Canadian returning from visits to the United States compared to gains of 10 per cent and 7 per cent, respectively, in the number of non-residents visiting Canada during the same period. The number of re-entries by Canadians was practically unchanged from the previous year during the third quarter, a trend comparable to that experienced with the non-residents. In the fourth quarter there was a decrease of 6 per cent in the number of Canadians returning from visits to the United

States, whereas visits to Canada by non-residents advanced 3 per cent during the same period.

The concentration of foreign visits to Canada in the summer months of July and August remained unchanged from the previous year. In 1957 and 1956 some 35 per cent of the visits from the United States were in the months of July and August compared with 37 per cent in the same period of 1955. Re-entries by Canadians during July and August amount to some 26 per cent of the total for the year.

111 - TRAFFIC BY RAIL, THROUGH BUS, BOAT AND PLANE, 1957

The volume of traffic crossing the border between Canada and the United States by the above-mentioned means of transportation advanced between 2 and 3 per cent from the previous year. The total number of crossings (exclusive of

non-resident in-transit traffic across Southern Ontario by rail) numbered 2,848,900 in 1957 compared to 2,779,300 in 1956, an increase of 69,600 crossings. Foreign travellers continue 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 4.6 per cent heavier than the previous year. Entries by plane and bus advanced 12 per cent and 11 per cent, respectively, while boat traffic advanced 5 per cent. Much of the increase in boat traffic occurred in Ontario, where several local services exist. Traffic by rail was between 6 and 7 per cent lower than the previous year and as a result boat traffic surpassed rail as the most popular type of common carrier transporting non-residents to Canada during 1957. Although the number of non-residents entering Canada by plane has increased more rapidly than other types of common carrier during recent years, it still remains fourth in order of importance as a means of carrying visitors to Canada.

The length of visit of non-residents entering Canada by the above-mentioned means of transportation increased slightly from 1956. The average length of stay for visitors arriving by common carrier was 6.1 days, compared to 5.8 days in 1956 and 5.7 days in 1955. Non-residents arriving by bus reported an increased length of stay in 1957. In 1956 they reported staying 6.2 days, whereas in 1957 they reported visits lasting 7.8 days, the longest visit of any group. Non-residents arriving by rail also reported a longer length of stay than in 1956. In 1957 rail arrivals reported staying 7.5 days compared to 7.0 days in 1956. There was little change in the length of visit reported by boat travellers, while arrivals by plane curtailed their visits from 6.0 days in 1956 to 5.5 days in 1957.

CANADIAN TRAVELLERS

Residents of Canada returning from visits to the United States by common carrier numbered 1,326,600 in 1957 as compared with 1,323,800 in 1956, an increase of 2,800 visits or 0.2 per cent. More

Canadians returned from visits to the United States by bus than by other types of common carrier, the increase amounting to some 4 per cent. For the five years prior to 1957 long distance bus had been

steadily declining in popularity as a means of transportation with Canadians. However, in 1957 bus transportation surpassed rail which had been the most popular in 1956. Rail traffic decreased more than 8 per cent in 1957 when compared with 1956. The aeroplane is still steadily gaining in popularity as a means of transportation by common carrier, although in 1957 the gain was not as pronounced percentage-wise as in the two previous years. Increases in the number of re-entries by plane amounted to 11 per cent, compared to 18 per cent in 1956. The number of residents returning by boat declined 7 per cent in 1957.

There was a decline in the average length of stay reported by Canadians returning by common carrier in 1956. The average for all types of transportation in the common carrier category amounted to

10.7 days in 1957, compared to 12.6 days in 1956 and 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 the longest visits to the United States in 1957, namely an average of 15.3 days, compared to 13.4 days in 1956. Plane passengers reported visits lasting 9.6 days in 1957, similar to the average length of stay in 1955 but much below the average of 14.6 days reported in 1956. Bus passengers curtailed their visits to the United States from 11.8 days in 1956 to 8.6 days in 1957. Travellers using boat transportation also reported shorter visits during the past year, with the average decreasing from 7.2 days in 1956 to 6.5 days in 1957.

1V - HIGHWAY TRAFFIC - JANUARY, 1958

Highway traffic crossing the border between Canada and the United States was 4 per cent heavier than in January 1957. Total border crossings numbered 964,200 compared with 925,800 in the same month of last year. Increases were recorded in both the long and short-term Canadian

vehicles, while the number of returning commercial vehicles decreased. Foreign entries followed a similar pattern. Entries on travellers' vehicle permits and local or non-permit entries advanced, while the number of foreign commercial vehicles decreased.

FOREIGN VEHICLES

Entries of foreign vehicles registered in other countries number 437,200 in January compared to 412,400 in the first month of 1957, an increase of 24,800 visits or 6 per cent. Non-resident traffic consisted of 59,000 entries on travellers' vehicle permits, 339,000 local or non-permit entries and 39,200 commercial vehicles.

59,000, an increase of 22 per cent or 10,700 vehicles over January 1957. This is a new high for this type of travel and all sections of Canada, except the Atlantic provinces, contributed to the increase.

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

Total entries of non-permit or local traffic numbered 339,000 in January 1958 as compared to 322,700 in the same month of last year, an increase of 16,300 visits or 5 per cent.

CANADIAN VEHICLES

Re-entries of vehicles registered in Canada amounted to 527,000 in January 1958, an increase of 13,600 visits or nearly 3 per cent over the same month of last year. Re-entries of Canadian vehi-

cles comprised 52,300 units abroad more than 24 hours, 420,700 vehicles absent 24 hours or less, and 54,000 commercial vehicles.

The volume of long-term traffic abroad 24 hours or more advanced nearly 10 per cent when compared with January 1957. All provinces with the exception of

New Brunswick contributed to this increase. Short-term traffic advanced some 5 per cent when compared to the first month of last year.

V - TRAFFIC BY LONG DISTANCE COMMON CARRIER - DECEMBER, 1957

Traffic between Canada and the United States by rail, through bus, boat and plane was between 5 and 6 per cent lighter in December 1957 when compared to the same month of the previous year. The

number of foreign travellers entering Canada by long distance common carrier declined by 9 per cent, while the number of Canadians returning decreased between 2 and 3 per cent.

FOREIGN TRAVELLERS

Total entries by long distance common carrier in December 1957 numbered 62,400, a decrease of 6,300 visits compared with December 1956. Entries by plane were 9 per cent heavier while bus

travellers decreased by 8 per cent. Entries by rail were nearly 19 per cent lower, and arrivals by boat also decreased substantially.

CANADIAN TRAVELLERS

Residents of Canada returning from visits to the United States by common carrier numbered 82,600 compared with 84,700 in December 1956, a decrease of 2,100 visits. Re-entries by plane advanced 18 per cent while the number re-

turning by bus was nearly 9 per cent higher. There were substantial decreases of between 17 and 18 per cent, and 20 per cent, respectively, in the number returning by rail and boat.

STATEMENT BY PORTS OF HIGHWAY TRAFFIC AT CANADIAN BORDER POINTS

JANUARY

1958

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*	-	108	58	11	53	60
			New Brunswick			
Andover	2,087	318	92	3,884	18	415
Beaconsfield	131	7	41	126	-	75
Belleville	63	20	18	235	-	82
Bloomfield	141	26	288	292	-	139
Campobello	68	1	16	503	8	268
Centreville	996	184	317	1,301	54	563
Clair	6,949	431	505	6,744	257	632
Edmundston	24,083	899	1,958	22,507	882	1,174
Fairhaven	-	-	-	-	-	-
Forest City	126	5	60	255	-	99
Fosterville	57	9	1	363	-	66
Four Falls	48	13	9	139	-	32
Gillespie	2,072	244	47	1,499	4	155
Grand Falls	2,078	199	136	2,697	16	287
Mars Hill Road	70	17	19	125	-	13
Milltown	4,904	55	271	6,511	70	606
River de Chute	150	28	14	163	1	25
St. Andrews	-	-	-	-	-	-
St. Croix	2,958	141	450	4,064	461	475
St. Leonard	13,064	748	950	11,714	429	1,087
St. Stephen	34,407	475	2,188	32,016	4,619	2,448
Union Corner	43	16	10	149	1	39
Union Mills	3,884	8	217	5,512	63	399
Woodstock Road	5,226	372	246	8,595	229	852
Provincial Total	103,605	4,216	7,853	109,394	7,112	9,931

* 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	1,800	614	371	2,182	78	354
Armstrong	97	338	227	479	866	1,621
Arnold Bog	-	-	-	-	-	-
Beebe	4,930	55	221	3,435	130	203
Blackpool	5,426	3,713	1,697	11,051	3,034	2,526
Chartierville	74	38	40	197	80	609
Clarenceville	63	48	34	255	8	25
Comins Mills	1,342	146	47	1,335	181	286
Covey Hill	145	44	38	261	1	40
Daaquam	238	26	278	282	197	1,662
Dundee	2,168	163	72	2,310	288	104
East Pinnacle	62	50	18	276	3	22
Estcourt	802	15	6	1,221	56	493
Franklin Centre	173	67	38	137	12	11
Frelighsburg	256	171	155	245	29	25
Glen Sutton	293	290	225	634	9	209
Hemmingford	1,604	186	228	2,342	107	288
Herdman	1,023	125	107	1,243	79	94
Hereford Road	642	64	40	714	16	136
Highwater	1,458	538	625	1,651	758	603
Jamieson's Line	237	18	92	226	30	93
Lac Frontière	112	-	213	213	220	2,228
Lacolle	2,048	547	340	3,404	1,249	253
Landry Siding	7	1	3	8	5	654
Leadville	23	-	4	62	2	8
Mansonville	9	1	1	47	-	14
Magalloway Road	-	-	-	-	-	-
Morses Line	77	132	73	148	7	51
Noyan	431	135	63	527	51	87
Philipsburg	397	1,935	733	1,534	965	705
Rivière Bleue	-	-	-	-	-	-
Rock Island	6,912	930	867	6,923	786	1,254
Ste Aurélie	79	11	59	151	128	1,136
St Cyprien	-	-	-	-	-	-
St Pamphile	342	17	475	663	183	2,036
Stanhope	584	838	540	4,062	1,324	1,187
Trout River	2,257	546	169	4,835	885	278
Woburn	455	106	107	688	396	768
Provincial Total	36,566	11,908	8,206	53,741	12,163	20,063

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	3,924	712	710	7,765	188	1,131
Courtright	9	8	-	7	5	-
Fort Erie	23,729	7,798	4,199	40,485	4,414	3,511
Fort Frances	5,732	246	102	5,594	129	911
Kingston	-	7	-	-	-	-
Kingsville	-	-	-	-	-	-
Lansdowne	1,849	553	720	2,346	1,563	834
Leamington	-	-	-	-	-	-
Midland	-	1	-	-	-	-
Niagara Falls	38,067	5,565	1,875	66,701	4,246	1,823
Pelee Island	-	-	-	-	-	-
Pigeon River	518	233	249	770	721	103
Port Lambton	61	38	-	76	17	-
Prescott	897	220	30	2,285	236	77
Rainy River	1,136	41	1	3,077	1	-
Sarnia	9,796	3,175	3,473	13,472	1,691	901
Sault Ste. Marie	2,157	362	71	3,363	740	349
Sombra	164	116	1	211	11	9
Walpole Island	26	10	-	35	-	-
Windsor	93,309	9,981	3,864	59,193	5,701	8,059
Provincial Total	181,374	29,066	15,295	205,380	19,663	17,708

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	158	107	269	225	396	55
Cartwright	154	63	44	262	12	11
Coulter	76	30	97	377	24	8
Crystal City	169	24	57	70	3	-
Emerson	2,215	740	928	2,724	1,865	1,226
Goodlands	55	7	20	248	15	9
Gretna	1,534	131	246	1,467	56	170
Haskett	292	43	85	598	14	91
Lena	84	94	56	397	16	3
Lyleton	65	14	15	216	8	-
Middlebro	76	315	709	599	8	24
North West Angle	48	251	662	12	3	-
Piney	80	33	33	302	40	167
Snowflake	54	5	9	186	3	5
South Junction	27	40	21	390	12	94
Tolstoi	172	36	6	135	43	22
Windygates	122	39	91	155	13	76
Provincial Total	5,381	1,972	3,348	8,363	2,531	1,961
Saskatchewan						
Big Beaver	76	15	21	264	41	31
East Poplar River	34	15	8	126	26	4
Elmore	139	48	33	349	30	4
Estevan	327	78	136	591	62	75
Marienthal	179	16	19	234	12	9
Monchy	51	19	2	58	70	3
Northgate	230	66	72	655	41	26
North Portal	825	193	382	2,668	451	324
Oungre	39	54	26	136	57	22
Regway	102	168	99	441	168	100
Treelon	51	11	1	55	80	4
West Poplar River	28	38	4	64	28	4
Willow Creek	19	15	3	58	61	1
Provincial Total	2,100	736	806	5,699	1,127	607
Alberta						
Aden	8	15	4	35	8	10
Carway	281	63	7	600	177	9
Chief Mountain	-	-	-	-	-	-
Coutts	1,082	560	635	2,225	1,251	920
Del Bonita	143	47	2	109	47	37
Wild Horse	28	31	15	67	40	8
Provincial Total	1,542	716	663	3,036	1,523	984

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	576	650	169	1,920	446	100
Boundary Bay	964	91	53	4,197	107	96
Carson	373	81	42	299	5	-
Cascade City	104	66	27	1,134	50	271
Chopaka	24	34	12	47	9	2
Flathead	-	-	-	-	-	-
Huntingdon	1,646	982	414	6,483	475	113
Kingsgate	139	162	123	736	717	465
Midway	93	16	1	109	2	-
Nelway	246	87	157	392	118	152
Osoyoos	1,839	187	212	2,680	314	257
Pacific Highway	1,288	7,219	1,468	13,355	5,431	737
Paterson	258	212	202	1,707	127	329
Pleasant Camp	-	-	-	-	-	-
Powell River	-	-	-	-	-	-
Prince Rupert	-	-	-	-	-	-
Roosville	75	23	-	202	34	30
Rykerts	473	54	73	1,000	109	50
Sidney	-	-	-	-	-	-
Skagit	-	-	-	-	-	-
Stewart	306	2	-	722	-	22
Vancouver	-	1	-	-	-	-
Victoria	-	114	-	3	199	-
Waneta	21	4	3	32	3	8
Provincial Total	8,425	9,985	2,956	35,018	8,146	2,632
Yukon Territory						
Carcross	-	1	-	-	-	-
Little Gold Creek	-	-	-	-	-	-
Snag Creek	29	309	2	91	6	27
Provincial Total	29	310	2	91	6	27
Dominion Total	339,022	59,017	39,187	420,733	52,324	53,973

**TABLE 1. SUMMARY BY PROVINCES OF HIGHWAY TRAFFIC AT CANADIAN BORDER POINTS
JANUARY
1957 and 1958**

A - Foreign Vehicles Entering Canada

Province of Entry	Non-Permit Class Local Traffic		Travellers' Vehicle Permits		Commercial Vehicles	
	1957	1958	1957	1958	1957	1958
Newfoundland	-	-)	(-	-
Nova Scotia .....	-	-	) 125	(108	40	58
New Brunswick	110,804	103,605	4,388	4,216	9,624	7,853
Quebec	33,723	36,566	10,186	11,908	9,305	8,206
Ontario	164,287	181,374	24,255	29,066	16,024	15,295
Manitoba	4,068	5,381	1,552	1,972	2,636	3,348
Saskatchewan	1,542	2,100	470	736	793	806
Alberta	1,415	1,542	587	716	548	663
British Columbia	6,797	8,425	6,549	9,985	2,409	2,956
Yukon Territory	39	29	224	310	24	2
Total	322,675	339,022	48,336	59,017	41,403	39,187
<i>Percentage Change</i>		+ 5.1		+ 22.1		- 5.4

B - Canadian Vehicles Returning to Canada

Province of Entry	Length of Stay Abroad				Commercial Vehicles	
	24 hours or less		Over 24 hours			
	1957	1958	1957	1958	1957	1958
Newfoundland	-	-	1	-	-	-
Nova Scotia	3	11	49	53	37	60
New Brunswick	119,304	109,394	8,135	7,112	11,842	9,931
Quebec	51,207	53,741	11,648	12,163	27,434	20,063
Ontario	191,257	205,380	16,852	19,663	20,329	17,708
Manitoba	6,809	8,363	1,720	2,531	2,297	1,961
Saskatchewan	4,157	5,699	870	1,127	951	607
Alberta	2,501	3,036	1,466	1,523	863	984
British Columbia	24,279	35,018	6,989	8,146	2,371	2,632
Yukon Territory	79	91	2	6	7	27
Total	399,596	420,733	47,732	52,324	66,131	53,973
<i>Percentage Change</i>		+ 5.3		+ 9.6		- 18.4

**TABLE 2 FOREIGN TRAVELLERS ENTERING CANADA FROM THE UNITED STATES BY RAIL, BUS, BOAT AND PLANE,
BY PROVINCE OF ENTRY, DECEMBER 1956 AND DECEMBER 1957**

Province of Entry	Rail ¹		Bus ²		Boat		Plane ³	
	1956	1957	1956	1957	1956	1957	1956	1957
Newfoundland	-	-	-	-	-	-	148	120
Nova Scotia	-	-	-	-	151	14	40	30
Prince Edward Island	-	-	-	-	-	-	68	-
New Brunswick	1,114	831	287	255	234	193	469	730
Quebec	10,753	8,583	1,973	1,787	-	1	5,947	6,403
Ontario	14,982	11,604	8,818	7,823	259	231	8,621	9,139
Manitoba	1,162	1,136	370	368	-	-	725	1,002
Saskatchewan	115	94	4	-	-	-	35	69
Alberta	130	130	137	134	-	-	991	914
British Columbia	3,454	3,401	2,256	2,310	2,333	1,447	2,503	2,789
Yukon Territory	125	134	-	-	-	-	601	681
Total	31,835	25,913	13,845	12,677	2,977	1,886	20,148	21,877

**TABLE 3 CANADIAN TRAVELLERS RETURNING FROM THE UNITED STATES BY RAIL, BUS, BOAT AND PLANE,
BY PROVINCE OF ENTRY, DECEMBER 1956 AND DECEMBER 1957**

Province of Entry	Rail		Bus ⁴		Boat		Plane	
	1956	1957	1956	1957	1956	1957	1956	1957
Newfoundland	-	-	-	-	-	-	61	38
Nova Scotia	-	-	-	-	13	30	47	23
Prince Edward Island	-	-	-	-	-	-	-	-
New Brunswick	1,095	916	850	929	1,871	1,812	483	585
Quebec	11,990	10,760	3,332	3,193	-	-	6,535	7,090
Ontario	17,916	13,704	11,713	12,052	130	41	9,957	11,360
Manitoba	1,722	1,553	1,556	1,636	-	-	448	599
Saskatchewan	151	154	11	-	-	-	13	177
Alberta	-	-	292	345	-	-	403	777
British Columbia	5,378	4,491	4,454	5,934	2,513	1,703	1,736	2,601
Yukon Territory	5	8	-	-	-	-	26	17
Total	38,257	31,586	22,208	24,089	4,527	3,586	19,709	23,267

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 1956 AND JANUARY-DECEMBER 1957

Province of Entry	Rail ¹		Bus ²		Boat		Plane ³	
	1956	1957	1956	1957	1956	1957	1956	1957
Newfoundland .....	-	-	-	-	)	785 (	2,502	3,205
Nova Scotia .....	-	-	-	-	)	-	4,237	1,969
Prince Edward Island	-	-	-	-	-	-	128	139
New Brunswick	12,476	9,881	8,072	8,329	3,538	3,438	6,165	9,863
Quebec	121,803	114,742	51,158	59,408	3,750	5,607	81,309	89,957
Ontario	183,634	168,527	233,930	255,830	243,682	258,139	135,075	150,185
Manitoba	20,482	18,708	6,643	7,185	-	-	12,278	15,009
Saskatchewan	9,329	8,349	645	168	-	-	1,717	1,814
Alberta	1,580	1,570	3,132	6,760	-	-	13,658	19,807
British Columbia	43,254	44,275	34,912	37,551	147,547	150,448	46,598	50,206
Yukon Territory	9,814	10,085	432	-	2	9	11,051	10,487
Total	402,372	376,137	338,924	375,231	399,476	418,426	314,718	352,641

TABLE 5. CUMULATIVE SUMMARY OF CANADIAN TRAVELLERS RETURNING FROM THE UNITED STATES BY RAIL, BUS, BOAT, AND PLANE, BY PROVINCE OF ENTRY, JANUARY-DECEMBER 1956 AND JANUARY-DECEMBER 1957

Province of Entry	Rail		Bus ⁴		Boat		Plane	
	1956	1957	1956	1957	1956	1957	1956	1957
Newfoundland .....	-	-	-	-	)	351 (	888	545
Nova Scotia .....	-	-	-	-	)	-	2,745	1,167
Prince Edward Island	-	-	-	-	-	-	94	48
New Brunswick	14,201	12,596	12,663	12,608	21,405	21,310	5,186	7,823
Quebec	155,634	136,478	78,064	78,333	1,865	3,401	91,544	98,868
Ontario	222,747	205,094	225,803	235,042	45,995	37,557	147,902	166,496
Manitoba	22,085	20,629	28,599	29,000	-	-	6,698	7,204
Saskatchewan	4,069	3,462	877	392	-	-	565	733
Alberta	-	-	5,268	5,087	-	-	5,248	8,044
British Columbia	65,745	65,118	84,223	93,259	32,563	32,581	38,774	41,035
Yukon Territory	1,356	1,635	126	-	23	13	648	689
Total	485,837	445,012	435,623	453,721	102,147	95,213	300,292	332,652

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 travellers' 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.

Publication is made possible through the co-operation of
Customs and Immigration officials across Canada



