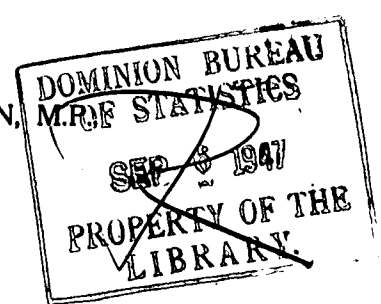


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**CANADA**  
**DEPARTMENT OF TRADE AND COMMERCE**  
**DOMINION BUREAU OF STATISTICS**  
**INTERNATIONAL PAYMENTS BRANCH**

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**MONTHLY STATEMENT BY PORTS**  
**OF**  
**HIGHWAY TRAFFIC**  
**AT**  
**CANADIAN BORDER POINTS**  
**JULY 1947**



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HIGHWAY TRAFFIC AT CANADIAN BORDER POINTSJULY, 1947Tourist Car Entries at All Time High

The flow of automobile traffic across the International Boundary surged to a new record during July continuing the upswing over 1946 inaugurated in May and June. All time peaks were reached in the volume of foreign tourist car entries as well as in short term American traffic. Total border crossings during the month rolled up the impressive aggregate of over 1,235,500 compared with some 1,052,000 vehicles in the same period of 1946, an advance of 17.4 p.c. and consisted of some 971,433 foreign cars and 264,113 returning Canadian vehicles, as against 840,643 and 211,538 respectively, in July last year. The foreign entries, principally American, represented nearly 591,000 non-permit or short stay vehicles, 362,638 cars — the highest of any month on record — entering on tourist permits and some 17,816 U. S. commercial vehicles. Reciprocally, the Canadian returning traffic totalled 212,141 cars abroad less than 24 hours, 35,336 over 24 hours and 16,636 Commercial Vehicles.

As a measure of the rapid recovery from the wartime low of 1943, the important tourist class at nearly 363,000 for the month is some seven and a half times the volume entered in July of that year and well in excess of the previous high for that month of 302,857 experienced in 1937. In comparison with July, 1946 the tourist or travellers vehicle permit class advanced 20.6 p.c. from 300,635, a gain of 62,000 cars carrying an estimated 180,000 more visitors. Entries were particularly heavy for the Independence Day week-end and during the hot spell of the middle week.

Concurrently, non-permit American motor traffic through border ports rose from 524,577 in July of last year to 590,979 an increase of 12.6 p.c. while U. S. commercial vehicle entries rose nearly 2,400 at 17,816.

Homeward bound Canadian cars returning after stays of more than 24 hours totalled 35,336 compared with 26,697 in July of last year an advance of 32 p.c. Similarly cars returning from short visits in the United States were in much greater volume, the total for the month reaching 212,141 as against 170,774 in July, 1946 and 174,863 in June of this year. Canadian commercial vehicles continue to transport a large volume of international trade aggregating 16,636 compared with 14,067. While the number of Canadian cars returning from longer stays in the United States has demonstrated steady increases monthly over the preceding year, pre-war levels have not yet been regained. However, the gap is being gradually narrowed as more and more new passenger cars become available for Canadian motorists. Average expenditures per car are much in excess of pre-war, with the U. S. cost of living index standing about 57 p.c. above the 1935-1939 level against a rise of some 42 p.c. in Canada.

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Encouraging advances over July, 1946 were registered in the entries of foreign tourist cars into all provincial regions with decided improvement shown for the Maritimes, Quebec, Ontario, Alberta and B. C. Demonstrating the value of

restored steamer connections with the U. S. eastern seaboard, Yarmouth tourist car entries were 613 for the month compared with only 1 in July of last year. New Brunswick was host to 2,300 more tourist cars this July with increased traffic through all the main ports.

Tourist travel by automobile into Quebec was over 8,500 cars in excess of July last year with Montreal particularly favored as a tourist mecca. Entries at the port of Lacolle were 23,403 compared with 16,785 in the corresponding month of 1946. The provincial total at 62,248 tourist cars was up nearly 16 p.c. Ontario continues to register month by month improvement after the doldrums of the first four months of the year, the July Travellers Vehicle Permit total of 227,395 comparing with 187,783 up over 21 p.c. and with good gains at Windsor, Niagara Falls, Fort Erie, Lansdowne, Sarnia, etc. The Niagara Falls total rose over 10,000 above July last year.

The Prairie region saw some 3,265 more tourist cars this July with a total of 15,676 as against 12,411 up 26 p.c. Manitoba and Alberta recorded increases of 570 and 2,558 tourist cars respectively while Saskatchewan's gain was 137. Visits to Alberta were encouraged by the Calgary Stampede and Edmonton Exhibition.

Tourist car entries into British Columbia approached record proportions for July, the total at 37,856 was up some 7,543 cars or nearly 25 p.c. above the same month of last year. Similar entries into the Yukon were more than doubled at 228.

Summer conventions are once again an important factor in the tourist inflow. This type of trade suffered severely from restrictions, shortages and postponements during the war years. The North American is the world's greatest "joiner" and the number of associations, fraternities, societies, clubs, companies, etc. holding annual conventions on this continent is truly amazing. Increased hotel accommodation is essential if some regions of Canada are to cater to a larger volume of convention business.

During the month under review, American short term visits were more numerous into all provinces than in July last year with notable gains recorded for Edmundston, N. B., Rock Island, P. Q., Niagara Falls, Windsor, Ont., Coutts, Alta., and Huntingdon, B. C.

The New Brunswick total rose more than 17,000 over July 1946, Quebec 4,400, Ontario 42,000 and B. C. over 2,200.

The record of tourist automobile entries during the first seven months has revived hopes for a better year than last. Whereas little improvement had been shown in the first half, the January-July total at 823,306 compares favorable with 1946 when some 758,165 tourist cars entered to the end of July, the indicated percentage gain at 8.6 p.c. representing 65,100 more cars. August returns to date have also been encouraging.

On a provincial basis all provinces except Saskatchewan have shown increases in the 7-month comparison with the Maritimes up some 4,800 tourist cars or 11.4 p.c. Quebec entries advanced 8 p.c. to 143,541. The province of Ontario's tourist motor traffic increased over 29,400 at nearly 493,700 entries for the period Jan.-July up 6.4 p.c. over the corresponding months of last year. Manitoba volume rose over 1,300 cars from 11,275, while Alberta entries were 12,805 compared with 8,835 up nearly 45 p.c. British Columbia was host to 15,100 more tourist cars to the end of July an increase of 16 p.c. Tourist traffic into the Yukon more than doubled at 413, confirming the increasing civilian use of the adventurous Alaskan Highway.

The January - July record of short term American entries is quite encouraging with the volume up 8.6 p.c. also at 2,162,523. Gains were registered into all provincial areas except Saskatchewan. While these brief visits to Canadian soil do not represent large average expenditures, they do contribute considerably to the local prosperity of Canadian towns and cities along the border as well as those farther inland. As long as prices of comparable or better meals remain lower in Canada, there exists a splendid opportunity for better class catering establishments within easy motoring distances of American centers. The proposed plan to encourage the immigration of qualified chefs from Europe would do much to improve this side of our visitor industry. Department store sales in Canada during July were 19 per cent higher than in the corresponding month of last year, probably reflecting the buoyant influence of increased tourist trade as well as domestic prosperity and higher prices.

The seven month period shows a gain of no less than 24.1 p.c. in the number of Canadian cars remaining over 24 hours in the United States, the total reaching 102,260 to the end of July compared with 82,379 in the same period of 1946. It is significant that Canada with only about 1/24th as many passenger cars registered as the United States should send about nearly 1/8th as many tourist cars to the United States as American cars touring in Canada. Short term Canadian visits were up 21 p.c. at nearly 1,003,000 while returning Canadian commercial vehicles increased 22 p.c. at 104,804 in the same comparison.

The tradition of observing the first Monday of September as the Labor Day holiday rather than the second or third Monday will have a shortening influence on the length of the current season. While the school term is usually bound to this moveable holiday, its postponement to a later date would prove most popular not only with the youngsters but with all those concerned with the tourist industry. Some of the finest weather of the year is often experienced in the early weeks of September. Statistics show that there are now over 60 million gainfully employed in the United States and similarly over 4,800,000 in Canada. The analysis of U. S. and Canadian vacation policy which follows in this issue illustrates the broadening of the practise of giving holidays with pay. To crowd the vacation time of such a huge number of potential travellers principally into the months of June, July and August strains existing facilities to the utmost and many are disappointed. The summer bulge could be smoothed out somewhat by a greater volume in May, June and September. A later date for Labor Day would be of considerable assistance.

The output of passenger cars from American factories during July was not up to expectations with factory sales at an estimated 279,631 compared with a revised 307,124 in June and 209,180 in July last year, a net increase of some 70,450 or 33.6 p.c. in the latter comparison. Releases to the domestic market during the month are placed at 257,881 as against 195,158 in July, 1946.

The 7-months flow to U. S. drivers aggregated 1,847,444 new cars compared with 798,342 in 1946. Exports to Canada totalled some 19,379 as against 6,217 in the first seven months of last year, more than a three fold increase. Manufacturers are still feeling the pinch of rising steel costs, intermittent strikes plus steel, scrap and other material deficiencies which have been reflected in minor price increases for most models. Demand remains steady with order accumulations still very heavy. The 1947 target of over 3 million new passenger cars for U. S. drivers will likely be reached. The export market should take an additional 275,000 passenger cars and stands ready to absorb any minor recession in domestic demand which however, authorities estimate will continue firm during 1948. Current factory sales are running just a little better than average scrappings in the years 1937 - 1941.

Canadian factory shipments which had been 14,465 in June aggregated 14,097 passenger units during July compared with a production of 9,745 in the same month of 1946. Of the July shipments, 11,352 were delivered to domestic outlets as against 6,062 in July last year. The car-hungry export market continues to take some 25 p.c. of the output but imports from the United States tend to partly offset this movement. Total Canadian factory shipments of 92,884 passenger cars in the first seven months were divided 68,216 for the domestic market and some 24,668 for export, representing a doubling in domestic distributions from the same period of 1946 while exports rose about 9,000 cars.

Comparison July Entries - Tourist Cars  
1937-1947

<u>July</u>	<u>Foreign Automobiles Inward</u> <u>Travellers Vehicle Permits</u>	<u>Returning Canadian Cars</u> <u>Abroad over 24 Hours</u>
1937	302,857	(1)
1938	266,854	(1)
1939	285,134	73,031
1940	149,131	11,400
1941	252,423	7,303
1942	85,379	3,773
1943	48,753	3,271
1944	88,696	8,268
1945	151,007	12,238
1946	300,635	26,697
1947	362,638	35,336

(1) comparable unavailable.

Short Term Traffic

<u>July</u>	<u>U. S. Non-Permit Cars</u>	<u>Returning Canadian Cars</u> <u>Abroad under 24 hours</u>
1937	517,393	(1)
1938	492,754	(1)
1939	475,230	109,062 (2)
1940	300,464	11,959 (2)
1941	425,718	51,649
1942	307,361	53,015
1943	172,059	55,203
1944	289,519	85,147
1945	391,913	118,667
1946	524,577	170,774
1947	590,979	212,141

(1) comparable unavailable

(2) incomplete count

# AMERICAN AND CANADIAN INDUSTRIAL VACATION POLICY

As a factor affecting Canada's tourist potential from the United States, the vacation practices of American industry and commerce are of considerable importance. The recent broadening of their "holidays with pay" policies is responsible in no little measure for the post war resurgence of tourist travel to Canada. The advances granted wage earners in the last decade have been most striking both in the United States and Canada. The following summaries covering American and Canadian vacation policy for the current year should be of interest to the tourist confraternity across Canada.

## 1. American Paid Vacation and Holiday Policy in 1947

The Industrial Conference Board's annual survey of U. S. vacation practices indicates a further liberalization of industrial policy during 1947, but at a reduced rate from 1946, dependent in some cases on the outcome of union contracts under negotiation or pending. More liberal treatment this year is featured for the long service employee while the other major development concerns the reduction of eligibility requirements for the minimum vacation allowance. Over 80 p.c. of the 185 reporting companies require the wage earner to have completed a year's service before qualifying for a one-week paid vacation.

As illustrated in Table I, the pattern in the majority of companies covered is to grant the wage earner a one-week vacation after one year of service, two weeks after five.

Table I - Maximum Paid Vacation Granted American Wage Earners in Graduated Plans

Minimum Service Requirement	Maximum Paid Vacation Allowance					Total	% of Total
	1 week	2 weeks	12 days	3 weeks	4 weeks		
950 hours	-	1	-	-	-	1	0.6
1 yr.	1	6	-	-	-	7	4.0
16 months	-	1	-	-	-	1	0.6
2 yrs.	-	11	-	-	-	11	6.3
3 yrs.	-	11	-	-	-	11	6.3
4 yrs.	-	3	-	-	-	3	1.7
4 yrs. 9 mos.	-	1	-	-	-	1	0.6
4 yrs. 10 mos.	-	1	-	-	-	1	0.6
5 yrs.	1	102	2	-	-	105	60.0
6 yrs.	-	1	-	-	-	1	0.6
10 yrs.	-	1	-	3	-	4	2.3
15 yrs.	-	-	-	17	-	17	9.7
20 yrs.	-	-	-	5	-	5	2.9
25 yrs.	-	-	-	4	3	7	4.0
TOTAL	2	139	2	29	3	175	100.0
Per Cent	1.1	79.4	1.1	16.6	1.7	-	-

On the other hand not so much variance is found in the vacation plans for salaried workers. In more than 70% of the companies one week is the minimum after six months' service, two weeks after one year (see Table II). In some cases three week vacations commence for those having more than four years service, but usually after 15 years with the company.

Table II - Maximum Paid Vacation Granted American Salaried Workers in Graduated Plans, 1947

Minimum Service Requirement	Maximum Paid Vacation Allowance						Total	% of Total
	1 week	10 days	2 weeks	3 weeks	3½ weeks	4 weeks		
Hired prior to 10/1/46	-	-	1	-	-	-	1	0.5
11/1/46	-	-	1	-	-	-	1	0.5
12/1/46	-	-	1	-	-	-	1	0.5
1/1/47	-	-	2	-	-	-	2	1.1
6 months	1	-	6	-	-	-	7	3.8
8 months	-	-	1	-	-	-	1	0.5
10 months	-	2	1	-	-	-	3	1.6
1 year	-	-	83	-	-	-	83	44.6
16 months	-	-	1	-	-	-	1	0.5
2 years	-	-	17	-	-	-	17	9.1
3 years	-	-	6	-	-	-	6	3.2
4 years	-	-	-	1	-	-	1	0.5
5 years	-	-	16	2	-	-	18	9.7
10 years	-	-	1	5	-	-	6	3.2
15 years	-	-	-	18	-	-	18	9.7
20 years	-	-	-	6	1	1	8	4.3
25 years	-	-	-	7	-	4	11	5.9
50 years	-	-	-	-	1	-	1	0.5
TOTAL	1	2	137	39	2	5	186	100.0
Per cent	0.5	1.1	73.7	21.0	1.1	2.7	-	-

Concerning legal American holidays with pay, the survey reveals that until the beginning of the recent war, wage earners were seldom given any such holidays with pay. In 1936 a national survey showed that only 9 p.c. of 446 companies had a policy of paid legal holidays for wage earners, whereas in 1946 the percentage had risen to 41 p.c. and in 1947 to 52 p.c. However, salaried personnel receive from six to fourteen paid holidays in over 90 p.c. of the companies reporting for 1947.

With respect to the probable timing of vacations, approximately 20 p.c. of the reporting companies close down the plant for a period of one or two weeks during the summer months. With more employees eligible for increasingly longer paid vacations, many companies are considering the alternatives of either lengthening the usual summer vacation season or shutting down the plant completely for a mass vacation. The absence of experienced key personnel often seriously interferes with production and some companies require their older hands to spread their three week vacations with one week off during the winter months. It is estimated that nearly 1,000,000 U. S. workers were given "mass vacations" this summer, with the majority in Ohio, Pennsylvania and the New England States and thus within easy reach of the Canadian vacation areas.

## 2. Canadian Vacation and Holiday Practices, 1947

A similar survey conducted by the National Industrial Conference Board on the holiday policy of 41 major Canadian companies indicated some broadening of regulations this year to conform with new provincial legislation. The majority of the companies state that wage earners must be employed a full year before they can qualify for a paid vacation, although some provinces require that a company give employees with less than one year of service a prorated vacation allowance. Out of forty-one companies, thirty-seven allow wage earners a one week paid vacation after one year of service. In four companies the minimum vacation with pay allowance to wage earners is two weeks after one year. As shown in Table III which follows, in all but seven companies the maximum paid vacation allowance to wage earners is



two weeks or more. There is a significant trend towards lowering the eligibility requirement for the two-week vacation, while several more companies have added provisions granting employees with longer service additional time off with pay.

Table III - Maximum Paid Vacation Granted Wage Earners  
Canadian Companies

Minimum Service in years	Maximum Paid Vacation Allowance					Total No. of Companies	% of Total
	1 week	2 weeks	14 days	3 weeks	1 month		
None specified	2	-	-	-	-	2	4.9
1	5	4	-	-	-	9	22.0
2	-	1	-	-	-	1	2.4
3	-	2	-	-	-	2	4.9
5	-	18	-	-	-	18	43.9
7	-	1	-	-	-	1	2.4
10	-	1	-	-	-	1	2.4
14	-	-	1	-	-	1	2.4
20	-	-	-	1	-	1	2.4
21	-	-	-	1	-	1	2.4
25	-	-	-	3	-	3	7.3
30	-	-	-	-	1	1	2.4
TOTAL	7	27	1	5	1	41	-
Per Cent	17.1	65.9	2.4	12.2	2.4	-	100.0

Vacation policies traditionally have been more liberal for Salaried Employees. The pattern in the majority of the companies is one week's paid vacation after six months service, two weeks after one year, with about one out of ever five companies granting vacations of three weeks or more to those with longer service, usually 15 years or over.

In addition, all the reporting Canadian companies allow salaried personnel legal and other holidays off with pay, the majority granting from six to ten paid holidays a year.

On the other hand, some liberalization has been made this year in the case of wage earners. About half of the companies allow wage earners certain holidays off with pay, the majority paying for six holidays or less.

This more enlightened and liberal holiday policy of industry here and in the United States has increased the tourist potential tremendously. With more time and opportunity for travel, wage earners and salaried employees alike will endeavour to broaden the extent of their recreation, relaxation and education by this means. Canada situated within easy reach of the major industrial areas of the United States, is bound to benefit -- if we are awake to the possibilities and plan accordingly. "Mass vacations" principally during June and July, however, mean a heavier concentration of summer travel. A greater spreading of the travel period is essential to reduce the summer "bulge" to manageable proportions. Off-season travel must be encouraged and the public educated to take advantage of the quieter months so that a fuller and more profitable utilization of our tourist facilities be achieved.

MONTHLY STATEMENT BY PORTS OF HIGHWAY TRAFFIC AT CANADIAN BORDER POINTS

JULY, 1947

Port and Province	Number of Foreign Vehicles Inward			Number of Canadian Vehicles Inward		
	Non- Permit Class (Local Traffic)	Travel- ler's Vehicle Permits	Com- mercial Vehicles	Length of stay abroad		Com- mercial Vehicles
				24 hours or less	Over 24 hours	
<u>Prince Edward Island (x)</u>						
Charlottetown.....	-	-	-	-	-	-
Total, Prince Edward Island...	-	-	-	-	-	-
<u>Nova Scotia (x)</u>						
Annapolis Royal.....	-	-	-	-	-	-
Halifax.....	-	14	-	-	-	-
Liverpool.....	-	2	-	-	-	-
North Sydney.....	-	6	-	-	-	-
Pictou.....	-	-	-	-	-	-
Truro.....	-	-	-	-	-	-
Yarmouth.....	-	613	-	3	15	-
Total, Nova Scotia.....	-	635	-	3	15	-
<u>New Brunswick</u>						
Andover.....	4,211	1,437	212	3,596	7	520
Aroostook Jct.....	26	13	11	41	1	1
Belleville.....	149	16	13	260	1	51
Bloomfield.....	316	56	28	193	2	63
Brown Road.....	98	20	14	168	-	24
Campobello.....	312	21	15	201	1	24
Centreville.....	1,135	350	117	886	48	170
Clair.....	7,836	1,411	605	6,021	3	755
Connors.....	-	-	-	-	-	-
Edmundston.....	24,032	1,523	1,843	8,851	73	705
Forest City.....	460	10	5	162	2	145

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

Port and Province	Number of			Number of		
	Foreign Vehicles Inward			Canadian Vehicles Inward		
	Non-	Travel-	Com-	Length of stay abroad		Com-
	Permit Class (Local Traffic)	ler's Vehicle Permits	mercial Vehicles	24 hours or less	Over 24 hours	mercial Vehicles
<b>New Brunswick - Cont'd</b>						
Fosterville.....	499	25	22	358	-	149
Four Falls.....	220	123	4	351	-	15
Gillespie.....	1,747	595	224	861	10	153
Grand Falls.....	859	220	120	411	1	38
Lord's Cove.....	43	92	-	108	10	-
McAdam Jct.....	-	17	-	-	-	-
Milltown.....	6,328	295	160	4,556	26	356
River de Chute.....	631	247	41	282	-	98
St. Andrews.....	-	3	-	-	-	-
St. Croix.....	1,802	535	41	1,440	44	141
St. Hilaire.....	-	-	-	-	-	-
St. John.....	-	3	-	-	-	-
St. Leonard.....	11,796	1,535	547	9,207	22	537
St. Stephen.....	24,122	8,268	1,220	21,077	887	1,221
Union Corner.....	329	29	22	231	1	110
Upper Mills.....	756	32	78	900	8	115
Wilson's Beach.....	-	-	-	-	-	-
Woodstock Road.....	8,841	1,724	468	5,906	131	658
Total, New Brunswick.....	96,548	18,600	5,810	66,067	1,278	6,049
<b>Quebec</b>						
Abercorn.....	2,065	1,000	222	2,218	31	320
Armstrong.....	290	5,289	89	199	564	31
Beebe.....	2,201	384	91	1,347	58	51
Chartierville.....	47	611	4	4	39	-
Clarenceville.....	229	308	1	487	21	54
Comins Mills.....	722	1,494	54	612	202	244
Covey Hill.....	133	58	14	75	6	27
Dundee.....	2,307	261	81	1,493	10	117
East Pinnacle.....	14	5	3	36	2	6
Estcourt.....	-	9	-	-	-	-
Franklin Centre.....	126	100	-	77	3	5
Frelighsburg.....	929	499	48	486	82	55
Glen Sutton.....	478	1,030	469	591	10	62
Hemmingford.....	853	425	103	1,258	49	107
Herdman.....	560	528	92	931	64	51
Hereford Road.....	1,306	363	58	470	14	58
Highwater.....	1,511	1,642	434	1,110	295	20
Jamieson's Line.....	53	45	8	22	-	1
Lac Frontiere.....	29	20	13	-	-	-
Lacolle.....	1,299	23,403	68	7,856	3,863	92
Montreal.....	-	6	-	-	-	-

Port and Province	Number of Foreign Vehicles Inward			Number of Canadian Vehicles Inward		
	Non- Permit Class (Local Traffic)	Travel- ler's Vehicle Permits	Com- mercial Vehicles	Length of stay abroad		Com- mercial Vehicles
				24 hours or less	Over 24 hours	
<u>Quebec - Cont'd</u>						
Morses Line.....	186	366	10	215	8	20
Noyan.....	765	1,044	33	469	151	91
Philipsburg.....	1,051	9,328	42	1,785	2,040	72
Quebec.....	-	-	-	-	-	-
Rock Island.....	5,563	8,670	213	4,573	955	220
St. Armand.....	-	-	-	-	-	-
St. Pamphile.....	-	6	-	-	-	-
St. Zacharie.....	33	34	-	157	73	42
Stanhope.....	403	2,291	73	1,765	894	180
Trout River.....	1,436	2,616	47	2,495	206	46
Woburn.....	356	413	8	314	53	122
Total, Quebec.....	24,945	62,248	2,278	31,045	9,693	2,094
<u>Ontario</u>						
Brockville.....	565	910	7	337	96	10
Cobourg.....	-	113	-	1	9	-
Cornwall.....	2,294	2,297	222	3,967	450	231
Courtright.....	702	264	-	81	32	-
Erieau.....	1	358	1	-	8	-
Fort Erie.....	182,256	48,281	1,246	9,783	881	339
Fort Frances.....	6,530	4,831	156	4,104	221	815
Fort William.....	-	-	-	-	-	-
Gananoque.....	-	-	-	-	-	-
Kingston.....	-	122	-	27	8	2
Kingsville.....	-	79	-	-	-	-
Lansdowne.....	1,146	22,006	220	2,518	1,046	124
Leamington.....	-	86	-	-	1	-
Midland.....	-	5	-	-	-	-
Morrisburg.....	225	362	3	209	71	7
Niagara Falls.....	66,690	54,696	325	20,393	1,517	1,455
Pelee Island.....	8	96	-	-	-	-
Pigeon River.....	2,009	4,940	10	628	844	23
Port Arthur.....	-	112	-	-	9	-
Port Lambton.....	1,153	425	-	317	87	1
Prescott.....	989	2,193	39	1,114	323	51
Rainy River.....	25	345	1	47	5	3
Sarnia.....	13,985	23,277	42	3,125	985	238
Sault Ste. Marie....	5,618	6,711	16	2,777	596	45
Sombra.....	763	235	5	174	17	43
Toronto.....	-	1	-	-	-	-
Walpole Island.....	753	147	2	585	15	33
West Dock.....	-	2	-	-	-	-
Windsor.....	161,019	54,501	5,861	12,031	2,547	1,347
Total, Ontario.....	447,361	227,395	8,156	62,218	9,768	4,767

Port and Province	Number of			Number of		
	Foreign Vehicles Inward			Canadian Vehicles Inward		
	Non-Permit Class (Local Traffic)	Traveler's Vehicle Permits	Commercial Vehicles	Length of stay abroad		Commercial Vehicles
				24 hours or less	Over 24 hours	
<u>Manitoba</u>						
Boissevain.....	192	376	-	302	199	45
Cartwright.....	143	66	1	236	30	30
Coulter.....	107	78	14	493	75	61
Crystal City.....	222	43	13	207	8	30
Emerson.....	2,984	4,255	26	1,753	2,710	13
Goodlands.....	77	133	-	652	25	15
Gretna.....	1,677	105	26	1,395	82	160
Haskett.....	224	83	10	677	32	150
Lena.....	445	114	1	887	32	20
Lyleton.....	65	47	51	558	7	133
Middlebro.....	106	6	20	232	1	26
Piney.....	240	10	26	159	10	9
Snowflake.....	142	28	4	282	7	8
South Junction.....	231	9	112	202	1	12
Windygates.....	242	73	11	515	6	46
Total, Manitoba.....	7,097	5,426	315	8,550	3,225	758
<u>Saskatchewan</u>						
Big Beaver.....	72	65	8	222	96	79
East Poplar River..	54	45	8	214	87	20
Elmore.....	223	50	52	496	40	115
Estevan.....	1,097	92	26	441	103	64
Marienthal.....	94	70	5	273	18	29
Monchy.....	51	156	9	73	407	5
Northgate.....	612	543	42	781	153	87
North Portal.....	974	497	144	1,800	514	112
Oungre.....	25	249	4	164	152	59
Regway.....	43	481	4	276	512	24
Treelon.....	80	47	4	116	78	101
West Poplar River..	22	31	-	-	-	-
Willow Creek.....	4	48	-	42	97	45
Total, Saskatchewan.....	3,351	2,374	306	4,898	2,257	740
<u>Alberta</u>						
Aden.....	20	7	-	33	3	8
Carway.....	386	1,903	25	208	814	19
Chief Mountain.....	313	4,875	24	486	517	13
Coutts.....	1,640	999	402	1,720	387	630
Del Bonita.....	215	75	10	116	4	48
Wild Horse.....	39	17	1	35	71	11
Total, Alberta.....	2,613	7,876	462	2,598	1,796	779

Port and Province	Number of			Number of		
	Foreign Vehicles Inward	Travel-ler's Vehicle Permits	Com-mercial Vehicles	Canadian Vehicles Inward	Length of stay abroad	Com-mercial Vehicles
	Non-Permit Class (Local Traffic)			24 hours or less	Over 24 hours	
<u>British Columbia</u>						
Aldergrove.....	265	1,074	33	1,656	205	115
Boundary Bay.....	771	108	50	4,351	598	142
Carson.....	472	334	33	587	26	20
Cascade City.....	659	663	7	516	95	32
Flathead.....	53	12	2	7	-	-
Huntingdon.....	2,129	2,080	20	6,084	552	147
Keremeos.....	1	22	-	27	4	7
Kingsgate.....	215	3,832	15	670	1,700	12
Midway.....	117	30	3	52	2	5
Nelway.....	314	357	-	316	142	11
New Westminster.....	-	-	-	-	-	-
Osoyoos.....	926	2,348	6	2,712	918	73
Pacific Highway.....	1,881	19,168	170	16,727	1,481	57
Paterson.....	356	488	3	633	256	97
Pleasant Camp.....	-	41	-	-	-	-
Powell River.....	-	-	-	-	-	-
Prince Rupert.....	-	16	-	-	-	-
Roosville.....	80	241	12	126	90	7
Rykerts.....	570	246	6	1,437	343	253
Sidney.....	-	1,660	-	28	366	1
Silver Heights.....	3	-	6	170	-	92
Skagit.....	-	-	-	-	-	-
Stewart.....	180	-	91	605	1	368
Vancouver.....	10	56	-	-	-	-
Victoria.....	3	5,061	-	39	499	1
Waneta.....	47	19	1	19	26	5
Total, British Columbia.....	9,052	37,856	458	36,762	7,304	1,445
<u>Yukon Territory</u>						
Dawson.....	-	-	31	-	-	4
Whitehorse.....	7	228	-	-	-	-
Total, Yukon Territory.....	7	228	31	-	-	4
<u>TOTAL,</u>						
CANADA.....	590,979	362,638	17,816	212,141	35,336	16,636

SUMMARY BY PROVINCES OF HIGHWAY TRAFFIC AT CANADIAN BORDER POINTS

JULY, 1946 and JULY, 1947

NUMBER OF FOREIGN VEHICLES INWARD

Province	Non-Permit Class Local Traffic		Traveller's Vehicle Permits		Commercial Vehicles	
	1946	1947	1946	1947	1946	1947
Prince Edward Island..	-	-	-	-	-	-
Nova Scotia.....	-	-	17	635	-	-
New Brunswick.....	79,234	96,548	16,292	18,600	5,027	5,810
Quebec.....	20,504	24,945	53,709	62,248	1,532	2,278
Ontario.....	405,708	447,361	187,783	227,395	7,669	8,156
Manitoba.....	7,413	7,097	4,856	5,426	240	515
Saskatchewan.....	2,999	3,351	2,237	2,374	258	306
Alberta.....	1,918	2,618	5,318	7,876	228	462
British Columbia.....	6,801	9,052	30,313	37,856	462	458
Yukon Territory.....	-	7	110	228	15	31
TOTAL.....	524,577	590,979	300,655	362,638	15,431	17,816

SUMMARY BY PROVINCES OF HIGHWAY TRAFFIC AT CANADIAN BORDER POINTS

JULY, 1946 and JULY, 1947

NUMBER OF CANADIAN VEHICLES INWARD

Province	Length of stay abroad 24 hours or less		Over 24 hours		Commercial Vehicles	
	1946	1947	1946	1947	1946	1947
Prince Edward Island..	-	-	-	-	-	-
Nova Scotia.....	-	3	-	15	-	-
New Brunswick.....	51,006	66,067	844	1,278	5,540	6,049
Quebec.....	24,011	31,045	7,204	9,693	2,246	2,094
Ontario.....	55,528	62,218	8,340	9,768	3,416	4,767
Manitoba.....	6,639	8,550	2,081	3,225	452	758
Saskatchewan.....	3,988	4,898	1,619	2,257	702	740
Alberta.....	2,473	2,598	786	1,796	596	779
British Columbia.....	27,129	36,762	5,823	7,304	1,115	1,445
Yukon Territory.....	-	-	-	-	-	4
TOTAL.....	170,774	212,141	26,697	35,336	14,067	16,636

CUMULATIVE SUMMARY BY PROVINCES OF HIGHWAY TRAFFIC AT CANADIAN BORDER POINTS

JANUARY - JULY, 1946 : JANUARY - JULY, 1947

NUMBER OF FOREIGN VEHICLES INWARD

Province	Non-Permit Class Local Traffic		Traveller's Vehicle Permits		Commercial Vehicles	
	1946	1947	1946	1947	1946	1947
Prince Edward Island..	-	-	-	-	-	-
Nova Scotia.....	4	-	31	1,053	-	-
New Brunswick.....	406,549	436,726	40,172	43,979	38,519	37,535
Quebec.....	94,373	98,003	132,856	143,541	12,272	14,545
Ontario.....	1,411,419	1,535,287	464,278	493,699	47,988	48,255
Manitoba.....	29,266	30,124	11,275	12,588	978	1,469
Saskatchewan.....	11,392	10,926	5,655	5,282	1,635	1,682
Alberta.....	6,418	10,377	8,835	12,805	1,389	2,800
British Columbia.....	31,690	41,069	94,862	109,946	2,759	3,240
Yukon Territory.....	-	11	201	413	19	44
TOTAL.....	1,991,111	2,162,523	758,165	825,306	105,559	109,570
Percentage Change.....		+ 8.6%		+ 8.6%		+ 3.8%

CUMULATIVE SUMMARY BY PROVINCES OF HIGHWAY TRAFFIC AT CANADIAN BORDER POINTS

JANUARY - JULY, 1946: JANUARY - JULY, 1947

NUMBER OF CANADIAN VEHICLES INWARD

Province	Length of stay abroad 24 hours or less		Over 24 hours		Commercial Vehicles	
	1946	1947	1946	1947	1946	1947
Prince Edward Island..	-	-	-	-	-	-
Nova Scotia.....	-	3	-	33	-	-
New Brunswick.....	271,024	318,816	2,646	4,182	33,729	34,812
Quebec.....	104,540	124,512	18,332	23,270	16,126	17,579
Ontario.....	294,126	348,931	31,958	35,911	19,921	33,886
Manitoba.....	24,825	27,569	5,455	8,509	1,845	2,895
Saskatchewan.....	19,986	19,069	3,836	4,952	2,770	3,233
Alberta.....	9,425	11,765	1,806	4,336	3,992	4,226
British Columbia.....	104,229	152,221	18,346	21,067	7,453	8,169
Yukon Territory.....	-	-	-	-	-	44
TOTAL.....	828,155	1,002,886	82,379	102,260	85,836	104,804
Percentage Change.....		+ 21.1%		+ 24.1%		+ 22.1%



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

1. "Commercial Vehicles" are trucks used for commercial purposes.
2. Vehicles not classified as commercial vehicles consist of automobiles, taxis, motorcycles and bicycles.
3. Through buses, local buses, horse-drawn vehicles, and military trucks, or other military vehicles, are not included in any of the classifications.
4. Foreign Vehicles Inward.
  - (a) Non-Permit Class (E.49)

Local vehicles which are not required to make out formal Customs permits. They are restricted to travel within the jurisdiction of the port and may not remain in Canada more than 48 hours.

Also included are the repeat trips of commuters and others who cross the border frequently on commuting permits. (See below).
  - (b) Traveller's Vehicle Permits (E.50)

Travellers's vehicle permits are issued to all non-commercial vehicles which -

    1. Travel beyond the jurisdiction of the port of entry, or
    2. remain in Canada more than 48 hours, or
    3. leave the country by another port than the one by which they entered.

These permits are usually issued for periods of 60 days or 6 months, but a considerable number is issued to vehicles which are in Canada less than 48 hours.

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

5. Canadian Vehicles Inward (E.60A)

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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Statistics on volume of highway traffic have been published annually from 1923 to 1937, and have been published annually and monthly from January 1938 to date. Certain changes in classification instituted in April, 1941 do not permit exact comparisons between data published before and after that date. Particulars of changes in classification can be found on page 4 of the annual statement for the year 1944.

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