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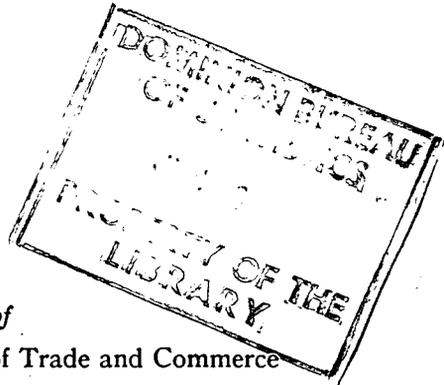
MONTHLY



CANADA

**TRAVEL BETWEEN CANADA
AND
THE UNITED STATES
JANUARY, 1960**

Including Preliminary Estimates of International Travel Expenditures in 1959



Published by Authority of
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1 - TRAVEL BETWEEN CANADA AND OTHER COUNTRIES

PRELIMINARY ESTIMATES OF EXPENDITURES, 1959

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. Preliminary estimates indicate that residents of other countries spent \$393 million on travel in Canada, an increase of \$44 million or between 12 and 13 per cent over the previous year and \$30 million or 8 per cent higher than the former record established in 1957. Receipts from residents of the United States advanced to \$351 million, some \$42 million or between 13 and 14 per cent over 1958 and \$26 million or 8 per cent higher than the previous record of \$325 million in 1957. The increase in receipts from residents of the United States can be traced to an increase in the number of crossings together with a higher average per visit for most classifications. At the same time, receipts from residents of overseas countries continued to expand and reached a new high of \$42 million. This represents an increase of \$2 million or 5 per cent over the former peak established in 1958.

On the other hand, the new record of expenditures by residents of other countries travelling in Canada was accompanied by a more moderate gain in the amount spent by Canadians on travel in other countries. Canadians spent an estimated \$593 million on travel in other countries during the year, an increase of \$51 million or approximately 9 per cent over 1958. Expenditures in the United States amounted to \$445 million, a gain of \$32 million or 8 per cent over the previous year. Payments on travel to overseas countries reached a new high of \$148 million during the year, an increase of approximately \$19 million or nearly 15 per cent. The balance of payments on our travel account with the United States decreased from a deficit of \$104 million to \$94 million, whereas the balance with overseas countries advanced from a debit of \$89 million to \$106 million. The net debit balance with all countries advanced from \$193 million in 1958 to approximately \$200 million in 1959, the highest yet.

International Travel Expenditures Between Canada and Other Countries

Selected Years 1929 - 1959

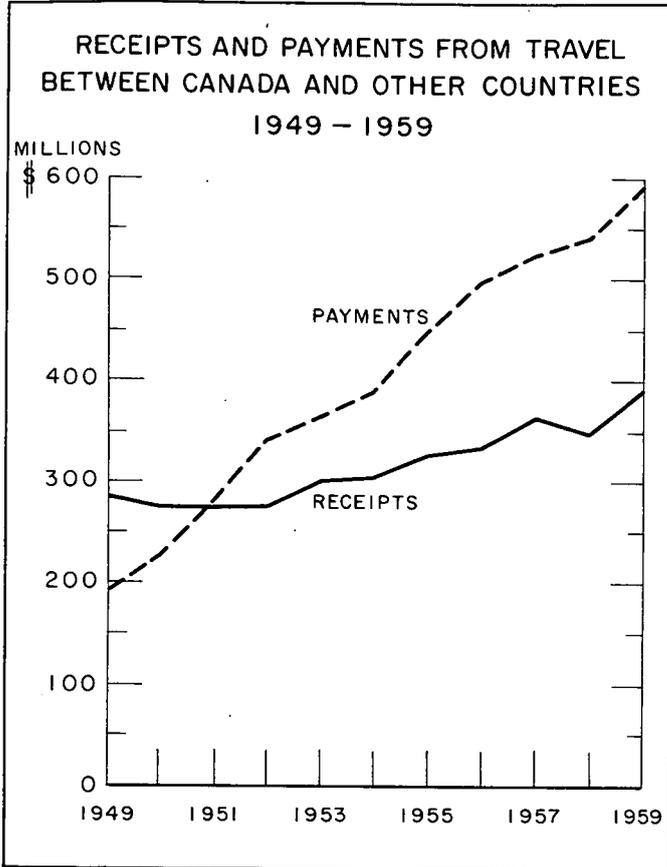
(\$Million)

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	325	403	- 78	38	122	- 84	363	525	- 162
1958	309	413	- 104	40	129	- 89	349	542	- 193
1959 (1)	351	445	- 94	42	148	- 106	393	593	- 200

A more comprehensive analysis of international travel will appear later in the year in the publication "Travel Between Canada and Other Countries, 1959".

(1) Subject to revision.

CHART-1



The increase in receipts from residents of the United States travelling in Canada followed somewhat the same trend in the automobile and non-automobile classifications, although the rate of gain was more pronounced in the latter group. On the basis of preliminary data it would appear that the expenditures of motorists totalled approximately \$192 million in 1959 as compared with \$172 million in 1958. This represents an increase of some \$20 million or between 11 and 12 per cent. Within the automobile classifications the gains percentagewise were more pronounced in the short-term categories than the group staying more than 48 hours in Canada.

Receipts from the aggregate of visitors using non-automobile types of transportation are estimated preliminarily at \$159 million in 1959 as compared with some \$138 million by comparable classifications in 1958. The increase of \$21 million indicates a gain of nearly 16 per cent over the previous year. Within the non-automobile types of transportation substantial

gains were recorded in receipts from persons travelling by boat and were due mainly to a heavier volume of traffic although, at the same time, the average expenditure per visit was somewhat higher in 1959. In 1958 data on volume of traffic by boat are affected by the strike on the Pacific coast which automatically reduced the number of entries in that year. Consequently, a considerable increase over the previous year was recorded when conditions returned to normal in 1959. Receipts from travellers using planes for transportation also advanced substantially in 1959 and comparable with boat traffic the increase was attributed mainly to a greater volume of entries rather than the higher average expenditure per visit. Although the volume of entries via rail declined some 8 per cent during the year, higher averages per visit were responsible for a gain of about 3 per cent in total expenditures when compared with 1958. Entries by long distance bus advanced nearly 6 per cent in 1959 but the expenditures advanced more moderately as lower averages per visit were reported. A combination of generous spending by a greater number of entries accounted for a gain of about 23 per cent in the expenditures of the residual group of persons classified as "Other Travellers".

Most of the increase in Canadian expenditures on travel in the United States was in the automobile classification. Canadians returning by automobile spent an estimated \$235 million as compared with \$216 million in 1958, an increase of some \$19 million or 9 per cent. In the automobile categories the additional expenditure in 1959 was concentrated mainly in the long-term group. Canadians staying 48 hours or more in the United States spent approximately \$191 million, a gain of \$17.7 million or about 10 per cent more than 1958. Canadians in automobiles staying less than 48 hours spent \$44 million in 1959 as compared with \$42 million in 1958, a gain of about 5 per cent. The gain in expenditures of the automobile group can be traced chiefly to an increase in the average expenditure per visit rather than the increase in volume which was between 4 and 5 per cent for the group

staying 48 hours or longer, with a small decrease being recorded in the number of vehicles returning after visits of less than 48 hours.

Expenditures of persons travelling in the United States by the non-automobile types of transportation were also higher in 1959 but the percentage gain was more moderate than in the automobile classifications. Aggregate payments for this group totalled nearly \$210 million as compared with \$198 million in 1958, a gain of \$12 million or about 6 per cent over the previous year. Payments by persons travelling in the United States by rail declined between 4 and 5 per cent, whereas payments by persons using bus as a means of transportation advanced some 9 per cent or nearly \$4 million higher than in 1958. Persons using planes for transportation advanced their spending by about 11 per cent or nearly \$9 million higher than the previous year, while persons returning by boat spent nearly \$1 million less than in 1958. The residual classification spent between 19 and 20 per cent more during 1959 which amounted to a gain of nearly \$3 million. The increase in payments for this group can be traced to a gain of between 19 and 20 per cent in volume, with the average per visit showing little change from the previous year.

Purchases declared, under the \$100 customs exemption privilege for Canadians returning from the United States, at \$72.8 million, showed little change from the previous year, the decrease amounting to less than \$1 million or about 1 per cent.

The decrease was proportionately the same as the number of declarations, with the average for each declaration being practically the same as in 1958.

Purchases of merchandise do not constitute as high a proportion of expenditures by Canadians 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 \$100 customs exemption, whereas this dropped to 19 per cent in 1956 and 18 per cent in 1957. In 1959 purchases of merchandise declared under the customs exemption amounted to some 16 per cent of expenditures by Canadians travelling in the United States. Although the number of declarations and the value involved were somewhat higher for overseas countries comparisons for the two years are not valid because of revised regulations in 1958 pertaining to the purchase of merchandise in overseas countries. Customs exemptions in effect for overseas countries during 1959 were not applicable to all months of 1958. Under the new regulations (tariff item 703b1) the \$100 exemption every four months after 48 hours abroad is still applicable, but optional exemptions (under tariff item 703b2) are given returning residents after an absence of at least 14 days outside of Canada beyond the continental limits of North America. The amended regulations have been effective as shown by the higher payments for merchandise in overseas countries during the latter part of 1958 and during 1959.

II - VOLUME OF TRAFFIC BETWEEN CANADA AND THE UNITED STATES, 1959

The number of border crossings into Canada from the United States reached a new record in 1959. Total crossings number 57.9 million, as compared with 56.0 million in 1958, an increase of nearly 2 million visits, or between 3 and 4 per cent. Travellers entering Canada from the United States comprised 29,880,800

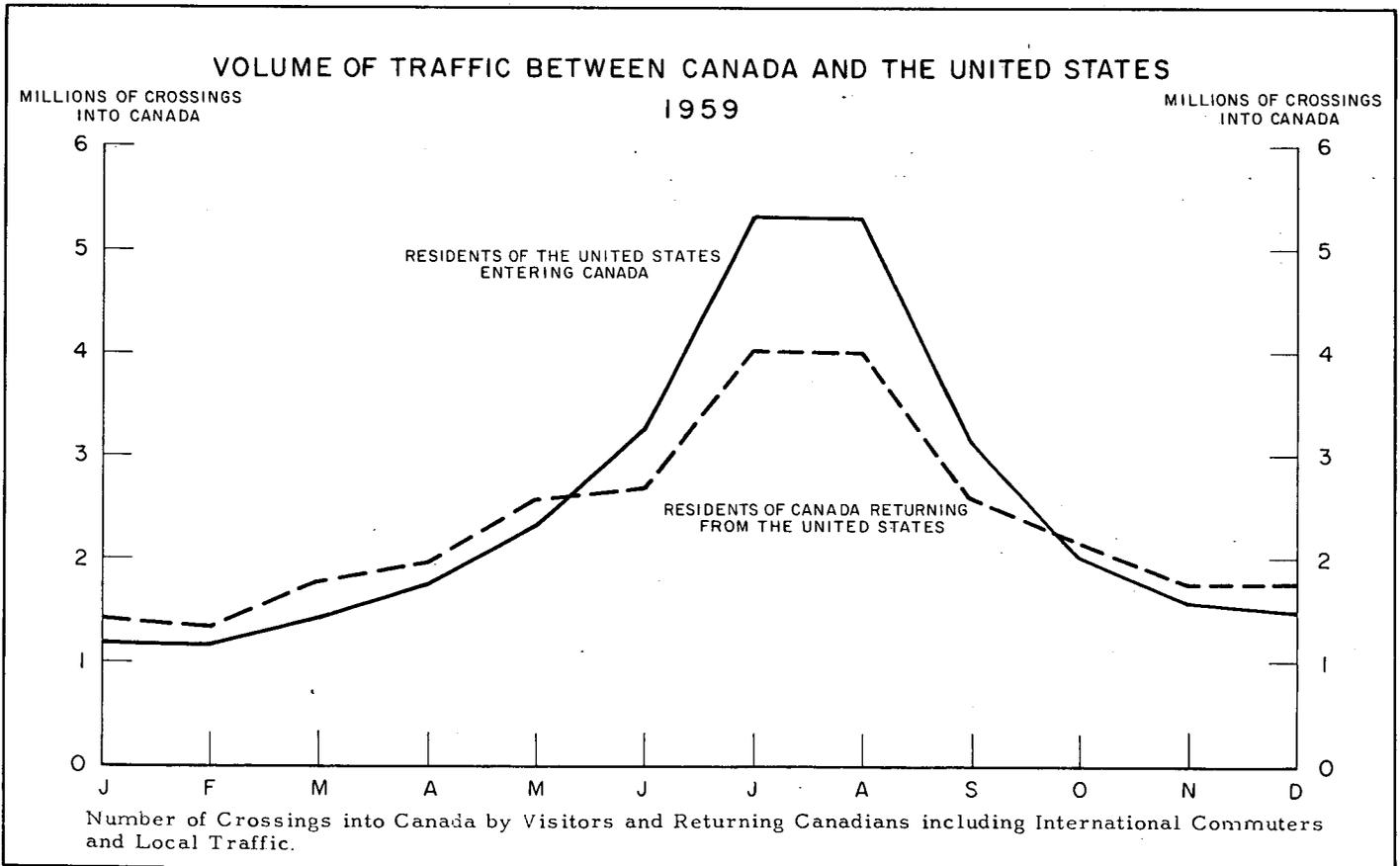
residents of other countries and 27,989,900 residents of Canada returning. These figures include visits made by vacationists, summer residents, commuters, businessmen, and all travellers except immigrants. Moreover, they include repeat visits by commuters and others who cross the border many times during the year and also the in transit 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. Crossings by non-residents advanced some 1.4 million or nearly 5 per cent, when compared with the calendar year 1958. The 3 per cent decline which appeared in the fourth quarter of 1958 was replaced by a 1 per cent increase in the first quarter of 1959 and a gain of between 1 and 2 per cent in the second quarter. The number of visits by non-residents advanced about 9 per cent in the third quarter and nearly 2 per cent in the period of October to December inclusive.

At the same time, a new record was

also established in the number of Canadians re-entering Canada from the United States. The number of re-entries by residents of Canada returning from visits to the United States advanced from 27.4 million in 1958 to 28 million in 1959. During the first quarter there was a small decline of less than 1 per cent which was replaced by a gain of nearly 1 per cent in the second quarter. In the third quarter the number of Canadians returning from the United States advanced between 5 and 6 per cent, while the fourth quarter was practically unchanged from the previous year. Comparable to the pattern in non-resident entries the increase was noticeably more pronounced in the third quarter than at other periods of the year.

CHART-2



III - TRAFFIC BY RAIL, THROUGH BUS, BOAT AND PLANE, 1959

The volume of traffic crossing the border between Canada and the United States advanced approximately 7 per cent over the previous year. The total number of crossings (exclusive of non-resident in transit traffic across southern Ontario by

rail) numbered 2,924,200 in 1959 compared to 2,730,900 in 1958, an increase of 193,300 crossings. Comparable to previous years, 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 increased over 10 per cent in comparison with the previous year. With the exception of entries by rail, which declined between 7 and 8 per cent, more persons arrived by each of the other common carriers than in 1958. An expansion of over 17 per cent in travel by plane was sufficient to advance it from a position of secondary importance in 1958 to one of primary importance in 1959. Traffic by boat, which had decreased in 1958 by nearly 21 per cent, increased over 26 per cent in 1959, the greatest rate of expansion experienced. Much of the increase occurred in the province of British Columbia which in 1958 had suffered a considerable reduction in the number of visitors arriving by boat due to a strike on the Pacific Coast. Whereas in 1958 more visitors had arrived by bus than any other means of common carrier, as a method of travel it was relegated to a position of third place in importance in 1959, in

spite of a gain of almost 6 per cent in the number of visitors arriving by this means.

The average length of stay of United States residents travelling to Canada by long distance common carrier in 1959 increased only slightly from 1958. Visiting non-residents remained in Canada 5.9 days as compared with 5.5 days in 1958, 6.1 days in 1957 and 5.8 days in 1956. Once more, the longest average length of stay was recorded by visitors travelling to Canada by bus, who in 1959 averaged visits lasting 7.4 days as compared with 7.2 days, in 1958. Visitors arriving by train spent 7.2 days in Canada, significantly longer than the 6.4 day average established in 1958. The length of stay of plane travellers increased slightly in 1959 to 5.2 days from 4.9 days in 1958. Arrivals by boat remained in Canada only 4.1 days which, although a slight increase from 1958, was the lowest average recorded by any type of common carrier.

CANADIAN TRAVELLERS

Residents of Canada returning from visits to the United States by common carrier numbered 1,364,200, an increase of 53,900 or between 10 and 11 per cent in comparison with 1958. Although re-entries by bus increased less than 1 per cent, more Canadians used this means of transportation than any other type of common carrier, which was also the case in 1958. Traffic by plane which has been expanding continuously in recent years, recorded a substantial increase in 1959 of approximately 17 per cent. On the other hand, rail traffic, on the decline in recent years registered a decrease of slightly

over 6 per cent in 1959. The number of re-entries of Canadians into Canada by boat increased almost 7 per cent with practically all of the gain occurring in Ontario, while New Brunswick and British Columbia reported fewer re-entries by this type of transportation.

The average length of stay of Canadians returning from the United States declined slightly from 11.1 days in 1958 to 10.6 days in 1959. However, Canadians once again reported an average length of stay approximately twice that reported by non-residents travelling by common carrier

to Canada. Travellers by train reported longer visits than persons using other types of common carrier in 1959 as they spent an average of 11.3 days in the United States, unchanged from 1958. The average length of stay reported by plane passengers, although the second longest recorded, declined from 11.9 days in 1958 to 10.6 days in 1959. There was little

change in the length of stay reported by travellers using bus transportation with the average amounting to 9.7 days in 1959 compared with 9.5 days in 1958. On the other hand, the most significant change occurred in the average length of stay reported by boat travellers which declined from 7.8 days in 1958 to 6.6 days in 1959.

IV - HIGHWAY TRAFFIC - JANUARY 1960

FOREIGN VEHICLES

Statistics on entries of non-resident vehicles into Canada are not comparable with the previous year due to the change of procedure introduced by the Department of National Revenue on October 1, 1959. Under the new procedure all non-resident motorists must be in possession of a traveller's vehicle permit while they remain in Canada, whereas under the old procedure all vehicles returning to the United States via the port of entry within 48 hours were not required to apply for a customs permit.

entered in the second column, although theoretically it is possible that some of them may have been in Canada for less than twenty-four hours. The first trip of standing (L) permits is also included in the second column but all subsequent trips, after the date on which the permit was issued, are recorded in the third column together with entries of taxis under the heading "Repeats and Taxis." Data in column 4 pertaining to commercial vehicles are comparable with data under the same caption in column 3 of the corresponding month of 1959.

The above-mentioned change in procedure has made it necessary to revise the format and, therefore, all permits showing entry into Canada and exit to the United States on the same day are segregated and recorded now in the first column showing the length of stay in Canada as 24 hours or less. All travellers' vehicle permits not included in this category are recorded in the second column of this publication. Permits showing exit to the United States on the day following the date of entry are

Table IA reveals a total of 154,600 foreign vehicles entering Canada for 24 hours or less as compared with 78,600 staying over 24 hours. Taxis and repeat trips by motorists holding standing (L) permits amounted to 142,500 during the month. Excluding commercial vehicles, the percentage distribution of all other entries would be as follows: 24 hours or less 41 per cent, over 24 hours 21 per cent, and repeats and taxis 38 per cent.

CANADIAN VEHICLES

Re-entries of vehicles registered in Canada amounted to 554,800 in January 1960 as compared with 510,500 in the same month of 1959, an increase of 44,300 visits or nearly 9 per cent. Canadian vehicles included 52,900 units abroad more than 24 hours, 436,700 abroad for 24 hours or less and 65,200 commercial vehicles.

about 2 per cent or approximately 1,000 vehicles. With the exception of Quebec and Manitoba, all provinces recorded a gain in this category.

The volume of long-term traffic abroad for more than 24 hours advanced

Re-entries of short-term traffic absent from Canada for 24 hours or less advanced some 8 per cent or approximately 33,200 crossings when compared with January 1959. With the exception of Nova-

Scotia, Saskatchewan, Alberta and the Yukon Territory, there were increases showing for all provinces. Crossings of

commercial vehicles registered in Canada were 18 per cent higher than the previous year.

V - TRAFFIC BY LONG DISTANCE COMMON CARRIER - DECEMBER, 1959

Traffic between Canada and the United States by rail, through bus, boat and plane in December 1959 was about 3 per cent heavier than in the same month of

1958. The number of foreign travellers entering Canada by these means increased 3 per cent, while the number of returning Canadians advanced between 2 and 3 per cent.

FOREIGN TRAVELLERS

The total number of foreign entries by long distance common carrier in December of 1959 amounted to 69,000 or 2,000 more than in December of 1958. Entries by rail fell between 11 and 12 per cent or some 3,000 visits while entries by boat

recorded an even greater decrease of between 43 and 44 per cent. However, entries of foreign travellers by bus increased 3 per cent while plane entries expanded between 23 and 24 per cent over the month of December, 1958.

CANADIAN TRAVELLERS

An increase of 2,200 re-entries or between 2 and 3 per cent occurred in the number of Canadians returning by common carrier after visits to the United States in the month of December 1959. Re-entries by rail and boat decreased approximately

13 and 44 per cent respectively. However, these declines were counteracted by a gain of 27 per cent in the number of re-entries by plane and 5 per cent in the number of re-entries by bus over the corresponding month of 1958.

STATEMENT BY PORTS OF HIGHWAY TRAFFIC AT CANADIAN BORDER POINTS

JANUARY

1960

Port of Entry	Foreign Vehicles Entering Canada				Canadian Vehicles Returning to Canada		
	Length of Stay in Canada		Repeats and Taxis	Commercial Vehicles	Length of Stay Abroad		Commercial Vehicles
	24 hours or less	Over 24 hours			24 hours or less	Over 24 hours	
NEWFOUNDLAND							
PRINCE EDWARD ISLAND							
NOVA SCOTIA							
Vehicles transported by boat direct from the United States*	-	92	-	73	11	58	51
NEW BRUNSWICK							
Andover	1,547	433	845	59	2,851	37	403
Beaconsfield	17	-	56	22	107	13	49
Belleville	15	3	75	3	279	14	70
Bloomfield	26	8	94	35	194	4	54
Campobello	34	11	9	18	548	4	222
Centreville	675	146	444	432	2,051	71	690
Clair	1,035	666	6,434	765	6,808	534	989
Edmundston	1,550	1,211	21,051	2,469	28,269	487	1,564
Fairhaven	-	-	-	-	-	-	-
Forest City	7	6	91	47	272	-	269
Fosterville	11	5	109	10	423	-	215
Four Falls	4	7	46	6	132	1	41
Gillespie	781	299	947	8	1,650	4	153
Grand Falls	354	157	1,728	69	2,638	11	197
Mars Hill Road	28	1	14	3	80	2	8
Milltown	85	164	3,607	170	6,142	118	447
River de Chute	156	11	8	11	154	1	24
St. Andrews	-	-	-	-	-	-	-
St. Croix	33	148	3,573	787	4,332	631	1,183
St. Leonard	2,240	450	12,145	898	12,764	569	1,070
St. Stephen	1,122	865	25,704	1,484	29,307	1,123	2,837
Union Corner	17	5	69	1	207	2	128
Union Mills	23	41	2,899	144	5,081	18	340
Woodstock Road	966	370	4,973	485	13,337	493	1,311
Provincial Total	10,726	5,007	84,921	7,926	117,626	4,137	12,264

* 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		
	Length of Stay in Canada		Repeats and Taxis	Commercial Vehicles	Length of Stay Abroad		Commercial Vehicles
	24 hours or less	Over 24 hours			24 hours or less	Over 24 hours	
QUEBEC							
Abercorn	1,145	392	238	429	1,923	192	224
Armstrong	113	276	43	216	331	964	1,014
Arnold Bog	-	-	-	-	-	-	-
Beebe	459	154	2,274	110	2,848	188	229
Blackpool	2,015	2,461	521	2,447	9,736	2,940	2,497
Chartierville	21	20	70	61	159	99	90
Clarenceville	128	35	25	26	270	13	24
Comins Mills	522	106	694	190	1,314	181	515
Covey Hill	80	7	-	32	214	2	32
Daaquam	4	12	172	210	216	193	1,390
Dundee	489	206	464	94	1,549	374	223
East Pinnacle	38	18	28	17	285	4	19
Estcourt	32	7	444	16	1,071	477	2,005
Franklin Centre	209	14	8	72	164	3	9
Frelighsburg	351	93	101	134	336	53	57
Glen Sutton	139	21	44	23	511	2	145
Hemmingford	792	206	246	137	1,790	23	197
Herdman	383	120	64	99	1,265	128	73
Hereford Road	389	136	188	197	605	13	204
Highwater	672	250	292	462	1,189	860	479
Jamieson's Line	94	5	17	98	136	-	57
Lac Frontière	-	2	447	274	546	487	6,585
Lacolle	703	331	533	111	3,860	450	49
Landry Siding	-	-	-	-	-	-	-
Leadville	-	-	6	3	28	-	2
Mansonville	2	-	10	-	44	1	5
Magalloway Road	-	-	-	-	-	-	-
Morses Line	123	31	69	50	188	6	18
Noyan	432	136	150	50	517	49	36
Philipsburg	927	1,184	192	723	1,596	1,001	418
Rivière Bleue	-	-	-	-	-	-	-
Rock Island	2,302	1,335	4,770	725	7,322	911	817
Ste. Aurélie	9	3	23	37	100	257	1,122
St. Cyprien	-	-	-	-	-	-	-
St. Pamphile	1	12	420	635	813	368	3,581
Stanhope	410	501	1,438	531	4,918	1,539	1,142
Trout River	752	476	384	191	3,767	901	281
Woburn	55	125	302	487	579	507	927
Provincial Total	13,791	8,675	14,677	8,887	50,190	13,186	24,466

ONTARIO							
Cornwall	2,758	983	225	1,707	5,793	436	359
Courtright	3	6	2	-	10	8	-
Fort Erie	24,382	9,095	7,717	5,940	39,671	4,551	4,910
Fort Frances	611	1,008	4,282	111	4,812	69	630
Kingston	-	6	-	-	-	-	-
Kingsville	-	-	-	-	-	-	-
Lansdowne	501	705	575	612	2,502	1,747	993
Leamington	-	-	-	-	-	-	-
Midland	-	-	-	-	-	-	-
Niagara Falls	26,261	11,819	4,501	2,892	62,097	3,202	2,347
Pelee Island	-	-	-	-	-	-	-
Pigeon River	104	167	407	454	874	729	68

Port of Entry	Foreign Vehicles Entering Canada				Canadian Vehicles Returning to Canada		
	Length of Stay in Canada		Repeats and Taxis	Commercial Vehicles	Length of Stay Abroad		Commercial Vehicles
	24 hours or less	Over 24 hours			24 hours or less	Over 24 hours	
ONTARIO - (Concluded)							
Port Lambton	84	49	2	-	135	24	-
Prescott	413	209	232	20	2,935	329	50
Rainy River	423	124	661	-	3,245	4	2
Sarnia	8,635	5,772	859	2,092	18,209	2,007	1,583
Sault Ste. Marie	557	555	915	158	3,807	635	452
Sombra	241	160	14	1	430	38	4
Walpole Island	26	7	3	-	41	1	-
Windsor	54,224	25,685	13,683	6,027	69,219	7,541	9,847
Provincial Total	119,223	56,350	34,078	20,014	213,780	21,321	21,245
MANITOBA							
Boissevain	86	54	38	213	151	238	72
Cartwright	25	7	109	15	199	10	12
Coulter	69	8	4	26	277	18	3
Crystal City	140	16	17	93	69	9	-
Emerson	194	548	2,255	1,109	2,643	2,178	1,979
Goodlands	13	3	2	16	214	12	-
Gretna	317	148	693	265	1,335	43	454
Haskett	199	28	54	48	376	19	87
Lena	246	25	-	57	349	8	27
Lyleton	44	5	18	20	155	4	1
Middlebro	639	18	18	241	704	9	44
North West Angle	364	1	20	211	12	2	23
Piney	91	26	50	24	404	41	146
Snowflake	30	4	1	-	85	-	-
South Junction	56	9	8	20	379	7	73
Tolstoi	37	26	137	-	120	39	-
Windygates	64	18	25	80	127	6	13
Provincial Total	2,614	944	3,449	2,438	7,599	2,643	2,934
SASKATCHEWAN							
Big Beaver	31	7	1	3	201	31	8
East Poplar River	40	8	-	4	146	12	14
Elmore	60	9	15	26	258	17	5
Estevan	199	39	17	15	477	36	16
Monchy	-	10	27	1	76	55	1
Northgate	53	11	219	53	506	16	13
North Portal	246	138	470	385	1,646	397	541
Oungre	15	12	13	1	60	39	3
Regway	42	111	37	30	341	165	40
Torguay	24	1	12	-	155	5	2
Treelon	1	9	50	-	51	54	-
West Poplar River	16	14	4	1	30	13	1
Willow Creek	1	3	-	-	39	35	-
Provincial Total	728	372	865	519	3,986	875	644

Port of Entry	Foreign Vehicles Entering Canada				Canadian Vehicles Returning to Canada		
	Length of Stay in Canada		Repeats and Taxis	Commercial Vehicles	Length of Stay Abroad		Commercial Vehicles
	24 hours or less	Over 24 hours			24 hours or less	Over 24 hours	
ALBERTA							
Aden	1	5	2	3	38	1	4
Carway	80	58	160	9	441	112	4
Chief Mountain	-	-	-	-	-	-	-
Coutts	290	447	412	591	1,437	1,006	638
Del Bonita	21	19	50	-	22	16	6
Wild Horse	11	11	-	6	55	25	-
Provincial Total	403	540	624	609	1,993	1,160	652

BRITISH COLUMBIA							
Aldergrove	798	312	78	211	2,475	478	76
Boundary Bay	3	38	1,094	78	4,823	120	94
Carson	156	15	143	32	256	4	2
Cascade City	67	17	45	6	1,222	45	250
Chopaka	22	19	25	16	58	5	3
Huntingdon	1,726	528	296	246	7,160	616	140
Kingsgate	18	117	107	75	921	890	601
Midway	12	8	73	4	166	2	-
Nelway	49	51	181	24	374	206	50
Osoyoos	588	298	852	362	2,853	337	368
Pacific Highway	3,238	4,473	478	1,516	17,174	6,247	788
Paterson	231	145	84	189	2,225	119	433
Pleasant Camp	-	-	49	22	103	2	21
Powell River	-	-	-	-	-	-	-
Prince Rupert	-	2	-	-	-	-	-
Roosville	33	28	47	-	285	44	5
Rykerts	148	69	146	71	1,050	129	70
Sidney	6	95	-	16	3	128	-
Skagit	-	-	-	-	-	-	-
Stewart	-	8	177	-	354	-	15
Vancouver	-	21	-	-	-	-	-
Victoria	11	102	-	11	1	178	-
Waneta	2	6	16	6	45	2	38
Provincial Total	7,108	6,352	3,891	2,885	41,548	9,552	2,954

YUKON TERRITORY							
Carcross	-	-	-	-	-	-	-
Little Gold Creek	-	-	-	-	-	-	-
Snag Creek	-	242	-	34	15	8	3
Provincial Total	-	242	-	34	15	8	3

DOMINION TOTAL	154,593	78,574	142,505	43,385	436,748	52,940	65,213
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TABLE 1. SUMMARY BY PROVINCES OF HIGHWAY TRAFFIC AT CANADIAN BORDER POINTS

JANUARY

1959 and 1960

A - Foreign Vehicles Entering Canada

Province of Entry	Length of Stay in Canada				Repeats and Taxis		Commercial Vehicles	
	24 hours or less		Over 24 hours					
	1959(1)	1960	1959(1)	1960	1959(1)	1960	1959	1960
Newfoundland	-		31		-		-	-
Nova Scotia	-		61		-		56	73
New Brunswick	10,726		5,007		84,921		8,549	7,926
Quebec	13,791		8,675		14,677		7,986	8,887
Ontario	119,223		56,350		34,078		17,058	20,014
Manitoba	2,614		944		3,449		2,689	2,438
Saskatchewan	728		372		865		519	519
Alberta	403		540		624		608	609
British Columbia	7,108		6,352		3,891		2,563	2,885
Yukon Territory	-		242		-		6	34
Total	154,593		78,574		142,505		40,034	43,385
Percentage Change								+ 8.4

(1) Comparable figures for 1959 not available.

B - Canadian Vehicles Returning to Canada

Province of Entry	Length of Stay Abroad				Commercial Vehicles	
	24 hours or less		Over 24 hours			
	1959	1960	1959	1960	1959	1960
Newfoundland	-		-		-	
Nova Scotia	11	11	35	58	57	51
New Brunswick	112,530	117,626	6,082	4,137	11,026	12,264
Quebec	47,263	50,190	11,836	13,186	18,307	24,466
Ontario	193,224	213,780	21,126	21,321	18,802	21,245
Manitoba	6,551	7,599	2,316	2,643	2,396	2,934
Saskatchewan	4,224	3,986	879	875	596	644
Alberta	2,156	1,993	1,055	1,160	725	652
British Columbia	37,472	41,548	8,521	9,552	3,152	2,954
Yukon Territory	70	15	6	8	28	3
Total	403,501	436,748	51,856	52,940	55,089	65,213
Percentage Change		+ 8.2		+ 2.1		+18.4

TABLE 2. FOREIGN TRAVELLERS ENTERING CANADA FROM THE UNITED STATES BY RAIL, BUS, BOAT AND PLANE,
BY PROVINCE OF ENTRY, DECEMBER 1958 AND DECEMBER 1959

Province of Entry	Rail ¹		Bus ²		Boat		Plane ³			
	1958	1959	1958	1959	1958	1959	1958	1959		
Newfoundland	-	-	-	-)	56	128	(170	246
Nova Scotia	-	-	-	-)	-	-	(743	490
Prince Edward Island	-	-	-	-	-	-	-	-	-	2
New Brunswick	721	426	256	257	181	160	283	419		
Quebec	9,275	7,757	2,052	1,950	-	-	6,797	8,455		
Ontario	11,054	9,500	10,310	11,002	131	205	9,479	10,984		
Manitoba	1,041	1,076	300	296	-	-	1,069	1,538		
Saskatchewan	97	81	-	-	-	-	53	96		
Alberta	185	145	226	142	-	-	1,183	1,248		
British Columbia	3,215	3,623	2,317	2,310	1,964	780	3,107	4,902		
Yukon Territory	163	165	-	-	-	-	507	558		
Total	25,751	22,773	15,461	15,957	2,332	1,273	23,391	28,938		

TABLE 3. CANADIAN TRAVELLERS RETURNING FROM THE UNITED STATES BY RAIL, BUS, BOAT AND PLANE,
BY PROVINCE OF ENTRY, DECEMBER 1958 AND DECEMBER 1959

Province of Entry	Rail		Bus ⁴		Boat		Plane			
	1958	1959	1958	1959	1958	1959	1958	1959		
Newfoundland	-	-	-	-)	12	17	(15	30
Nova Scotia	-	-	-	-)	-	-	(621	510
Prince Edward Island	-	-	-	-	-	-	-	-	10	11
New Brunswick	879	471	613	631	1,175	858	212	412		
Quebec	10,561	8,289	3,034	3,613	2	-	7,184	9,695		
Ontario	15,298	13,932	11,804	12,361	337	236	12,160	14,821		
Manitoba	1,636	1,368	1,209	1,033	-	-	810	794		
Saskatchewan	131	133	-	-	-	-	72	266		
Alberta	-	-	218	205	-	-	669	859		
British Columbia	4,737	4,925	5,632	5,725	1,697	681	2,779	3,879		
Yukon Territory	9	11	-	-	-	-	34	25		
Total	33,251	29,129	22,510	23,568	3,223	1,792	24,566	31,302		

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 1958 AND JANUARY-DECEMBER 1959

Province of Entry	Rail ¹		Bus ²		Boat		Plane ³		
	1958	1959	1958	1959	1958	1959	1958	1959	
Newfoundland .....	-	-	-	-	)	-	(	2,484	2,201
Nova Scotia .....	-	-	-	-	)	1,948	(	8,394	12,620
Prince Edward Island	-	-	-	-	-	-	-	94	79
New Brunswick	9,213	7,790	7,523	7,679	-	2,884	-	4,428	4,584
Quebec	104,275	97,481	63,839	66,968	-	5,734	-	92,360	112,382
Ontario	147,621	130,747	245,161	264,605	-	221,443	-	156,028	183,362
Manitoba	17,685	17,806	6,922	7,006	-	-	-	16,303	17,229
Saskatchewan	6,710	7,429	167	704	-	-	-	2,608	2,452
Alberta	1,763	2,095	7,180	7,491	-	-	-	14,617	19,198
British Columbia	48,130	43,437	38,294	36,306	-	99,864	-	61,326	67,148
Yukon Territory	7,464	10,533	915	1,368	-	4	-	9,395	9,991
Total	342,861	317,318	370,001	392,127	-	331,877	-	419,352	368,037

TABLE 5. CUMULATIVE SUMMARY OF CANADIAN TRAVELLERS RETURNING FROM THE UNITED STATES BY RAIL, BUS, BOAT, AND PLANE, BY PROVINCE OF ENTRY, JANUARY-DECEMBER 1958 AND JANUARY-DECEMBER 1959

Province of Entry	Rail		Bus ⁴		Boat		Plane		
	1958	1959	1958	1959	1958	1959	1958	1959	
Newfoundland .....	-	-	-	-	)	-	(	377	321
Nova Scotia .....	-	-	-	-	)	507	(	6,673	8,678
Prince Edward Island	-	-	-	-	-	-	-	54	163
New Brunswick	12,096	9,766	10,042	10,284	-	15,828	-	4,520	4,730
Quebec	129,716	117,452	77,139	81,697	-	3,370	-	102,758	120,259
Ontario	180,553	172,955	223,230	226,642	-	65,954	-	81,293	209,493
Manitoba	18,716	18,216	27,385	23,244	-	-	-	8,016	10,331
Saskatchewan	3,154	2,260	141	145	-	-	-	1,164	1,626
Alberta	-	-	4,302	4,652	-	-	-	7,984	12,180
British Columbia	60,122	58,546	92,846	90,029	-	30,834	-	47,619	53,929
Yukon Territory	1,023	1,323	23	-	-	23	-	29	932
Total	405,380	380,518	435,108	436,693	-	116,516	-	124,414	361,106

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 transit 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

A traveller's vehicle permit is issued at the port of entry by Customs officers to every foreign vehicle entering Canada. This document authorizes the use of the vehicle during the intended length of stay in Canada and is surrendered when departing at the port of exit.

Residents of border communities who make many trips during the year are entitled to apply for a standing (L) traveller's vehicle permit. The operator of the vehicle covered by the standing (L) traveller's vehicle permit must show the document on each entry into Canada. All visits made after the original visit when the permit was issued are recorded as "Repeats" and entered under the appropriate heading. Persons holding this type of permit are usually familiar to port officials.

Permits showing entry into Canada and exit to the United States on the same day are entered in the first column with length of stay in Canada as 24 hours or less. The remainder of the travellers' vehicle permits (including the first trip of standing (L) permits) are recorded in the second column with length of stay as over 24 hours. Repeat trips of vehicles using standing (L) permits are recorded in the third column captioned "Repeats and Taxis." Taxis operate under a special permit and, therefore, are not included in columns 1 or 2.

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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