

GOVERNMENT OF CANADA

TRAVEL BETWEEN CANADA  
AND  
OTHER COUNTRIES  
1951



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**TRAVEL BETWEEN CANADA  
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OTHER COUNTRIES  
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**Classifications used in this Report are defined as follows:**

1. "Commercial Vehicles" are trucks used for commercial purposes.
2. Highway Traffic not classified as commercial vehicles consists of automobiles, taxis, motorcycles and bicycles.
3. **Foreign Vehicles Inward**
  - (a) 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).
  - (b) Traveller's 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. (Thus a motorist who intends to leave the country at a point other than that of entry must apply for a traveller's vehicle permit).

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.

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.
4. **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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N.B. A description of the methods used in calculating expenditures in Canada of non-resident travellers appears on pages 4-9 of "Travel between Canada and Other Countries, 1949".

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# TRAVEL BETWEEN CANADA AND OTHER COUNTRIES, 1951

## Foreign Travel Expenditures in Canada Maintained at High Level

Foreign travel expenditures in Canada were maintained in 1951 at a level very close to that of 1950. Total expenditures at \$274 million were only \$1 million below those of 1950 and \$11 million below the record of 1949. Ninety-four per cent of the total, or \$258 million, was spent by residents of the United States and the remainder, or \$16 million, by residents of overseas countries, principally the United Kingdom. Receipts from foreign travel have been at a consistently high level throughout the period of four years from 1948 to 1951, changes from year to year being of a minor nature. Travel receipts in each of these years have surpassed those of any other year by a margin of \$20 million or more.

In contrast expenditures of Canadian travellers outside of Canada rose to a new peak of \$280 million, as is described later in this report.

Canadian immigration officials report a total of 24.9 million visits to Canada by non-residents in 1951. This constitutes an increase over each of the two preceding years and comes close to the record of 25.1 million in 1948. These visits are made by vacationists, summer residents, commuters, business men and all other persons entering the country except immigrants.. They include repeat visits by

commuters and others who cross the border many times during a year. They also include persons whose only purpose in entering Canada is to take the most direct route between two points in the United States. Well over 99 per cent come from the United States and social visits to friends and relatives are an important element of the total. The visits range in length from an hour or less to as long as a year, but only 15 or 16 per cent of the total last longer than 48 hours because of the predominance of casual local visits in the total count.

To find out how much money these visitors spend in Canada during a year it is obviously impossible to canvass them all. The only practical method is to estimate their expenditures on the basis of statements obtained from a representative sample of the total volume of traffic. Before the sample expenditure rate can be multiplied by the total volume of traffic, evidence must be obtained that the sample accurately represents a true cross-section of all visits. The smaller the size of the sample, the larger will be the error in the resulting estimate if the sample should emphasize one type of traffic at the expense of another.

STATEMENT 1. Number and Expenditures of United States Travellers in Canada 1949-1951

Type of Transportation	Number of Persons			Expenditures		
	1949	1950	1951	1949	1950	1951 <sup>1</sup>
	Thousands			\$ Millions		
Automobile:						
Non-permit or local traffic.....	8,749	8,843	9,000	18.7	20.1	18.8
Customs Permits.....	5,857	6,029	6,520	126.6	128.0	132.8
Repeat trips of permit holders .....	3,057	2,600	2,982	—	—	—
<b>Total.....</b>	<b>17,663</b>	<b>17,472</b>	<b>18,502</b>	<b>145.3</b>	<b>148.1</b>	<b>151.6</b>
Non-Automobile:						
Rail.....	1,181	1,093	1,116	52.8	43.5	43.6
Boat .....	300	212	259	13.8	13.7	10.5
Through Bus .....	429	406	407	24.4	20.8	17.7
Plane .....	136	158	175	17.6	21.4	22.2
Other.....	4,560	4,176	4,421	13.2	12.2	12.4
<b>Total.....</b>	<b>6,606</b>	<b>6,045</b>	<b>6,378</b>	<b>121.8</b>	<b>111.6</b>	<b>106.4</b>
<b>Grand Total .....</b>	<b>24,269</b>	<b>23,517</b>	<b>24,880</b>	<b>267.1</b>	<b>259.7</b>	<b>258.0</b>

1. Subject to revision.

In estimating international travel expenditures the Dominion Bureau of Statistics makes use of classifications of travellers already in use by Canadian customs and immigration officials. Customs officials permit non-resident motorists to import their vehicles free of duty on satisfactory evidence that the vehicle will not remain in Canada. Motorists who intend to travel beyond the jurisdiction of the port of entry and those who intend to remain longer than 48 hours irrespective of their destination are required to apply for traveller's vehicle permits. These permits are prepared in triplicate, one copy of each permit being forwarded by customs officials to the Dominion Bureau of Statistics. The Bureau's figures regarding length of stay and United States federal state of origin are thus obtained not from a sample but from 100 per cent of the traffic entering Canada on customs

permits. The Bureau's copy of the permit, which is retained by the driver throughout his visit, contains an expenditure question: "Approximate total amount spent in Canada on this visit by you and those in your vehicle for all purposes - Examples: gas, oil, repairs, lodging, food, beverages, merchandise, amusements, etc." In 1951, 79 per cent of all permit-holding motorists answered this question, thus providing a 79 per cent sample for the Bureau's estimate of expenditures by this type of traffic. In Ontario, where there is a heavy volume of short term traffic proceeding intransit between Buffalo and Detroit, the expenditure sample was as large as 90 per cent. There is no reason to believe that the sample is selective with regard to either short or long term traffic and its large size gives ample assurance that expenditure estimates based upon it are accurate.

**STATEMENT 2. Expenditures of United States Travellers in Canada by Length of Stay, 1951**

Mode of Travel	Number of Persons	% of Grand Total	Expenditures <sup>1</sup>	% of Grand Total
		%	\$	%
<b>Short Term Traffic:</b>				
Automobile:				
Non-permit or local traffic.....	8,999,860	36.17	18,829,723	7.30
Customs permit holders:				
Commuters.....	4,768	0.02	619,843	0.24
Locals .....	8,221	0.03	473,089	0.18
Repeat trips.....	2,982,307	11.99	—	—
Other				
1 days' stay .....	2,484,975	9.99	6,209,848	2.41
2 days' stay .....	1,328,965	5.34	10,152,110	3.93
Rail, intransit .....	623,754	2.51	—	—
Bus, intransit .....	83,532	0.33	250,596	0.10
Airplane intransit .....	6,907	0.03	20,721	0.01
Other travellers (pedestrians, local bus etc.) .....	4,421,170	17.77	12,407,849	4.81
<b>Total .....</b>	<b>20,944,459</b>	<b>84.18</b>	<b>48,963,779</b>	<b>18.98</b>
<b>Long Term Traffic:</b>				
Automobile:				
Customs permit holders:				
Summer Residents.....	29,876	0.12	4,330,817	1.68
Other				
More than two days' stay.....	2,662,575	10.70	111,030,794	43.03
Rail.....	492,107	1.98	43,572,214	16.89
Bus.....	323,847	1.30	17,461,604	6.77
Airplane, intransit .....	168,267	0.68	22,169,301	8.59
Boat .....	258,396	1.04	10,470,311	4.06
<b>Total .....</b>	<b>3,935,068</b>	<b>15.82</b>	<b>209,035,041</b>	<b>81.02</b>
<b>Grand Total .....</b>	<b>24,879,527</b>	<b>100.00</b>	<b>257,998,820</b>	<b>100.00</b>

1. Subject to revision.

Analysis of all visits to Canada by permit-holding motorists in 1951, exclusive of summer residents and other special classes, is given in Table 1. The most important fact revealed by Table 1 is that 57 per cent of all visits to Canada by permit-holding motorists (excluding special classes) lasted less than 48 hours. Expenditures of these short term visits amounted to only 13 per cent of the total for

short and long visits. Expenditures per visit by short term permit-holders are little more than those of non-permit motorists and can well be considered with those of the latter.

The longer term visits of motorists, lasting more than 48 hours, contain most of the vacation traffic and can be studied with advantage apart from the



short term visits. For the great majority (90 per cent of the long term group) who remain for three days to two weeks, average daily expenditures per person range from about \$5 to about \$7. Arithmetic averages such as these are only of value when considered in relation to the series which they represent. As an illustration, the average income of residents of the State of New York in 1950 was \$1,864. This figure is based on the total population of the state including children, persons of advanced age, inmates of institutions and others not productively engaged. It goes without saying that the average income of those persons in New York State who are gainfully employed would be much higher. Similarly, average expenditures on travel based on the total number of travellers including children and people who are merely visiting friends or relatives are much lower than expenditures of a typical vacationist travelling without children and making use of public accommodation.

Expenditures in Canada by permit-holding motorists, calculated on the basis of the sample de-

scribed above, totalled \$133 million in 1951, or more than half the aggregate expenditures by all types of traffic from the United States which amounted to \$258 million. Expenditures of the other types of traffic originating in the United States — persons travelling by rail, boat, bus and plane, and non-permit or local motorists — are estimated by methods similar to those described above, separate expenditure samples being used for each type of transportation. Expenditures of non-permit motorists are obtained from Canadian Customs Form E 49, on 82 per cent of which expenditures are reported. Expenditure rates for each of the non-automobile groups are obtained by the United States Department of Commerce through the use of a questionnaire post card distributed by United States customs officials to approximately one returning traveller out of every seven. Expenditure data for each of these groups are forwarded monthly by the United States Department of Commerce to the Dominion Bureau of Statistics.

#### Travellers from the United States - Volume Higher, Little Change in Expenditures

In spite of an increase of six per cent in the number of visits from the United States in 1951, expenditures from that country were just under those of 1950. The drop was only \$2 million — from \$260 million in 1950 to \$258 million in 1951. The drop in spending accompanied by an increase in the number of visits indicates a drop in average spending per visit, which may be due to shorter visits or lighter spending per day or a combination of the two. There has been a steady decline since 1947 in the average length of visit of motorists travelling on customs permits. If special groups such as summer residents and commuters are excepted the decline has been as follows:

Year	Average Length of Visit in Days
1947.....	5.39
1948.....	5.28
1949.....	4.99
1950.....	4.80
1951.....	4.51

This drop, amounting to 16 per cent between 1947 and 1951, has partly offset a counter trend towards heavier spending per day which occurred during the same period. Thus total expenditures of permit-holding motorists were only 4 per cent larger in 1951 than in 1950 although there was an increase of 8 per cent in the number of visits.

#### STATEMENT 3. Average Declared Expenditure per Car of Non-Resident Motorists Travelling in Canada on Customs Permits, by Class of Permit, 1947-1951

Class of Permit	1947	1948	1949	1950	1951
	\$	\$	\$	\$	\$
Commuter .....	311.04	372.07	296.07	311.90	288.16
Summer Resident .....	415.28	440.99	384.42	299.11	345.66
Local .....	99.48	97.52	91.43	91.86	131.57
Other .....	61.66	63.34	66.53	60.29	57.25

An important factor contributing to the shorter average visit has been the growing volume of intrastate motor traffic cutting across Southern Ontario between Detroit and Buffalo. During recent years one and two-day trips between St. Clair-Detroit River ports and Fort Erie-Niagara Falls have represented a steadily increasing proportion of the total number of cars to enter Ontario from the United States on customs permits. If special

groups such as summer residents and commuters are omitted these short-cut motorists have increased from 20.5 per cent of total entries into the Province in 1946 to 25.6 per cent in 1951. Thus one out of every four permit-cars which enters Ontario is in charge of a person who appears to be more concerned with a direct route between two points in the United States than with a visit to Canada.

**STATEMENT 4. Number of Non-Resident One and Two-Day Automobiles Travelling on Customs Permits<sup>1</sup> Intransit Between Selected Border Points in Ontario, 1947-1951**

Border Points	1947	1948	1949	1950	1951
Fort Erie - Windsor .....	74,301	87,041	97,383	115,297	121,358
Niagara Falls - Windsor .....	69,445	79,809	83,866	92,148	102,816
Fort Erie - Sarnia .....	14,700	22,397	26,168	31,384	35,129
Niagara Falls - Sarnia .....	43,469	53,680	59,054	61,019	71,935
<b>Total of Above .....</b>	<b>201,915</b>	<b>242,927</b>	<b>266,471</b>	<b>299,848</b>	<b>331,238</b>
<b>Total Number of Cars<sup>1</sup> entering Ontario irrespective of length of visit .....</b>	<b>968,448</b>	<b>1,093,528</b>	<b>1,148,436</b>	<b>1,184,577</b>	<b>1,291,475</b>
Intransit traffic as percentage of total traffic .....	20.8	22.2	23.2	25.3	25.6

1. Exclusive of commuters, summer residents and locals.

The increase in 1951 in expenditures of motorists amounting to \$3 million, was more than offset by a decrease of \$5 million in expenditures of non-motorists. In the case of the non-motorists there appears to have been little change in the length of visit, but average daily expenditures were six per cent lower than in 1950. An analysis of expenditures according to method of transportation

shows that the decline from the year before was due to lower spending by two types of traffic only: passengers travelling by boat and by through bus. Persons proceeding by rail and plane and the residual group which includes pedestrians and local bus passengers, like the motorists, all spent slightly more than in the year before.

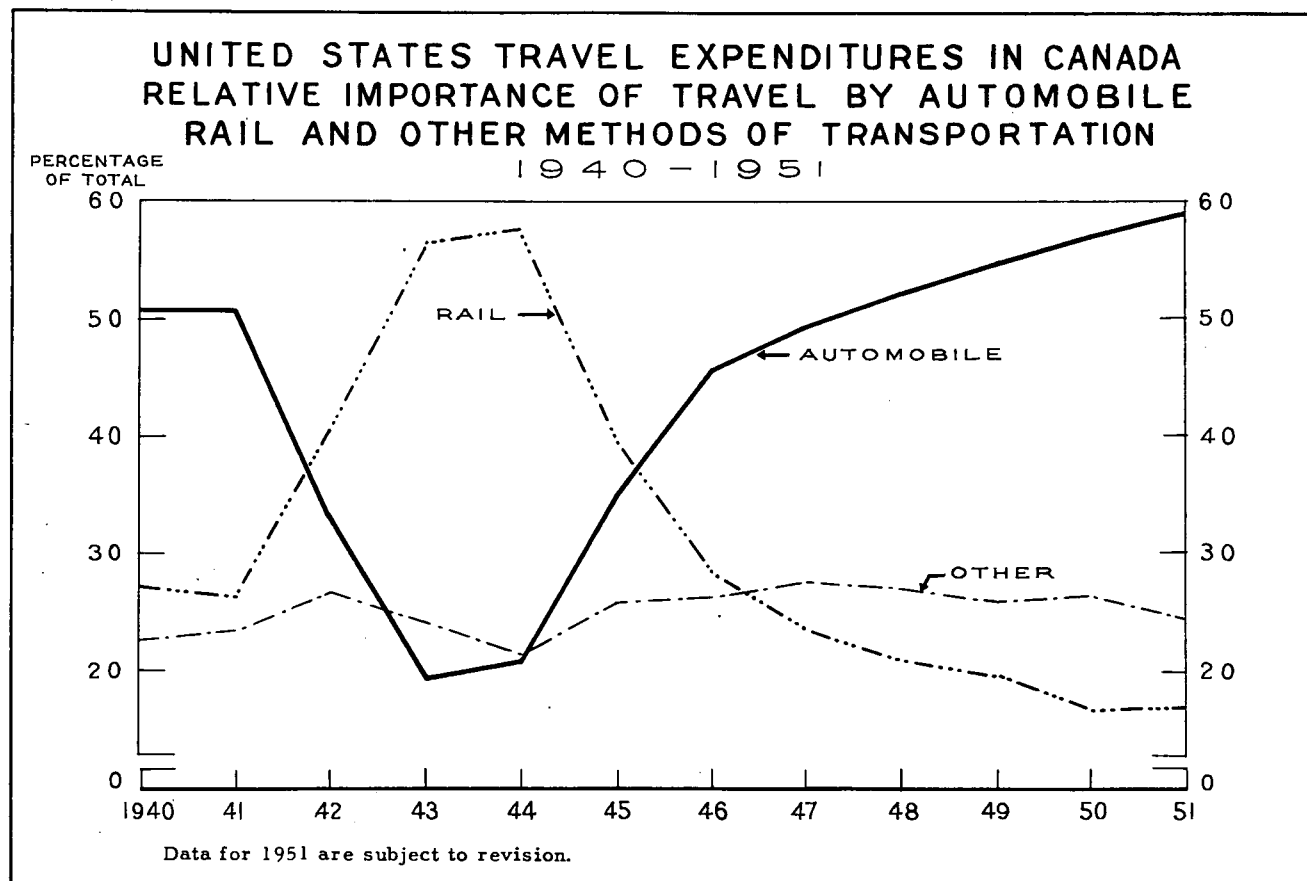


Chart 1 shows the relative importance of United States travel expenditures in Canada according to various types of transportation over a period of 12 years. In each of the past four years expenditures of motorists have exceeded those of all the non-automobile groups. This was also the case in the early war years before emergency restrictions were placed on motor travel. As a result of the restrictions the relative importance of the train and the automobile were almost exactly reversed during

the greater part of the war. Then in 1945 with the removal of some of the restrictions and the resumption of automobile construction the automobile curve took a sharp upward turn, accompanied by an equally sharp drop in rail traffic. The chart depicts dramatically the preference which the traveller has for the automobile when it is available. The relative importance of types of transportation other than automobile and train declined moderately during the war but since then remained quite stable.

### Receipts from United States Travellers In Canada Classified by Province of Entry

Lack of information on the movements of American travellers within Canada makes it impossible to allocate expenditures according to the provinces in which they are made. It is possible to classify expenditures according to the provinces through which the travellers enter Canada, but such

figures are only generally indicative of provincial receipts from foreign travel, being subject to an unknown volume of interprovincial travel. A distribution of United States travel expenditures in Canada by province of entry for the years 1947-1951 is given in Statement 5.

### STATEMENT 5. Distribution of United States Travel Expenditures in Canada by Province of Entry, 1947-1951

Province of Entry	Percentage of Total				
	1947	1948	1949	1950	1951 <sup>2</sup>
Atlantic Provinces <sup>1</sup> .....	7.0	7.9	7.0	8.7	8.6
Quebec.....	18.6	18.0	18.8	19.8	19.1
Ontario.....	54.2	56.5	56.1	50.4	49.8
Manitoba .....	2.9	2.8	2.7	2.9	2.4
Saskatchewan.....	1.5	1.6	1.4	1.4	1.5
Alberta.....	1.9	2.4	2.6	3.3	3.3
British Columbia .....	13.9	10.8	11.4	13.5	15.3
Total .....	100.0	100.0	100.0	100.0	100.0

1. Entering mainly through ports in New Brunswick.

2. Subject to revision.

Statement 5 indicates that American travellers entering Canada through each of the provinces from Manitoba to the Atlantic accounted for a smaller proportion of total expenditures in 1951 than in 1950, while Alberta entries accounted for the same

proportion in each year and visitors arriving via Saskatchewan and British Columbia had a larger share in 1951. The change in British Columbia was considerably larger than that in any of the other provinces.

**STATEMENT 6. Average Declared Expenditure per Car of Non-Resident Motorists Travelling in Canada on Customs Permits<sup>1</sup> by Province of Exit 1947-1951**

Province of Exit	1947	1948	1949	1950	1951 <sup>2</sup>
	\$	\$	\$	\$	\$
Atlantic Provinces .....	99.47	102.36	98.34	82.62	78.62
Quebec .....	65.88	66.35	66.52	62.52	59.87
Ontario .....	53.09	54.05	57.93	51.09	48.11
Manitoba .....	91.25	97.33	88.47	93.84	80.88
Saskatchewan.....	78.74	69.56	91.48	92.01	91.07
Alberta .....	126.32	133.60	134.44	143.57	126.53
British Columbia.....	85.30	100.83	84.35	80.38	84.91
<b>Total .....</b>	<b>61.66</b>	<b>63.34</b>	<b>66.53</b>	<b>60.29</b>	<b>57.25</b>

1. Exclusive of commuters, summer residents and locals.
2. Subject to revision.

A separate calculation is made for expenditures of travellers entering Canada by way of each province, with the exception of the four Atlantic provinces which are handled as a single unit. Statement 7 referring to the Province of Ontario can be taken as an example of the method used in each case. The average declared expenditure per car for permit-holding motorists, other than summer residents and other special classes, is \$48.11 per visit. This average is based on more than a million declarations of expenditures and constitutes a sample of 90 per cent of the total volume of this type of traffic. It includes thousands of vacation visits lasting for a week or two and accounting for \$200 or more per car. It also includes a much greater number of short term visits, a large proportion of which last for less than a day. The sample is not only very large but it constitutes an accurate cross-section of the total traffic. An analysis by mechanical tabulation shows that 61 per cent of all visits to Ontario by permit-holding motorists last less than 48 hours. Consequently in an accurate expenditure sample for this type of traffic approximately 61 per cent of the visits should be shorter than 48 hours. Any estimate of

expenditures for Ontario based on a sample in which short term visits are not properly represented would be of little value. The large size and representative character of Bureau of Statistics expenditure samples assure that travel expenditures based on them are accurate. Statement 6 shows that average expenditure rates for entries via other provinces are considerably higher than for Ontario, ranging up to a maximum of \$126.53 for entries via Alberta. The low average expenditures in Ontario are principally due to the short duration of the average visit.

The average declared expenditure per car for non-permit or local traffic is based on an expenditure question on Canadian Customs Form E 49. The question is answered on 79 per cent of the forms.

The expenditure rates for non-automobile traffic are furnished by the United States Department of Commerce, which obtains the information from a questionnaire distributed by United States border officials to approximately one returning traveller out of every seven.

**STATEMENT 7. Method of Calculation of Travel Expenditures in Canada by Non-Residents  
Arriving from the United States via Ports of Entry in Ontario, 1951**

**A. Automobile Traffic**

Method of Transportation	Number of Cars Entering Canada during Year	Average Declared Expenditure Per Car Per Visit	Estimated Total Expenditures <sup>1</sup> (Product of Data in First Two Columns)
	Thousand	\$	\$ Million
1. Traveller's vehicle permits:			
Summer residents, commuters, etc. ....	15	333	5.0
Other			
24 hours or less .....	513	7	3.8
24-48 hours .....	284	19	5.3
Over 48 hours .....	494	108	53.2
2. Non-permit or local .....	2,510	6	14.6
3. Repeat visits by permit-holders .....	1,149		2
<b>Total automobile traffic .....</b>	<b>4,965<sup>3</sup></b>		<b>81.9</b>

**B. Non-Automobile Traffic**

Method of Transportation	Number of Persons Entering Canada during Year	Average Declared Expenditure Per Person Per Visit	Estimated Total Expenditures (Product of Data in First Two Columns)
	Thousand	\$	\$ Million
1. Train:			
Intransit .....	624	—	—
Other .....	209	98	20.5
2. Boat .....	45 <sup>4</sup>	24	1.1
3. Through bus:			
Intransit .....	83	3	0.2
Other .....	229	44	10.0
4. Plane .....	60	112	6.7
5. Miscellaneous (pedestrians, local bus, etc.) .....	2,881	3	9.1
<b>Total non-automobile traffic .....</b>	<b>4,131</b>		<b>47.6</b>
<b>Grand Total automobile and non-automobile     traffic .....</b>	<b>16,671</b>		<b>129.5</b>

1. Expenditures of motorists travelling on traveller's vehicle permits are based on declarations on more than a million permits.

2. Included in expenditures of vehicles entering on traveller's vehicle permits.

3. The equivalent number of persons is 12,460,000.

4. Excluding 80,000 non-residents taking Thousand Island tour at Gananoque who are included in other items.

**Analysis of United States Motor Traffic to Canada by Ports of Entry and Exit**

In 1951, 8 per cent of all American cars entering Canada on customs permits left the country via a province other than that of entry. Particulars of this interprovincial movement during the period of four months from June to September are shown in Tables 2 and 7. In Table 7 the number of permit-holding cars leaving Canada by a province other than that of entry is expressed as a percentage of the total number of cars for each province. The trend in 1951 was toward lower percentages in the East and higher percentages in the West. These figures do not represent the total volume of non resident traffic crossing provincial boundaries as they are exclusive of vehicles which leave by the province of entry after visiting another province or provinces.

More than 60 per cent of all permit-holding cars enter Canada through ports of entry in the Province of Ontario. The six routes within the province which are followed by the greatest number of American cars are outlined in Table 8. The table shows the number of permit-holding cars, exclusive of summer residents and other special classes, which followed these routes during the period of four months from June through September for each of the years 1949, 1950 and 1951. The statement also gives the volume of traffic over each route as a percentage of the total number of cars to enter the province through all ports of entry.

**Canada's Share of Expenditures on Travel by Residents of the United States**

According to the United States Department of Commerce, United States travel expenditures in

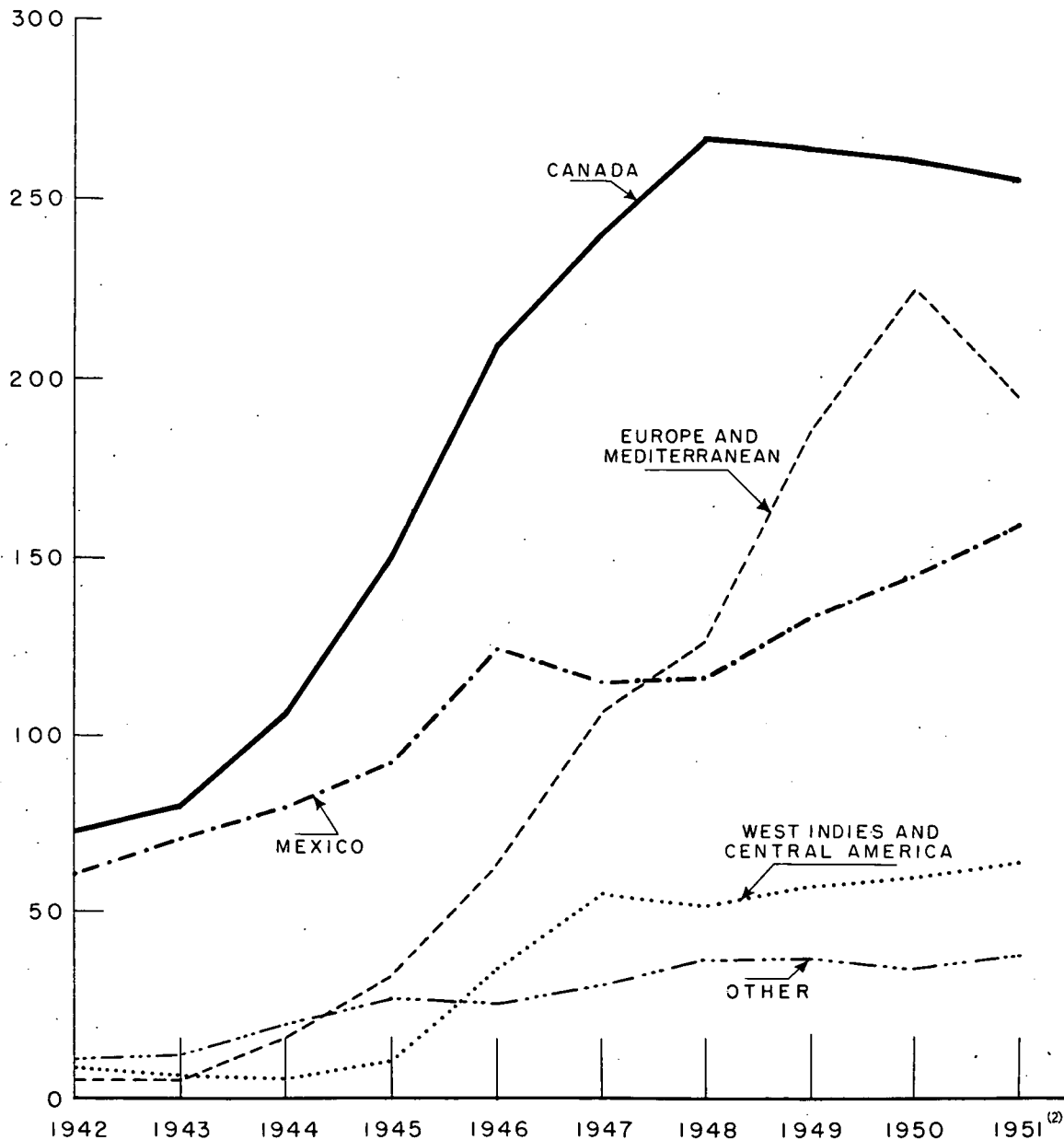
Canada expressed in U.S. funds reached a peak in 1948 and declined slightly in each succeeding year.

# TRAVEL EXPENDITURES<sup>(1)</sup> IN FOREIGN COUNTRIES BY RESIDENTS OF THE UNITED STATES

## 1942 — 1951

(UNITED STATES DEPARTMENT OF COMMERCE)

MILLIONS  
OF  
U.S. DOLLARS



Notes: (1) Expenditures are exclusive of payments to Overseas Countries for transportation to and from the United States.

(2) Data for 1951 are subject to revision.

Expenditures in Canada were not only at a high level in 1948 but represented a high proportion of total expenditures on travel outside the United States. Canada's share of the total was 44 per cent in 1948. This proportion dropped to 39 in 1949, to 36 in 1950 and to 35 in 1951. Expenditures in Europe rose sharply to 31 per cent in 1950, only to drop as sharply to 27 per cent in 1951. Meanwhile Mexico's share continued to grow, and in 1951 was only a little smaller than that of Europe.

Although United States expenditures on foreign travel are greater than those of any other country, they are far less than those of Canada if considered on a per capita basis. In 1951 United States foreign travel expenditures on a per capita basis amounted to \$4.80 while the Canadian equivalent was \$19.85, or four times as much. Since it is safe to assume that Americans travel at least as much as Canadians, it would appear that Americans travel in their own country considerably more than Canadians do in theirs.

#### Analysis of United States Motor Traffic to Canada by State of Origin

In Table 3 all automobiles travelling on customs permits which departed from Canada in 1951 are classified according to province of entry and state or country of origin. Together with the 2.2 million cars originating in the United States are 5,000 which originated in other countries, principally Alaska. Comparable data for the years 1949 and 1950 have been published in former editions of this report.

In Table 4 appears information similar to that in Table 3, limited to visits lasting longer than 48 hours. Comparisons between Tables 3 and 4 reveal some interesting facts regarding the duration of visits by this type of traffic. (Although Table 3 includes special classes such as commuters and summer residents which are not included in Table 4, these special classes amount to less than one per cent of the total and should have little effect on comparisons between the two tables.) The number of visits in Table 4 is 43 per cent of the number in Table 3, indicating that 43 per cent of visits on customs permits last longer than 48 hours as is also shown in Table 1 in different detail. This percentage varies according to province of entry from 39 and 40 in Ontario and New Brunswick to 65 and 70 in Saskatchewan and Alberta, while it is close to 100 in visits to Newfoundland, Prince Edward Island and Nova Scotia. In the last column of Table 4 similar comparisons are made according to state of origin. From this point of view the

longer term visits vary from a minimum of 13 per cent for cars originating in Vermont to a maximum of 69 per cent for cars from South Dakota.

More than 80 per cent of the cars entering Canada on customs permits and practically all the non-permit cars originate in the states forming the northern boundary of the United States. The border states supplemented by Oregon and California on the Pacific coast and Massachusetts, Connecticut, Rhode Island and New Jersey on the Atlantic Seaboard account for 93 per cent of the permit-holding cars to enter the country, as is shown in Table 6.

The North Eastern states, comprising the area from Maine to Pennsylvania, are the source of almost half the cars entering Canada on permits; and close to a third originate in the states bordering the Great Lakes from Ohio to Wisconsin. The North Western states, Minnesota, North Dakota and Montana, although aggregating 1,200 miles on the international boundary, furnish only 3 per cent of all entries. The West Coast states, Washington, Oregon and California, supply 11 per cent of the total traffic—Washington furnishing almost twice as many cars as Oregon and California together. All states other than those which have been specified—well over half the states in the Union—contribute the remaining 7 per cent of the entries originating in the United States.

**STATEMENT 8. Permit-Holding Automobiles Visiting Canada – Increases in Number of Visits from Each of Five Regions in the United States, 1946-1951**  
(1946=100)

Region	1946	1947	1948	1949	1950	1951
North Eastern .....	100	111	126	133	140	146
Great Lakes.....	100	114	124	132	136	152
North Western .....	100	101	119	152	148	163
West Coast.....	100	113	107	118	124	135
Other.....	100	114	142	174	190	207

Statement 8 shows that the largest relative increase since the war has been in traffic originating in the residual states which are not specified in Table 6. More than twice as many cars came from this group in 1951 as in 1946; while there were more moderate gains of 35 per cent for the West

Coast group, and 46, 52 and 63 per cent respectively for the North Eastern, Great Lakes and North Western groups. The largest gains for individual states were made by the following—most of which are in the West or South:

## Number of Visits by Permit-Holding Motorists

State of Origin	Per cent Increase 1946 - 1951
West Virginia .....	201
Nevada .....	189
Tennessee .....	153
Utah .....	145
Wyoming .....	137
Iowa .....	134
Mississippi .....	129

In Table 5 are shown average expenditures per visit for automobiles registered in the same states that appear in Table 6. Expenditures in 1951 varied from \$15.16 for Vermont to \$110.28 for California. This range in expenditures is influenced by the duration of the visit in Canada and the rate of spending throughout the visit. The states in which most of the short term intransit traffic originates—New York and Michigan—have low expenditure

rates per car. Motorists in Maine and Vermont are accustomed to make visits of short duration to nearby points in New Brunswick and Quebec, and spend at an even lower rate. As is shown in the last column of Table 4, only 23 per cent of the visits from Maine and 13 per cent of the visits from Vermont last longer than 48 hours. These short visits account for the low average expenditure per visit which was only \$22.08 per car for motorists from Maine and \$15.16 for those from Vermont.

There is a marked uniformity in the range from year to year in average expenditures per visit for each state. With the single exception of Minnesota, average expenditure rates from year to year for each of the states shown in Statement 9 varied by less than \$10 per visit during the four years from 1948 to 1951. Such a high degree of stability reflects unchanging habits in travel behaviour by residents of each of these states.

**STATEMENT 9. Average Expenditure Per Car Declared by Non-Resident Permit-Holding Motorists by U.S. Federal State of Registration, 1948-1951**

State of Registration	Average Declared Expenditure Per Car			
	1948	1949	1950	1951
<b>North Eastern:</b>				
Connecticut.....	75.14	78.53	82.63	78.76
Maine.....	37.28	31.45	22.20	22.08
Massachusetts.....	84.32	85.34	91.52	85.03
New Hampshire.....	49.28	52.70	51.16	51.27
New Jersey.....	80.71	87.22	95.71	89.52
New York.....	55.63	55.95	59.22	58.11
Pennsylvania.....	77.22	79.83	84.58	82.09
Rhode Island.....	76.86	79.90	83.75	78.73
Vermont.....	19.73	17.96	13.65	15.16
<b>Great Lakes:</b>				
Illinois.....	87.88	89.74	94.02	89.48
Indiana.....	71.92	74.43	74.27	68.62
Michigan.....	48.06	45.57	37.60	33.82
Ohio.....	86.61	87.99	92.41	88.93
Wisconsin.....	79.79	80.50	86.61	81.06
<b>North Western:</b>				
Minnesota.....	84.00	70.30	78.50	72.82
Montana.....	81.69	75.93	73.48	70.74
North Dakota.....	64.83	58.86	55.66	51.48
<b>West Coast:</b>				
California.....	105.35	106.08	113.24	110.28
Oregon.....	92.77	92.05	97.11	103.32
Washington.....	49.82	49.55	50.06	53.55
<b>Other.....</b>	<b>94.27</b>	<b>93.64</b>	<b>100.11</b>	<b>92.42</b>

## Expenditures of Canadian Travellers in Other Countries

Canadians spent more on travelling in other countries in 1951 than they paid for all the tea, coffee, sugar and rubber that was imported into the country during the same period. The total travel bill, amounting to \$280 million, was 24 per cent

more than the former record for 1950. All but \$34 million was spent in the United States, where Canadian expenditures were close to three and a half times their average size for the preceding twenty years. The gain is due in part to the higher



standard of living which Canadians now enjoy but also reflects the larger population of the country, prevailing high price levels abroad, and the premium on U.S. dollars in Canada which averaged 5 per cent in 1951. Other forms of consumer expenditures show as large or larger increases over the pre-war period. Statement 10 reveals that while the cost of Canadian travel abroad in 1951 was three times the

1930 level, four times as much was spent by Canadians on tobacco, alcoholic beverages and transportation, and from three to three and a half times as much on food and other items. Only in comparatively stable items such as shelter, household operation, and clothing was the rise proportionately less than in foreign travel.

### STATEMENT 10. Changes in Canadian Expenditures on Consumers' Goods and Services

Selected Years, 1930-1951  
(1930 = 100)

Consumer Expenditures	1930	1935	1940	1945	1951
Tobacco and Alcoholic Beverages .....	100	70	121	271	418
Transportation .....	100	83	116	139	413
Miscellaneous.....	100	85	114	157	347
Food.....	100	74	99	176	322
Personal and Medical Care, etc. ....	100	79	104	150	303
Clothing and Personal Furnishings.....	100	75	104	186	289
Household Operation .....	100	79	106	132	281
Shelter .....	100	77	96	120	219
<b>Total</b> .....	<b>100</b>	<b>77</b>	<b>105</b>	<b>162</b>	<b>311</b>
Canadian Travel in Other Countries .....	100	70	47	90	304

Most of the increase in foreign travel expenditures over 1950 can be attributed to motorists, who went to the United States in greater numbers and stayed for longer visits than in the year before. Their expenditures at \$94 million showed a gain of \$27 million. Canadian shopping in the United States was an important item in spending—purchases declared under the \$100 customs exemption, at \$47 million, being 43 per cent higher than in 1950.

Non-automobile travellers to the United States were 4 per cent more numerous in 1951 than in 1950

and their expenditures rose by 21 per cent. Although the average visit was 12 per cent shorter than in the year before the average daily rate of spending was 38 per cent higher. Traffic was heavier and expenditures were higher for each of the principal types of common carrier—train, boat, through bus and airplane. In the aggregate all types of non-motorists spent \$27 million more in the United States during 1951 than in 1950.

### STATEMENT 11. Expenditures of Canadian Travellers in the United States by Type of Transportation Used to Re-Enter Canada, 1947-1951

Type of Transportation	1947	1948	1949	1950	1951 <sup>1</sup>
	(\$ Million)				
Automobile .....	32.6	25.1	52.9	67.3	93.9
Train .....	52.2	35.9	46.2	47.0	58.2
Boat .....	4.1	3.1	4.6	3.5	3.9
Bus (Exclusive of local bus) .....	34.6	25.5	33.1	42.0	48.8
Airplane.....	9.0	7.3	9.7	13.8	22.1
Other (pedestrians, local bus, etc.) .....	19.8	16.3	18.4	19.1	19.0
<b>Total</b> .....	<b>152.3</b>	<b>113.2</b>	<b>164.9</b>	<b>192.7</b>	<b>245.9</b>

1. Subject to revision

Statement 12 classifies the number of Canadian travellers to the United States and their expenditures in the year 1951 according to two groups: a short term group which remained abroad for visits of two days or less and a long term group which remained for longer periods. There has been little change in recent years in the relationship between the long and short term groups. The percentage of long term traffic to total traffic during the past five years has moved within the narrow limits of 11.0

and 12.9 while corresponding data for expenditures have remained between a minimum of 78.2 per cent and a maximum of 80.3 per cent. The number of visits in the longer term group rose by 14.8 per cent to a total of over 2.3 million.

In the aggregate more money was spent in the United States in 1951 by travellers from Canada than by travellers from all other countries combined.

**STATEMENT 12. Expenditures of Canadian Travellers in the United States  
by Length of Stay, 1951**

Mode of Travel	Number of Persons	% of Grand Total	Expenditures <sup>1</sup>	% of Grand Total
		%	\$	%
<b>Short Term Traffic:</b>				
Motorists:				
One Day .....	8,346,983	44.91	11,566,388	4.70
Two Days .....	627,307	3.37	17,928,272	7.29
Rail, intransit .....	8,261	0.04	—	—
Other Travellers (pedestrians, local bus etc.) .....	7,283,531	39.19	19,000,000	7.72
<b>Total .....</b>	<b>16,266,082</b>	<b>87.51</b>	<b>48,494,660</b>	<b>19.71</b>
<b>Long Term Traffic:</b>				
Motorists — More than two days .....	1,004,522	5.41	64,381,920	26.18
Rail .....	517,843	2.79	58,257,851	23.69
Through Bus .....	589,852	3.17	48,793,131	19.84
Airplane .....	139,321	0.75	22,112,769	8.99
Boat .....	69,307	0.37	3,904,738	1.59
<b>Total .....</b>	<b>2,320,845</b>	<b>12.49</b>	<b>197,450,409</b>	<b>80.29</b>
<b>Grand Total .....</b>	<b>18,586,927</b>	<b>100.00</b>	<b>245,945,069</b>	<b>100.00</b>

1. Subject to revision.

### The Balance between Receipts and Payments

A substantial credit balance has customarily arisen from travel between Canada and the United States and a small debit balance from travel with other countries. The credit balance with the United States has played an important part in assisting Canadians to meet their current obligations in that country. During the past 25 years it has totalled almost two billion dollars, a large part of which has been applied against a debit balance in commodity trade with the United States. During the same period our debit balance arising out of travel with countries other than the United States amounted to little more than \$150 million; thus the overall favourable balance with all countries during the past 25 years was more than one and three quarter billion dollars.

In past years Canada's annual credit balance from international travel has ranged from a minimum of \$45 million in 1933 to a maximum of \$145 million

in 1948. The high level of the balance in 1948 was largely due to reduced debits brought about by the emergency exchange conservation measures. Withdrawal of these restrictions in subsequent years left Canadian travel freer to expand. In each year since 1948 Canadians have gone to other countries in ever increasing numbers until in 1951 their expenditures were more than double the 1948 level. During the same period expenditures in Canada by visitors from other countries have remained fairly stable. Thus the overall credit balance was reduced from \$145 million in 1948 to \$92 million in 1949 and \$49 million in 1950, and was replaced in 1951 by a small debit balance of \$6 million. Travel with the United States alone in 1951 resulted in a credit balance of \$12 million, whereas in former years back to 1926 the annual credit balance with the United States was never less than \$50 million.

Although there was only a small difference in 1951 between incoming and outgoing expenditures on travel, the number of visits to Canada by non-residents was 34 per cent greater than the number of visits by Canadians to other countries. From this it follows that the average visit by a Canadian to a foreign country takes more money out of the country than is brought in by the average visit of a non-resident to Canada. In 1951 the average expenditure rate per traveller for visits lasting longer than 48 hours was \$85<sup>1</sup> for Canadians visiting the

United States against \$53<sup>1</sup> for Americans visiting Canada. Even on short visits of 48 hours or less the average Canadian traveller spent more than the average American but the difference was less pronounced. If the population of the two countries is taken into consideration, total Canadian travel expenditures in the United States in 1951 amounted to almost \$17.50 per capita whereas American expenditures in Canada were only about \$1.70 per capita.

#### Travel between Canada and Overseas Countries

The volume of travel between Canada and overseas countries is normally less than one per cent of that between Canada and the United States. Overseas travellers, however, stay for longer visits and transportation costs are higher, hence their expenditures are more significant than the number of travellers might suggest. The sum of debits and credits in Canada's overseas travel in 1951 amounted

to \$50 million, or 10 per cent of travel expenditures between Canada and the United States.

In contrast to travel with the United States which has produced an annual credit balance for 25 years or more, travel with overseas countries customarily results in a debit balance. In 1951 the balance stood at \$18 million—unchanged from 1950 and the highest on record.

**STATEMENT 13. Number of Overseas Visitors by Country of Residence, Principal Countries 1951, with Comparative Data for 1948-1950**

Country of Residence	1948	1949	1950	1951
United Kingdom .....	8,544	12,600	10,077	11,038
Australia and New Zealand .....	584	1,243	1,282	1,178
Bermuda and B.W.I. ....	462	1,064	1,130	882
France .....	685	657	531	782
Holland .....	399	437	537	748
Germany .....	24	70	158	572
South America .....	75	266	424	534
Switzerland .....	114	143	197	215
Norway .....	111	166	190	201
Italy .....	71	117	108	175
Belgium .....	84	117	145	167
West Indies (not British).....	3	31	92	158
Greece .....	128	260	210	142
British South Africa.....	91	109	105	132
India (British).....	73	59	77	130
Palestine .....	10	30	77	117
Denmark .....	82	100	95	107
Sweden .....	62	116	100	99
Other Countries .....	527	680	612	783
<b>Total .....</b>	<b>12,129</b>	<b>18,265</b>	<b>16,147</b>	<b>18,160</b>

Note. Data in this statement are exclusive of arrivals from overseas countries via the United States.

The number of visitors arriving directly from overseas countries was 12 per cent higher in 1951 than in the year before, reversing a drop of similar size in 1950. There were increases for all the countries shown in Statement 13 except Australia, Bermuda, Greece and Sweden. Visitors arriving in Canada directly were supplemented by an estimated 16,000 who arrived from overseas countries via the United States. The total number of entries, direct and by way of the United States, was 34,200. Their expenditures at \$16 million, including transportation costs paid to Canadian carriers, were 7 per cent higher than in the year before.

Canadian travel expenditures in overseas countries, including cost of passage paid to non-Canadian carriers, totalled \$34 million—the highest ever recorded. The number of Canadian residents returning via Canadian ports after visits to overseas countries was 44,200, an increase of 1 per cent over the corresponding figure in 1950. Canadian travellers visiting overseas countries via the United States are estimated at 11,000 in 1951, resulting in a total via Canadian and United States ports of 55,200.

1. These rates are inclusive of children and of persons visiting friends or relatives. Corresponding rates restricted to adults using hotels or other accommodation would be materially higher.

**TABLE 1. Number of and Expenditures by Non-Resident Motorists Travelling on Customs Permits<sup>1</sup> Who Departed from Canada in 1951, Classified by Length of Visit**

Day's Stay	Number of Permits	% of Total Permits	Average Expenditures per car	Estimated Expenditures	% of Total Expenditures	Number of Car-days	Average Expenditure per car per day
		%	\$	\$	%		\$
1 .....	778,890	35.70	7.83	6,098,709	4.88	778,890	7.83
2 .....	458,064	20.99	21.02	9,628,505	7.71	916,128	10.51
3 .....	252,677	11.58	54.34	13,730,468	11.00	758,031	18.11
4 .....	164,570	7.54	77.12	12,691,638	10.16	658,280	19.28
5 .....	98,046	4.49	94.77	9,291,819	7.44	490,230	18.95
6 .....	74,279	3.40	114.94	8,537,628	6.84	445,674	19.16
7 .....	65,415	3.00	135.60	8,870,274	7.10	457,905	19.37
8 .....	65,458	3.00	144.86	9,482,246	7.59	523,664	18.11
9 .....	43,503	1.99	158.77	6,906,971	5.53	391,527	17.64
10 .....	28,071	1.29	167.45	4,700,489	3.76	280,710	16.74
11 .....	20,126	.92	177.80	3,578,403	2.87	221,386	16.16
12 .....	16,792	.77	186.25	3,127,510	2.50	201,504	15.52
13 .....	15,257	.70	196.72	3,001,357	2.40	198,341	15.13
14 .....	15,085	.69	194.51	2,934,183	2.35	211,190	13.89
15 .....	15,716	.72	195.73	3,076,093	2.46	235,740	13.05
16 .....	9,406	.43	206.63	1,943,562	1.56	150,496	12.91
17 .....	5,944	.27	212.40	1,262,506	1.01	101,048	12.49
18 .....	4,250	.20	225.68	959,140	.77	76,500	12.54
19 .....	3,357	.15	231.54	777,280	.62	63,783	12.19
20 .....	2,998	.14	225.52	676,109	.54	59,960	11.28
21 .....	2,719	.13	233.36	634,506	.51	57,099	11.11
22 .....	2,552	.12	240.51	613,782	.49	56,144	10.93
23 .....	2,002	.09	250.99	502,482	.40	46,046	10.91
24 .....	1,658	.08	237.22	393,311	.32	39,792	9.88
25 .....	1,418	.07	235.01	333,244	.27	35,450	9.40
26 .....	1,247	.06	243.27	303,358	.24	32,422	9.36
27 .....	1,247	.06	239.86	299,105	.24	33,669	8.88
28 .....	1,303	.06	259.54	338,181	.27	36,484	9.27
29 .....	1,485	.07	225.63	335,061	.27	43,065	7.78
30 .....	1,212	.06	243.77	295,449	.24	36,360	8.13
31-40 .....	7,621	.35	203.52	1,551,026	1.24	262,896	5.90
41-50 .....	3,583	.16	281.58	1,008,901	.81	161,680	6.24
51-60 .....	2,661	.12	317.13	843,883	.68	147,652	5.71
61-70 .....	2,436	.11	306.59	746,853	.60	158,161	4.72
71-80 .....	1,554	.07	399.85	621,367	.50	116,824	5.32
81-90 .....	1,284	.06	431.67	554,264	.44	109,746	5.05
91-100 .....	1,114	.05	424.77	473,194	.38	105,926	4.47
101-125 .....	1,778	.08	476.41	847,057	.68	200,070	4.23
126-150 .....	1,369	.06	537.17	735,386	.59	188,916	3.89
151-175 .....	1,312	.06	597.49	783,907	.63	213,976	3.66
176-365 .....	2,428	.11	569.44	1,382,600	1.11	547,746	2.52
<b>Totals.....</b>	<b>2,181,887</b>	<b>100.00</b>	<b>57.23</b>	<b>124,871,807<sup>2</sup></b>	<b>100.00</b>	<b>9,851,111</b>	<b>12.67</b>
Average Length of Stay .....						Per Car 4.51	

1. Exclusive of commuters, summer residents and locals.

2. Expenditure data in this table are calculated on a Dominion basis, hence do not agree with similar data in Statement 2 which are calculated on a provincial basis.

**TABLE 1A. Number of and Expenditures by Non-Resident Motorists Travelling on Customs Permits<sup>1</sup> Who Departed from Canada in 1951, Classified by Length of Visit**

Day's Stay	Average Persons per car	Number of Persons	Number of Person-days	Average Expenditure per person per day
				\$
1.....	3.19	2,484,975	2,484,975	2.45
2.....	2.90	1,328,965	2,657,930	3.62
3.....	2.84	718,362	2,155,086	6.37
4.....	2.81	462,566	1,850,264	6.86
5.....	2.77	271,391	1,356,955	6.85
6.....	2.79	207,501	1,245,006	6.86
7.....	2.88	188,256	1,317,792	6.73
8.....	3.02	197,715	1,581,720	5.99
9.....	2.92	126,851	1,141,659	6.05
10.....	2.81	78,966	789,660	5.95
11.....	2.77	55,733	613,063	5.84
12.....	2.79	46,888	562,656	5.56
13.....	2.83	43,205	561,665	5.34
14.....	2.91	43,903	614,642	4.77
15.....	2.99	46,966	704,490	4.37
16.....	2.82	26,544	424,704	4.58
17.....	2.67	15,857	269,569	4.68
18.....	2.58	10,979	197,622	4.85
19.....	2.54	8,524	161,956	4.80
20.....	2.54	7,601	152,020	4.45
21.....	2.57	7,001	147,021	4.32
22.....	2.56	6,522	143,484	4.28
23.....	2.57	5,139	118,197	4.25
24.....	2.49	4,130	99,120	3.97
25.....	2.36	3,352	83,800	3.98
26.....	2.39	2,984	77,584	3.91
27.....	2.37	2,950	79,650	3.75
28.....	2.41	3,144	88,032	3.84
29.....	2.40	3,564	103,356	3.24
30.....	2.40	2,907	87,210	3.39
31 - 40.....	2.44	18,605	641,851	2.42
41 - 50.....	2.36	8,442	380,993	2.65
51 - 60.....	2.33	6,204	343,642	2.46
61 - 70.....	2.31	5,631	365,794	2.04
71 - 80.....	2.30	3,575	268,664	2.31
81 - 90.....	2.23	2,857	243,995	2.27
91 - 100.....	2.29	2,549	242,494	1.95
101 - 125.....	2.24	3,977	447,053	1.89
126 - 150.....	2.25	3,077	423,984	1.73
151 - 175.....	2.19	2,871	468,181	1.67
176 - 365.....	2.18	5,286	1,213,477	1.14
<b>Totals .....</b>	<b>2.97</b>	<b>6,476,515</b>	<b>26,911,016</b>	<b>4.64</b>
Average Length of Stay.....			Per Person 4.16	

1. Exclusive of commuters, summer residents and locals.

**TABLE 2. Number of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada during the Four Months June to September 1951, Grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Lengths of Visit**

Ports of Entry	Ports of Exit	Number of Permits by Length of Stay			Total
		1 Day	2 Days	3 Days and Over	
<b>Section I—Traffic Within Ontario:</b>					
(a) St. Lawrence River Ports,.....	Fort Erie and Niagara Falls .....	580	3, 108	8, 557	12, 245
	Lake Erie Ports .....	0	1	3	4
	St. Clair and Detroit River Ports .....	500	1, 735	2, 311	4, 546
	Sault Ste. Marie.....	28	278	552	858
	<b>Total of above.....</b>	<b>1, 108</b>	<b>5, 122</b>	<b>11, 423</b>	<b>17, 653</b>
	St. Lawrence River Ports .....	9, 395	7, 003	43, 218	59, 616
	All Ports in the Province of Quebec .....	977	3, 180	11, 651	15, 808
	All Ports in Canada.....	11, 486	15, 426	67, 412	94, 324
(b) Fort Erie and Niagara Falls ....	St. Lawrence River Ports .....	1, 065	6, 123	15, 613	22, 801
	Lake Erie Ports .....	4	39	62	105
	St. Clair and Detroit River Ports .....	66, 503	46, 792	14, 699	127, 994
	Sault Ste. Marie.....	7	692	2, 564	3, 263
	<b>Total of above.....</b>	<b>67, 579</b>	<b>53, 646</b>	<b>32, 938</b>	<b>154, 163</b>
	Fort Erie and Niagara Falls .....	99, 796	48, 991	121, 526	270, 313
	All Ports in Canada.....	167, 469	103, 703	174, 633	445, 805
(c) Lake Erie Ports .....	St. Lawrence River Ports .....	—	—	14	14
	Fort Erie and Niagara Falls .....	—	80	108	188
	St. Clair and Detroit River Ports .....	45	30	92	167
	Sault Ste. Marie.....	—	—	7	7
	<b>Total of above.....</b>	<b>45</b>	<b>110</b>	<b>221</b>	<b>376</b>
	Lake Erie Ports .....	10	34	412	456
	All Ports in Canada.....	55	144	644	843
(d) St. Clair and Detroit River Ports	St. Lawrence River Ports .....	286	1, 637	3, 543	5, 466
	Fort Erie and Niagara Falls .....	64, 784	54, 268	21, 815	140, 867
	Lake Erie Ports .....	63	37	53	153
	Sault Ste. Marie.....	12	145	4, 537	4, 694
	<b>Total of above.....</b>	<b>65, 145</b>	<b>56, 087</b>	<b>29, 948</b>	<b>151, 180</b>
	St. Clair and Detroit River Ports .....	87, 370	24, 888	74, 419	186, 677
	All Ports in Canada.....	152, 543	81, 242	116, 372	350, 157
(e) Sault Ste. Marie.....	St. Lawrence River Ports .....	14	274	713	1, 001
	Fort Erie and Niagara Falls .....	10	592	2, 962	3, 564
	Lake Erie Ports .....	—	—	5	5
	St. Clair and Detroit River Ports .....	31	210	3, 648	3, 889
	<b>Total of above.....</b>	<b>55</b>	<b>1, 076</b>	<b>7, 328</b>	<b>8, 459</b>
	Sault Ste. Marie.....	5, 127	2, 834	13, 777	21, 738
	All Ports in Canada.....	5, 186	4, 064	23, 348	32, 598
<b>Section II—Traffic from Ontario to Other Provinces:</b>					
St. Lawrence River Ports .....	All Ports in Quebec .....	977	3, 180	11, 651	15, 808
All Ports in Ontario West of Kingston and East of Sault Ste. Marie (Incl. Sault Ste. Marie).....	All Ports in Quebec .....	126	1, 441	30, 855	32, 422
All Ports in Ontario .....	All Ports in Quebec .....	1, 103	4, 721	42, 569	48, 393
All Ports in Ontario .....	All Ports in Maritime Provinces.....	6	49	4, 023	4, 078
All Ports in Ontario .....	All Ports in Manitoba.....	101	972	3, 685	4, 758
All Ports in Ontario .....	All Ports in Maritimes Quebec and Manitoba.....	1, 210	5, 742	50, 277	57, 229
All Ports in Ontario .....	All Ports in Ontario .....	340, 098	204, 957	362, 746	907, 801
All Ports in Ontario .....	All Ports in Canada.....	341, 309	210, 707	413, 403	965, 419

1. Exclusive of commuters, summer residents and locals.

**TABLE 2. Number of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada during the Four Months June to September 1951, Grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Lengths of Visit – Concluded**

Ports of Entry	Ports of Exit	Number of Permits by Length of Stay			Total
		1 Day	2 Days	3 Days and Over	
<b>Section III – Traffic from the Maritime Provinces to Central Canada:</b>					
All Ports in the Maritime Provinces	All Ports in Quebec .....	156	415	3,551	4,122
	All Ports in Ontario .....	1	47	2,156	2,204
	All Ports in Quebec and Ontario .....	157	462	5,707	6,326
	All Ports in the Maritime Provinces ..	36,779	12,162	39,803	88,744
	All Ports in Canada .....	36,936	12,624	45,518	95,078
<b>Section IV – Traffic from Quebec to Other Provinces:</b>					
All Ports in Quebec .....	All Ports in Ontario on the St. Lawrence River .....	1,061	3,133	8,304	12,498
	All Ports in Ontario West of Kingston and East of Sault Ste. Marie (Incl. Sault Ste. Marie) .....	44	884	17,519	18,447
	All Ports in Ontario .....	1,105	4,017	25,864	30,986
	All Ports in the Maritime Provinces ..	222	273	6,433	6,928
	All Ports in Ontario and the Maritime Provinces .....	1,327	4,290	32,297	37,914
	All Ports in Quebec .....	66,427	45,687	106,065	218,179
	All Ports in Canada .....	67,756	49,988	138,414	256,158
<b>Section V – Traffic from Manitoba to Ontario:</b>					
All Ports in Manitoba .....	All Ports in Ontario .....	42	661	3,455	4,158
	All Ports in Manitoba .....	4,906	3,821	10,048	18,775
	All Ports in Canada .....	4,974	4,510	14,338	23,822
<b>Section VI – Traffic Between the Prairie Provinces:</b>					
All Ports in Manitoba .....	All Ports in Saskatchewan .....	26	28	465	519
	All Ports in Alberta .....	—	—	195	195
	All Ports in Saskatchewan and Alberta	26	28	660	714
All Ports in Saskatchewan .....	All Ports in Manitoba .....	33	24	425	482
	All Ports in Alberta .....	4	11	497	512
	All Ports in Manitoba and Alberta ....	37	35	922	994
	All Ports in Saskatchewan .....	1,781	1,832	6,996	10,609
	All Ports in Canada .....	1,818	1,871	8,422	12,111
All Ports in Alberta .....	All Ports in Manitoba .....	—	—	120	120
	All Ports in Saskatchewan .....	7	25	437	469
	All Ports in Manitoba and Saskatchewan	7	25	557	589
	All Ports in Alberta .....	4,741	2,752	10,685	18,178
	All Ports in Canada .....	4,855	3,430	22,072	30,357
<b>Section VII – Traffic Between the Prairie Provinces and British Columbia:</b>					
All Ports in the Prairie Provinces	All Ports in British Columbia .....	107	653	11,247	12,007
	All Ports in the Prairie Provinces ....	11,498	8,493	29,868	49,859
	All Ports in Canada .....	11,647	9,811	44,832	66,290
All Ports in British Columbia .....	All Ports in the Prairie Provinces ....	81	417	9,209	9,707
	All Ports in British Columbia .....	33,808	33,396	77,739	144,943
	All Ports in Canada .....	33,891	33,817	87,051	154,759

1. Exclusive of commuters, summer residents and locals.

**TABLE 3. Number of Non-Resident Automobiles Which Entered Canada on Customs Permits Through Provinces Indicated, and Which Departed in 1951, Classified by U.S. Federal States or Countries of Registration**

State	Nfld. <sup>1</sup> P.E.I. N.S.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C. & Y.T.	Total
Alabama .....	—	36	171	1,565	35	11	62	194	2,074
Arizona .....	—	25	82	730	33	41	226	633	1,770
Arkansas .....	1	29	78	955	34	16	72	152	1,337
California .....	12	501	1,790	13,808	943	707	4,594	37,180	59,535
Colorado .....	—	29	172	1,764	157	159	848	1,361	4,490
Connecticut .....	139	5,835	20,775	13,015	27	21	131	206	40,149
Delaware .....	3	152	660	1,395	3	2	25	28	2,268
Dist. of Columbia .....	19	266	1,324	2,736	29	9	61	98	4,542
Florida .....	8	768	2,430	8,121	97	49	227	526	12,226
Georgia .....	5	192	459	2,374	53	13	94	236	3,426
Idaho .....	—	17	59	565	51	67	1,006	4,800	6,565
Illinois .....	30	626	2,870	60,217	1,756	489	2,093	1,898	69,979
Indiana .....	9	297	1,143	28,652	327	128	486	488	31,530
Iowa .....	1	194	527	11,517	963	498	716	668	15,084
Kansas .....	3	84	203	2,929	526	212	502	629	5,088
Kentucky .....	3	93	255	4,755	41	9	70	124	5,350
Louisiana .....	2	77	281	1,532	77	32	161	231	2,393
Maine .....	9	90,617	19,602	2,776	14	3	35	46	113,102
Maryland .....	43	700	3,073	8,581	52	19	93	177	12,738
Massachusetts .....	469	24,511	51,901	26,548	52	33	221	353	104,088
Michigan .....	15	1,012	2,959	420,023	1,015	389	1,111	1,207	427,731
Minnesota .....	1	129	523	21,599	8,720	1,039	1,639	1,058	34,708
Mississippi .....	—	31	83	781	30	16	69	110	1,120
Missouri .....	5	138	623	8,487	457	162	567	851	11,290
Montana .....	1	21	80	629	217	2,768	9,172	2,129	15,017
Nebraska .....	1	62	221	2,699	555	314	488	603	4,943
Nevada .....	1	15	35	372	12	21	125	438	1,019
New Hampshire .....	19	2,300	20,633	2,458	8	7	45	41	25,511
New Jersey .....	191	3,721	20,487	30,053	81	30	321	404	55,288
New Mexico .....	—	40	81	376	30	31	169	242	969
New York .....	426	7,896	111,249	343,919	217	89	889	1,068	465,753
North Carolina .....	5	202	815	3,240	24	24	77	185	4,572
North Dakota .....	—	14	121	1,380	14,095	6,835	483	380	23,308
Ohio .....	54	1,078	4,502	135,420	320	151	719	798	143,042
Oklahoma .....	—	56	163	1,984	245	125	489	477	3,539
Oregon .....	—	41	147	1,230	131	224	1,001	22,642	25,416
Pennsylvania .....	151	2,887	13,988	101,867	141	58	510	926	120,528
Rhode Island .....	29	1,806	9,128	3,945	10	6	22	45	14,991
South Carolina .....	2	83	301	891	16	5	34	83	1,415
South Dakota .....	—	13	49	1,220	681	555	317	210	3,045
Tennessee .....	2	66	410	3,876	52	10	121	174	4,711
Texas .....	4	295	689	5,065	374	297	1,302	1,872	9,898
Utah .....	—	35	46	872	33	32	1,362	1,669	4,049
Vermont .....	10	606	84,828	2,642	1	5	20	48	88,160
Virginia .....	17	430	2,068	6,121	33	23	96	254	9,042
Washington .....	1	90	279	2,137	277	424	2,051	157,475	162,734
West Virginia .....	3	66	277	5,414	13	8	25	68	5,874
Wisconsin .....	3	147	834	23,842	1,044	330	830	683	27,713
Wyoming .....	1	7	37	400	63	115	584	416	1,623
U.S. Government .....	—	16	10	13	6	1	6	19	71
<b>Total U.S. ....</b>	<b>1,698</b>	<b>148,352</b>	<b>383,521</b>	<b>1,327,490</b>	<b>34,171</b>	<b>16,612</b>	<b>36,367</b>	<b>246,603</b>	<b>2,194,814</b>
<b>Other Countries<sup>2</sup> .....</b>	<b>11</b>	<b>43</b>	<b>150</b>	<b>490</b>	<b>35</b>	<b>26</b>	<b>839</b>	<b>3,714</b>	<b>5,308</b>
<b>Grand Total .....</b>	<b>1,709</b>	<b>148,395</b>	<b>383,671</b>	<b>1,327,980</b>	<b>34,206</b>	<b>16,638</b>	<b>37,206</b>	<b>250,317</b>	<b>2,200,122</b>

1. Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from foreign countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

2. Other countries comprise: Alaska 4,475, Argentina 1, Australia 3, Bahamas 15, Belgium 6, Bermuda 15, Bolivia 2, Brazil 2, British West Indies 3, Chile 2, China 1, Colombia 5, Costa Rica 2, Cuba 55, Eire 1, England 31, France 15, Germany 7, Guatemala 5, Haiti 5, Hawaiian Islands 384, Holland 6, Hong Kong 1, Italy 3, Jamaica 6, Japan 21, Java 1, Marianas 5, Mexico 93, Netherland Antilles 23, New Zealand 2, Panama Canal Zone 71, Peru 3, Philippine Islands 1, Puerto Rico 11, St. Pierre and Miquelon 6, Salvador 1, Scotland 1, Switzerland 5, Trinidad 3, Venezuela 8, Wales 2.



**TABLE 4. Number of Non-Resident Automobiles Which Entered Canada on Customs Permits<sup>1</sup> Through Provinces Indicated, and Which Departed in 1951 After Remaining Three Days or Over, Classified by U.S. Federal States or Countries of Registration.**

State	Nfld. <sup>2</sup> P.E.I. N.S.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C. and Y.T.	Total	Long term visits as % of long and short term visits
Alabama .....	—	17	108	405	22	9	46	79	686	33
Arizona .....	—	20	63	268	17	32	176	343	919	52
Arkansas .....	1	8	48	254	26	12	52	49	450	34
California .....	12	374	1,284	4,600	734	618	3,699	24,942	36,263	61
Colorado .....	—	20	102	480	109	117	675	703	2,206	49
Connecticut .....	139	3,502	14,041	4,656	26	20	113	137	22,634	56
Delaware .....	3	123	456	626	3	1	20	26	1,258	55
Dist. of Columbia ..	19	217	1,002	1,528	25	9	49	64	2,913	64
Florida .....	6	537	1,573	3,767	67	45	193	309	6,497	53
Georgia .....	4	85	313	929	40	10	78	102	1,561	46
Idaho .....	—	8	40	125	36	51	740	2,888	3,888	59
Illinois .....	30	473	2,059	28,489	1,414	423	1,691	1,091	35,670	51
Indiana .....	9	227	707	12,340	251	104	372	252	14,262	45
Iowa .....	—	111	297	6,515	658	437	556	287	8,861	59
Kansas .....	1	39	144	1,196	383	140	377	283	2,563	50
Kentucky .....	3	65	167	1,895	25	8	51	61	2,275	43
Louisiana .....	2	37	203	508	48	22	135	138	1,093	46
Maine .....	9	14,587	10,670	788	11	3	29	35	26,132	23
Maryland .....	41	514	2,095	4,211	30	16	81	126	7,114	56
Massachusetts .....	458	19,959	35,566	8,654	44	29	199	223	65,132	63
Michigan .....	14	765	2,161	109,755	889	362	976	791	115,713	27
Minnesota .....	1	78	348	9,864	4,739	852	1,261	603	17,746	51
Mississippi .....	—	20	55	173	24	13	56	50	391	35
Missouri .....	5	101	409	3,434	305	126	410	322	5,112	45
Montana .....	1	12	41	228	159	1,757	4,613	1,219	8,030	53
Nebraska .....	1	24	128	1,260	401	273	361	248	2,696	55
Nevada .....	1	11	19	92	10	15	95	269	512	50
New Hampshire .....	19	1,641	9,875	734	7	4	36	30	12,346	48
New Jersey .....	190	3,005	13,829	14,800	66	26	280	258	32,454	59
New Mexico .....	—	19	44	137	19	21	134	137	511	53
New York .....	419	6,528	52,249	127,601	198	82	808	768	188,653	40
North Carolina .....	5	140	510	1,225	20	18	59	72	2,049	45
North Dakota .....	—	11	76	740	5,959	3,442	390	181	10,799	46
Ohio .....	53	885	3,044	81,357	266	134	607	421	86,767	61
Oklahoma .....	—	30	114	675	160	77	379	200	1,635	46
Oregon .....	—	27	101	418	94	199	782	15,762	17,383	68
Pennsylvania .....	149	2,223	9,174	55,292	111	47	430	470	67,896	56
Rhode Island .....	28	1,353	6,920	1,369	8	5	22	30	9,735	65
South Carolina .....	2	54	212	340	10	4	30	38	690	49
South Dakota .....	—	4	34	672	534	496	243	122	2,105	69
Tennessee .....	2	48	250	994	34	8	97	102	1,535	33
Texas .....	3	146	475	1,675	246	208	1,001	832	4,586	46
Utah .....	—	20	27	184	21	24	1,003	774	2,053	51
Vermont .....	10	449	10,224	839	1	4	17	37	11,581	13
Virginia .....	16	305	1,340	2,762	23	20	80	142	4,688	52
Washington .....	1	56	179	654	213	364	1,580	68,638	71,685	44
West Virginia .....	3	48	181	2,854	9	7	22	22	3,146	54
Wisconsin .....	3	104	537	11,807	733	264	686	393	14,527	52
Wyoming .....	—	6	29	98	43	78	461	209	924	57
U.S. Government ....	—	7	6	7	4	1	3	8	36	51
<b>Total U.S. ....</b>	<b>1,663</b>	<b>59,043</b>	<b>183,529</b>	<b>514,274</b>	<b>19,275</b>	<b>11,037</b>	<b>26,254</b>	<b>125,286</b>	<b>940,361</b>	<b>43</b>
<b>Other Countries<sup>3</sup> ..</b>	<b>10</b>	<b>27</b>	<b>138</b>	<b>368</b>	<b>22</b>	<b>25</b>	<b>810</b>	<b>3,172</b>	<b>4,572</b>	
<b>Grand Total .....</b>	<b>1,673</b>	<b>59,070</b>	<b>183,667</b>	<b>514,642</b>	<b>19,297</b>	<b>11,062</b>	<b>27,064</b>	<b>128,458</b>	<b>944,933</b>	<b>43</b>
Long term visits as % of long and short term visits	98	40	48	39	56	66	73	51	43	—

1. Exclusive of commuters, summer residents and locals

2. Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from foreign countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

3. Other countries comprise: Alaska 3,867, Argentina 1, Australia 3, Bahamas 14, Belgium 6, Bermuda 14, Bolivia 2, Brazil 2, British West Indies 3, China 1, Colombia 3, Costa Rica 2, Cuba 48, England 28, France 12, Germany 6, Guatemala 5, Haiti 5, Hawaiian Islands 315, Holland 5, Hong Kong 1, Italy 3, Jamaica 5, Japan 14, Java 1, Marianas 4, Mexico 89, Netherlands Antilles 19, New Zealand 1, Panama Canal Zone 55, Peru 3, Philippine Islands 1, Puerto Rico 10, St. Pierre & Miquelon 6, Salvador 1, Scotland 1, Switzerland 5, Trinidad 3, Venezuela 7, Wales 1.

**TABLE 5. Average Declared Expenditure per Car, and Total Expenditures in Canada of Non-Resident Permit-Holding Motorists Who Departed in 1951, Classified by U.S. Federal States of Registration**

State of Origin	Average Expenditure per Car	Number of Cars	Total Expenditures
	\$		\$
<b>North Eastern:</b>			
Connecticut .....	78.76	40,149	3,162,263
Maine .....	22.08	113,102	2,496,874
Massachusetts .....	85.03	104,088	8,850,774
New Hampshire .....	51.27	25,511	1,307,997
New Jersey .....	89.52	55,288	4,949,475
New York .....	58.11	465,754	27,065,124
Pennsylvania .....	82.09	120,528	9,894,418
Rhode Island .....	78.73	14,991	1,180,268
Vermont .....	15.16	88,160	1,336,307
	—	1,027,571	60,243,500
<b>% of Total .....</b>	<b>—</b>	<b>46.7</b>	<b>45.4</b>
<b>Great Lakes:</b>			
Illinois .....	89.48	69,979	6,262,095
Indiana .....	68.62	31,530	2,163,617
Michigan .....	33.82	427,731	14,465,038
Ohio .....	88.93	143,042	12,720,373
Wisconsin .....	81.06	27,714	2,246,439
	—	699,996	37,857,562
<b>% of Total .....</b>	<b>—</b>	<b>31.8</b>	<b>28.5</b>
<b>North Western:</b>			
Minnesota .....	72.82	34,708	2,527,365
Montana .....	70.74	15,017	1,062,373
North Dakota .....	51.48	23,307	1,199,972
	—	73,032	4,789,710
<b>% of Total .....</b>	<b>—</b>	<b>3.3</b>	<b>3.6</b>
<b>West Coast:</b>			
California .....	110.28	59,535	6,565,353
Oregon .....	103.32	25,416	2,625,955
Washington .....	53.55	162,734	8,714,052
	—	247,685	17,905,360
<b>% of Total .....</b>	<b>—</b>	<b>11.3</b>	<b>13.5</b>
<b>Other .....</b>	<b>92.42</b>	<b>151,838</b>	<b>12,020,369</b>
<b>% of Total .....</b>	<b>—</b>	<b>6.9</b>	<b>9.0</b>

**TABLE 6. Number of Non-Resident Automobiles Travelling in Canada on Customs Permits  
Which Departed in the Years 1947-1951  
Classified by U.S. Federal States of Registration**

State of Origin	1947	1948	1949	1950	1951
<b>North Eastern:</b>					
Connecticut .....	32,048	33,391	32,663	34,808	40,149
Maine .....	67,726	79,592	102,095	121,566	113,102
Massachusetts .....	86,782	85,975	86,300	92,538	104,088
New Hampshire .....	17,787	20,595	22,268	23,698	25,511
New Jersey .....	40,461	42,568	46,043	48,365	55,288
New York .....	368,784	428,902	443,239	444,848	465,754
Pennsylvania .....	98,294	102,245	101,788	110,292	120,528
Rhode Island .....	12,924	12,855	12,735	13,961	14,991
Vermont .....	55,877	80,226	86,785	91,398	88,160
	780,683	886,349	933,916	981,474	1,027,571
% of Total .....	47.5	48.9	47.7	48.1	46.7
<b>Great Lakes:</b>					
Illinois .....	51,196	55,600	62,170	63,376	69,979
Indiana .....	20,983	24,662	27,281	27,849	31,530
Michigan .....	291,302	339,093	364,458	383,404	427,731
Ohio .....	144,161	130,994	130,827	128,249	143,042
Wisconsin .....	18,849	21,645	24,608	24,993	27,714
	526,491	571,994	609,344	627,871	699,996
% of Total .....	32.0	31.6	31.2	30.7	31.8
<b>North Western:</b>					
Minnesota .....	26,286	29,590	35,196	32,747	34,708
Montana .....	8,417	10,511	12,948	14,299	15,017
North Dakota .....	10,490	13,196	19,809	18,934	23,307
	45,193	53,297	67,953	65,980	73,032
% of Total .....	2.7	2.9	3.5	3.2	3.3
<b>West Coast:</b>					
California .....	60,063	51,578	54,644	56,986	59,535
Oregon .....	18,462	17,883	19,525	21,098	25,416
Washington .....	130,142	126,514	143,466	150,367	162,734
	208,667	195,975	217,635	228,451	247,685
% of Total .....	12.7	10.8	11.1	11.2	11.3
<b>Other:</b>					
	83,602	104,349	127,600	139,182	151,838
% of Total .....	5.1	5.8	6.5	6.8	6.9
<b>Total .....</b>	<b>1,644,636</b>	<b>1,811,964</b>	<b>1,956,448</b>	<b>2,042,958</b>	<b>2,200,122</b>

**TABLE 7. Minimum Inter-Provincial Travel of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada During the Four Months June to September 1949-1951**

Province of Entry	American Cars leaving Canada by a Province Other than that of Entry			Percentage of all Cars leaving Province		
	1949	1950	1951	1949	1950	1951
Atlantic Provinces .....	5,926	6,466	6,334	7.4	7.3	6.7
Quebec .....	35,932	35,536	37,979	16.1	14.9	14.8
Ontario .....	54,398	52,991	57,618	6.5	6.1	6.0
Manitoba .....	5,728	3,716	5,047	25.3	19.2	21.2
Saskatchewan .....	1,445	1,354	1,502	13.9	11.8	12.4
Alberta .....	10,640	10,629	12,179	37.9	36.7	40.1
British Columbia .....	8,760	8,652	9,816	6.7	6.2	6.3
<b>Total .....</b>	<b>122,829</b>	<b>119,344</b>	<b>130,475</b>	<b>9.2</b>	<b>8.6</b>	<b>8.5</b>

1. Exclusive of commuters, summer residents and locals.

**TABLE 8. Selected Routes Within Ontario Followed by Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> Which Departed from Canada During the Four Months June to September 1949-1951**

Route	Number of Cars			Percentage of Entries Via All Ports in Ontario		
	1949	1950	1951	1949	1950	1951
Between: St. Clair, Detroit River Ports and Fort Erie, Niagara Falls .....	211,204	238,206	268,861	25.4	27.5	27.8
Fort Erie, Niagara Falls and St. Lawrence River Ports in Ontario .....	32,155	30,291	35,046	3.9	3.5	3.6
St. Lawrence River Ports in Ontario and Province of Quebec .....	27,290	25,714	28,306	3.3	3.0	2.9
St. Clair, Detroit River Ports and St. Lawrence River Ports in Ontario .....	8,830	9,421	10,012	1.1	1.1	1.0
Sault Ste. Marie and St. Clair, Detroit River Ports .....	8,033	6,906	8,583	1.0	0.8	0.9
Sault Ste. Marie and Fort Erie, Niagara Falls .....	6,477	5,420	6,827	0.8	0.6	0.7
<b>Total of above .....</b>	<b>293,989</b>	<b>315,958</b>	<b>357,635</b>	<b>35.3</b>	<b>36.4</b>	<b>37.0</b>

1. Exclusive of commuters, summer residents and locals.

**TABLE 9. Expenditures of Foreign Travellers in Canada, 1947-1951**  
(\$ Millions)

—	1947	1948	1949	1950	1951 <sup>2</sup>
<b>Travellers from the United States:</b>					
Means of Travel:					
Automobile .....	118.4	139.4	145.3	148.1	151.6
Rail .....	56.6	55.9	52.8	43.5	43.6
Boat .....	22.1	16.0	13.8	13.7	10.5
Bus (Exclusive of local bus) .....	16.7	20.8	24.4	20.8	17.7
Airplane .....	13.1	12.1	17.6	21.4	22.2
Other (pedestrians, local bus, etc.) .....	14.2	23.2	13.2	12.2	12.4
<b>Total, U.S.A. ....</b>	<b>241.1</b>	<b>267.4</b>	<b>267.1</b>	<b>259.7</b>	<b>258.0</b>
<b>Travellers from Overseas Countries<sup>1</sup> .....</b>	<b>10.0</b>	<b>13.0</b>	<b>18.0</b>	<b>15.0</b>	<b>16.0</b>
<b>Total, all Countries .....</b>	<b>251.1</b>	<b>280.4</b>	<b>285.1</b>	<b>274.7</b>	<b>274.0</b>

**TABLE 10. Expenditures of Canadian Travellers in Foreign Countries, 1947-1951**  
(\$ Millions)

—	1947	1948	1949	1950	1951 <sup>2</sup>
<b>Travellers to the United States:</b>					
Means of Travel:					
Automobile .....	32.6	25.1	52.9	67.3	93.9
Train .....	52.2	35.9	46.2	47.0	58.2
Boat .....	4.1	3.1	4.6	3.5	3.9
Bus (Exclusive of local bus) .....	34.6	25.5	33.1	42.0	48.8
Airplane .....	9.0	7.3	9.7	13.8	22.1
Other (pedestrians, local bus, etc.) .....	19.8	16.3	18.4	19.1	19.0
<b>Total, U.S.A. ....</b>	<b>152.3</b>	<b>113.2</b>	<b>164.9</b>	<b>192.7</b>	<b>245.9</b>
<b>Travellers to Overseas Countries<sup>1</sup> .....</b>	<b>15.0</b>	<b>22.0</b>	<b>28.0</b>	<b>33.0</b>	<b>34.0</b>
<b>Total, all Countries .....</b>	<b>167.3</b>	<b>135.2</b>	<b>192.9</b>	<b>225.7</b>	<b>279.9</b>

1. Prior to confederation with Canada in 1949 Newfoundland was classed as an overseas country.  
2. Subject to revision.

**TABLE 11. Balance of Payments on Travel Account Between Canada and Other Countries, 1926-1951**

(Net Credits + Net Debits -)

(\$ Million)

Year	Account with United States			Account with Overseas Countries <sup>1</sup>			Account with All Countries		
	Credits	Debits	Net	Credits	Debits	Net	Credits	Debits	Net
1926 .....	140	70	+ 70	12	29	- 17	152	99	+ 53
1927 .....	148	72	+ 76	15	28	- 13	163	100	+ 63
1928 .....	163	72	+ 91	14	26	- 12	177	98	+ 79
1929 .....	184	81	+103	14	27	- 13	198	108	+ 90
1930 .....	167	67	+100	13	25	- 12	180	92	+ 88
1931 .....	141	52	+ 89	12	19	- 7	153	71	+ 82
1932 .....	103	30	+ 73	11	19	- 8	114	49	+ 65
1933 .....	81	30	+ 51	8	14	- 6	89	44	+ 45
1934 .....	96	36	+ 60	10	14	- 4	106	50	+ 56
1935 .....	107	48	+ 59	10	16	- 6	117	64	+ 53
1936 .....	129	54	+ 75	13	21	- 8	142	75	+ 67
1937 .....	149	65	+ 84	17	22	- 5	166	87	+ 79
1938 .....	134	66	+ 68	15	20	- 5	149	86	+ 63
1939 .....	137	67	+ 70	12	14	- 2	149	81	+ 68
1940 .....	98	40	+ 58	7	3	+ 4	105	43	+ 62
1941 .....	107	18	+ 89	4	3	+ 1	111	21	+ 90
1942 .....	79	24	+ 55	3	3	-	82	27	+ 55
1943 .....	87	34	+ 53	2	3	- 1	89	37	+ 52
1944 .....	117	57	+ 60	3	3	-	120	60	+ 60
1945 .....	163	81	+ 82	3	2	+ 1	166	83	+ 83
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 <sup>2</sup> .....	258	246	+ 12	16	34	- 18	274	280	- 6

1. Prior to confederation with Canada in 1949 Newfoundland was classed as an overseas country.

2. Subject to revision.

**TABLE 12. Number of Foreign Automobiles and Other Vehicles Entering Canada, by Province of Entry, 1947-1951**

Entering by Ports in	Non-permit Class — Local Traffic <sup>1</sup>				
	1947	1948	1949	1950	1951
Atlantic Provinces .....	806,821	845,782	961,707	865,466	890,596
Quebec .....	199,670	234,153	218,196	276,231	287,626
Ontario .....	2,967,148	3,420,637	3,357,224	3,378,024	3,670,008
Manitoba .....	55,360	57,007	57,520	54,119	65,060
Saskatchewan .....	19,205	21,364	21,217	20,755	21,390
Alberta .....	18,024	19,143	17,674	19,717	17,029
British Columbia .....	77,356	89,324	90,221	95,722	105,542
Yukon .....	16	11	552	1,192	992
<b>Canada .....</b>	<b>4,143,600</b>	<b>4,687,421</b>	<b>4,724,311</b>	<b>4,711,226</b>	<b>5,058,243</b>
<b>Traveller's Vehicle Permits<sup>1</sup></b>					
Atlantic Provinces .....	93,417	104,982	130,751	148,265	151,219
Quebec .....	300,914	335,236	362,425	374,246	384,156
Ontario .....	1,005,194	1,125,956	1,200,491	1,236,290	1,343,083
Manitoba .....	24,407	24,516	31,129	26,315	35,480
Saskatchewan .....	9,702	11,663	14,155	15,715	16,786
Alberta .....	23,476	27,662	34,637	35,812	37,454
British Columbia .....	205,216	191,572	214,805	221,642	247,801
Yukon .....	1,527	2,401	1,561	1,863	3,622
<b>Canada .....</b>	<b>1,663,853</b>	<b>1,823,988</b>	<b>1,989,954</b>	<b>2,060,148</b>	<b>2,219,601</b>
<b>Commercial Vehicles</b>					
Atlantic Provinces .....	62,295	61,791	76,260	79,272	84,394
Quebec .....	25,339	27,403	36,750	44,238	45,307
Ontario .....	87,982	87,288	95,844	112,825	108,366
Manitoba .....	3,778	3,191	4,262	4,505	6,990
Saskatchewan .....	3,745	5,146	3,414	5,521	4,769
Alberta .....	4,401	2,746	3,155	3,862	3,924
British Columbia .....	6,175	7,989	8,538	10,980	14,707
Yukon .....	84	316	678	366	333
<b>Canada .....</b>	<b>193,799</b>	<b>195,870</b>	<b>228,901</b>	<b>261,569</b>	<b>258,790</b>

1. The expressions "Non-permit Class" and "Traveller's Vehicle Permits" are defined on page 4.

**TABLE 13. Number of Foreign Automobiles and Other Vehicles Entering Canada,  
by Month of Entry, 1947-1951**

Month	1947	1948	1949	1950	1951
<b>Non-permit Class—Local Traffic<sup>1</sup></b>					
January .....	189,790	225,540	244,609	250,428	264,544
February .....	167,863	224,075	239,202	229,037	231,951
March .....	210,224	258,309	253,881	259,925	296,211
April .....	241,501	310,508	315,660	315,198	336,229
May .....	330,240	423,911	406,528	394,928	433,970
June .....	431,926	479,661	501,106	484,504	539,502
July .....	590,979	666,898	695,554	690,785	745,704
August .....	643,812	641,671	626,231	634,708	718,260
September .....	425,942	502,099	456,460	467,622	490,436
October .....	368,243	368,271	388,556	382,285	393,898
November .....	292,881	299,995	302,135	296,431	310,452
December .....	250,199	286,483	294,389	305,375	297,086
<b>Total<sup>2</sup></b> .....	<b>4,143,600</b>	<b>4,687,421</b>	<b>4,724,311</b>	<b>4,711,226</b>	<b>5,058,243</b>
<b>Traveller's Vehicle Permits<sup>1</sup></b>					
January .....	24,306	28,243	32,590	36,185	40,941
February .....	25,083	33,329	35,826	39,006	38,935
March .....	34,247	46,087	46,160	47,711	62,718
April .....	58,241	69,907	83,510	87,058	86,360
May .....	114,875	134,440	153,988	144,640	148,286
June .....	203,916	191,954	221,002	237,867	290,453
July .....	362,638	407,884	453,045	471,823	489,058
August .....	409,433	408,026	426,302	437,145	503,956
September .....	198,865	253,564	264,467	277,388	281,212
October .....	126,180	128,121	141,089	143,124	147,558
November .....	68,284	74,967	76,120	80,104	76,040
December .....	37,785	47,466	55,855	58,097	54,084
<b>Total<sup>3</sup></b> .....	<b>1,663,853</b>	<b>1,823,988</b>	<b>1,989,954</b>	<b>2,060,148</b>	<b>2,219,601</b>
<b>Commercial Vehicles</b>					
January .....	13,288	13,309	14,993	18,817	20,213
February .....	13,505	12,199	14,908	17,596	19,153
March .....	14,049	14,681	17,609	20,278	21,607
April .....	16,608	16,299	16,266	18,878	21,201
May .....	16,827	15,911	18,584	21,935	24,746
June .....	17,477	17,627	19,591	23,628	25,777
July .....	17,816	16,643	20,572	23,481	23,764
August .....	17,204	18,224	23,163	25,410	24,010
September .....	17,000	18,453	22,085	24,148	24,207
October .....	17,928	18,356	21,431	24,049	22,607
November .....	16,681	17,251	19,918	21,941	21,381
December .....	15,416	16,917	19,781	21,408	20,124
<b>Total</b> .....	<b>193,799</b>	<b>195,870</b>	<b>228,901</b>	<b>261,569</b>	<b>268,790</b>

1. "Non-permit Class" and Travellers Vehicle Permits are defined on page 4.

2. Includes 5,748 motorcycles, 21,644 bicycles and 84,211 taxis in 1951.

3. Includes 1,291 motorcycles, 1903 bicycles and 2,418 other vehicles in 1951.



**TABLE 14. Number of Foreign Travellers Entering Canada from the United States, by Province of Entry, 1947-1951**

Province of Entry	1947	1948	1949	1950	1951
<b>(a) Rail <sup>1</sup></b>					
Atlantic Provinces .....	28,897	23,702	18,889	14,431	13,722
Quebec .....	244,961	223,040	198,552	163,862	160,180
Ontario .....	280,905	257,093	242,293	191,125	208,499
Manitoba .....	24,488	22,543	23,819	17,548	17,109
Saskatchewan .....	17,553	17,464	14,492	11,883	11,131
Alberta .....	1,220	1,288	1,594	1,474	1,251
British Columbia .....	49,519 <sup>2</sup>	44,077 <sup>2</sup>	51,670 <sup>2</sup>	47,874	70,421
Yukon .....	—	—	—	9,323	9,794
Canada .....	<b>647,543</b>	<b>589,207</b>	<b>551,309</b>	<b>457,520</b>	<b>492,107</b>
<b>(b) Boat</b>					
Atlantic Provinces .....	24,200	23,092	23,020	21,170	21,944
Quebec .....	5,122	1,670	1,646	1,706	3,157
Ontario .....	162,423	177,788	141,385	92,897	125,084
Manitoba .....	—	—	—	—	—
Saskatchewan .....	—	—	—	—	—
Alberta .....	—	—	—	25	—
British Columbia .....	142,161	132,388	134,188	95,719	108,211
Yukon .....	8	12	4	6	—
Canada .....	<b>333,914</b>	<b>334,950</b>	<b>300,243</b>	<b>211,523</b>	<b>258,396</b>
<b>(c) Bus <sup>3</sup></b>					
Atlantic Provinces .....	9,508	9,724	9,904	9,323	8,580
Quebec .....	32,855	36,663	35,450	40,534	37,465
Ontario .....	352,538	383,638	338,244	309,955	312,824
Manitoba .....	5,843	6,500	2,846	4,745	5,289
Saskatchewan .....	280	203	899	368	265
Alberta .....	2,345	5,422	2,617	2,450	2,665
British Columbia .....	38,698	37,355	39,197	39,088	39,861
Yukon .....	—	—	—	—	430
Canada .....	<b>442,067</b>	<b>479,505</b>	<b>429,157</b>	<b>406,463</b>	<b>407,379</b>
<b>(d) Airplane</b>					
Atlantic Provinces .....	7,309	7,105	8,742	10,157	9,284
Quebec .....	29,744	28,202	33,522	40,072	47,679
Ontario .....	32,414	33,777	42,601	47,893	59,556
Manitoba .....	4,513	4,929	6,447	7,306	6,062
Saskatchewan .....	102	354	248	337	683
Alberta .....	7,144	11,610	9,815	17,022	17,953
British Columbia .....	22,522	25,006	27,461	27,403	27,050
Yukon <sup>4</sup> .....	9,292	4,601	6,910	8,232	6,907
Canada .....	<b>113,040</b>	<b>115,584</b>	<b>135,746</b>	<b>158,422</b>	<b>175,174</b>

1. After deducting intransit passengers across Southern Ontario.

2. Including traffic intransit through British Columbia destined to Yukon.

3. Exclusive of local bus traffic between border communities but including intransit traffic.

4. Yukon traffic is practically all intransit to and from Alaska.

**TABLE 15. Number of Foreign Travellers Entering Canada from the United States,  
by Month of Entry, 1947-1951**

Month	1947	1948	1949	1950	1951
<b>(a) Rail (Gross Entries)</b>					
January .....	111,361	105,026	95,561	84,982	83,199
February .....	102,914	95,299	71,482	68,493	65,899
March .....	91,862	87,856	68,837	61,891	76,054
April .....	99,691	92,044	78,448	76,816	74,929
May .....	108,274	92,227	89,093	72,384	82,279
June .....	156,852	125,299	117,313	113,593	102,411
July .....	173,104	171,478	151,982	144,234	125,991
August .....	181,083	148,687	128,503	109,661	127,735
September .....	136,283	114,091	105,642	105,664	98,573
October .....	102,856	93,810	96,132	80,625	93,140
November .....	94,345	86,541	77,557	74,589	78,984
December .....	120,859	98,249	100,402	99,608	106,667
<b>Total .....</b>	<b>1,479,484</b>	<b>1,310,607</b>	<b>1,180,952</b>	<b>1,092,540</b>	<b>1,115,861</b>
<b>(b) Rail (Net Entries)</b>					
January .....	41,668	39,186	36,948	29,774	30,093
February .....	40,119	35,972	32,928	26,847	29,877
March .....	35,569	35,150	29,411	24,518	27,565
April .....	38,383	34,239	34,186	31,782	25,754
May .....	45,202	40,057	38,324	23,508	35,254
June .....	73,731	58,543	60,308	55,974	51,973
July .....	92,058	92,051	85,772	76,351	65,107
August .....	95,315	80,874	77,686	47,617	72,662
September .....	56,562	57,670	48,904	41,990	43,648
October .....	41,296	39,124	37,129	33,668	36,194
November .....	36,520	33,876	30,671	27,259	29,834
December .....	51,100	42,465	39,042	38,232	44,146
<b>Total .....</b>	<b>647,523</b>	<b>589,207</b>	<b>551,309</b>	<b>457,520</b>	<b>492,107</b>
<b>(c) Boat</b>					
January .....	2,300	2,248	1,936	1,348	1,318
February .....	2,828	2,374	1,627	1,545	1,163
March .....	3,792	2,978	2,761	1,743	1,613
April .....	5,278	3,545	3,616	4,212	2,879
May .....	12,056	16,137	18,548	6,353	7,137
June .....	37,156	39,261	39,790	31,177	34,835
July .....	101,935	98,586	90,207	70,269	83,916
August .....	118,281	111,995	95,727	63,331	87,917
September .....	35,996	43,679	34,404	21,545	28,082
October .....	8,270	7,368	6,637	5,523	4,875
November .....	3,409	3,886	2,513	2,017	2,447
December .....	2,613	2,893	2,477	2,460	2,214
<b>Total .....</b>	<b>333,914</b>	<b>334,950</b>	<b>300,243</b>	<b>211,523</b>	<b>258,396</b>

TABLE 15. Number of Foreign Travellers Entering Canada From the United States, by Month of Entry, 1947-1951 - Concluded

Month	1947	1948	1949	1950	1951
(d) Bus <sup>1,2</sup>					
January .....	13,005	14,111	12,558	11,446	14,102
February .....	11,973	14,222	13,908	12,442	12,397
March .....	11,317	14,454	13,691	13,885	19,159
April .....	19,504	17,035	17,837	19,107	18,342
May .....	28,726	33,719	31,793	33,830	33,106
June .....	48,710	51,105	54,012	48,598	43,542
July .....	98,342	105,381	95,325	91,439	88,687
August .....	104,362	106,398	82,308	81,840	82,599
September .....	44,491	57,492	50,377	42,664	39,202
October .....	27,826	26,851	25,548	21,521	24,264
November .....	16,973	19,638	16,522	14,569	15,750
December .....	16,838	19,099	15,278	15,122	16,229
<b>Total .....</b>	<b>442,067</b>	<b>479,505</b>	<b>429,157</b>	<b>406,463</b>	<b>407,379</b>
(e) Airplane					
January .....	4,462	4,690	5,814	7,408	9,638
February .....	5,095	5,296	6,032	7,549	9,298
March .....	6,595	6,172	7,748	8,657	10,880
April .....	7,716	7,501	8,985	11,051	11,816
May .....	10,477	9,851	12,866	14,449	15,193
June .....	11,906	13,179	16,092	17,794	18,377
July .....	14,815	14,494	18,267	19,858	21,777
August .....	16,638	15,539	17,297	20,424	21,230
September .....	12,803	13,844	15,132	16,947	19,193
October .....	10,067	10,145	11,016	13,665	15,772
November .....	6,407	7,491	8,220	9,960	11,198
December .....	6,059	7,382	8,277	10,660	10,802
<b>Total .....</b>	<b>113,040</b>	<b>115,584</b>	<b>135,746</b>	<b>158,422</b>	<b>175,174</b>

1. Exclusive of local bus traffic between border communities.

2. Includes a small percentage of intransit passengers across Southern Ontario.

**TABLE 16. Number of Canadian Automobiles and Other Vehicles Travelling in the United States by Province of Re-Entry into Canada, 1947-1951**

Province of Re-entry	1947	1948	1949	1950	1951
<b>Length of Stay — 24 Hours or Less</b>					
Atlantic Provinces .....	575,926	567,569	708,493	741,496	902,396
Quebec .....	241,669	235,403	255,647	368,932	457,655
Ontario .....	601,807	591,232	762,970	837,120	1,177,829
Manitoba .....	54,493	47,818	53,893	57,026	88,115
Saskatchewan .....	36,231	29,000	32,502	32,989	41,741
Alberta .....	19,226	21,319	25,854	27,725	25,868
British Columbia .....	271,816	249,254	278,749	289,452	351,087
Yukon .....	—	1	3	42	10
<b>Canada .....</b>	<b>1,801,168</b>	<b>1,741,596</b>	<b>2,118,111</b>	<b>2,354,782</b>	<b>3,044,701</b>
<b>Length of Stay — Over 24 Hours</b>					
Atlantic Provinces .....	10,243	11,253	17,684	21,007	28,780
Quebec .....	51,977	46,882	60,303	77,137	109,660
Ontario .....	71,999	66,502	120,814	151,855	219,886
Manitoba .....	17,729	14,739	20,821	21,573	32,649
Saskatchewan .....	9,782	11,279	15,197	16,719	20,929
Alberta .....	8,503	12,119	17,536	20,953	19,451
British Columbia .....	39,555	37,534	79,847	88,644	107,313
Yukon .....	—	7	4	7	20
<b>Canada .....</b>	<b>209,788</b>	<b>200,315</b>	<b>332,206</b>	<b>397,895</b>	<b>538,688</b>
<b>Commercial Vehicles</b>					
Atlantic Provinces .....	59,569	57,085	60,837	76,553	83,786
Quebec .....	28,026	29,005	32,548	49,802	61,866
Ontario .....	56,273	55,473	65,490	71,948	118,984
Manitoba .....	7,319	5,106	5,261	6,360	12,424
Saskatchewan .....	7,325	6,907	6,407	7,586	10,396
Alberta .....	6,994	5,604	5,229	5,447	7,000
British Columbia .....	15,942	18,580	17,643	21,533	23,609
Yukon .....	4	64	49	29	15
<b>Canada .....</b>	<b>181,452</b>	<b>177,824</b>	<b>193,464</b>	<b>239,258</b>	<b>318,080</b>

**TABLE 17. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Month of Re-Entry into Canada, 1947-1951**

Month	1947	1948	1949	1950	1951
<b>Length of Stay—24 Hours or Less</b>					
January .....	96,935	83,263	116,110	130,265	165,051
February .....	93,195	82,722	109,327	126,339	144,268
March .....	121,419	108,764	130,750	148,200	205,536
April .....	139,094	120,027	160,391	181,864	234,231
May .....	165,239	153,570	197,556	206,627	279,373
June .....	174,863	160,091	198,556	218,359	298,456
July .....	212,141	194,261	248,819	270,134	357,098
August .....	219,559	203,857	230,555	254,900	342,162
September .....	174,749	177,600	198,195	217,405	304,002
October .....	176,099	173,654	203,816	226,960	274,094
November .....	136,791	148,253	163,838	187,213	220,575
December .....	91,084	135,534	160,198	186,516	219,855
<b>Total</b> <sup>1</sup> .....	<b>1,801,168</b>	<b>1,741,596</b>	<b>2,118,111</b>	<b>2,354,782</b>	<b>3,044,701</b>
<b>Length of Stay—Over 24 Hours</b>					
January .....	5,154	4,576	7,457	8,938	12,559
February .....	5,485	3,962	6,175	7,751	11,482
March .....	8,148	7,768	11,825	12,626	28,403
April .....	14,322	9,496	23,123	27,526	28,482
May .....	15,287	14,810	23,462	22,359	34,450
June .....	18,528	16,493	28,183	31,052	43,915
July .....	35,336	34,110	61,955	67,967	97,772
August .....	40,009	39,877	60,000	76,830	103,721
September .....	26,294	26,552	43,371	52,375	70,493
October .....	24,223	21,971	34,689	43,662	54,173
November .....	11,791	12,497	19,349	25,560	30,119
December .....	5,211	8,203	12,617	21,249	23,119
<b>Total</b> <sup>2</sup> .....	<b>209,788</b>	<b>200,315</b>	<b>332,206</b>	<b>397,895</b>	<b>538,688</b>
<b>Commercial Vehicles</b>					
January .....	12,839	11,793	14,448	16,557	26,027
February .....	15,325	11,743	14,478	18,658	27,086
March .....	15,771	13,149	16,862	20,265	28,362
April .....	13,201	12,535	14,886	16,079	23,011
May .....	15,348	15,307	16,153	19,323	26,746
June .....	15,684	16,034	17,247	20,137	27,766
July .....	16,636	17,150	15,086	20,731	27,224
August .....	17,303	17,765	17,483	25,432	27,919
September .....	16,490	16,383	16,069	21,236	26,082
October .....	17,297	16,125	17,746	21,213	27,334
November .....	13,769	15,659	16,802	19,746	25,815
December .....	11,789	14,181	16,204	19,881	24,708
<b>Total</b> .....	<b>181,452</b>	<b>177,824</b>	<b>193,464</b>	<b>239,258</b>	<b>318,080</b>

1. Includes 11,157 motorcycles, 31,155 bicycles and 139,597 taxis in 1951.

2. Includes 1,442 motorcycles, 247 bicycles and 1,168 taxis in 1951.

**TABLE 18. Number of Canadians Returning from the United States by Province of Re-Entry Into Canada, 1947-1951**

Province of Re-entry	1947	1948	1949	1950	1951
<b>(a) Rail</b>					
Atlantic Provinces .....	22,651	19,813	18,185	13,196	15,459
Quebec .....	203,691	165,160	175,446	153,814	163,379
Ontario .....	282,413	234,187	260,586	245,995	237,064
Manitoba .....	25,950	21,020	27,831	20,196	22,124
Saskatchewan .....	8,949	7,880	7,817	5,955	5,971
Alberta .....	1,002	879	977	770	511
British Columbia .....	41,021 <sup>1</sup>	28,434 <sup>1</sup>	41,272 <sup>1</sup>	57,179	80,070
Yukon .....	—	—	—	1,740	1,526
<b>Canada .....</b>	<b>585,677</b>	<b>477,373</b>	<b>532,114</b>	<b>498,845</b>	<b>526,104</b>
<b>(b) Boat</b>					
Atlantic Provinces .....	28,376	32,469	39,064	34,442	37,161
Quebec .....	4,481	4,418	1,086	4,418	1,711
Ontario .....	41,861	40,903	40,790	10,536	9,474
Manitoba .....	—	—	—	—	—
Saskatchewan .....	—	—	—	—	—
Alberta .....	—	—	—	10	—
British Columbia .....	26,140	20,462	26,741	17,157	20,955
Yukon .....	3	14	—	2	6
<b>Canada .....</b>	<b>100,881</b>	<b>98,266</b>	<b>107,681</b>	<b>66,565</b>	<b>69,307</b>
<b>(c) Bus<sup>2</sup></b>					
Atlantic Provinces .....	11,225	9,331	12,960	14,670	17,702
Quebec .....	37,591	39,208	59,560	67,270	76,118
Ontario .....	353,504	294,790	380,175	390,676	391,689
Manitoba .....	15,433	18,806	10,029	17,522	20,257
Saskatchewan .....	828	707	1,123	1,176	933
Alberta .....	2,982	3,126	3,985	4,069	4,760
British Columbia .....	81,853	77,071	95,460	81,695	78,351
Yukon .....	—	—	—	—	42
<b>Canada .....</b>	<b>503,416</b>	<b>443,039</b>	<b>563,292</b>	<b>577,078</b>	<b>589,852</b>
<b>(d) Airplane</b>					
Atlantic Provinces .....	2,682	2,713	3,963	4,669	4,864
Quebec .....	17,583	17,544	22,005	31,106	41,516
Ontario .....	27,174	33,874	43,917	51,629	65,995
Manitoba .....	2,924	2,738	3,588	5,416	3,694
Saskatchewan .....	19	66	75	146	242
Alberta .....	1,290	1,255	1,326	2,104	3,381
British Columbia .....	12,992	12,382	15,504	16,051	19,244
Yukon .....	365	312	341	394	385
<b>Canada .....</b>	<b>65,029</b>	<b>70,884</b>	<b>90,719</b>	<b>111,515</b>	<b>139,321</b>

1. Including traffic intransit through British Columbia destined to Yukon.

2. Exclusive of local bus traffic between border communities.

TABLE 19. Number of Canadians Returning from the United States  
by Month of Re-Entry into Canada, 1947-1951

Month	1947	1948	1949	1950	1951
(a) Rail (Gross Entries)					
January .....	47,633	39,227	43,365	47,910	42,600
February .....	38,763	30,359	31,095	28,560	29,937
March .....	43,792	39,491	33,095	31,014	48,781
April .....	52,618	33,960	50,606	44,903	38,186
May .....	44,528	37,946	41,185	32,015	38,963
June .....	45,320	33,856	40,583	40,813	39,420
July .....	63,607	49,863	63,410	55,136	56,506
August .....	69,538	54,945	62,795	48,996	59,096
September .....	52,601	44,284	50,020	43,656	49,547
October .....	51,009	42,721	44,495	46,284	45,577
November .....	37,522	32,173	32,622	36,423	35,910
December .....	38,746	38,548	38,843	43,135	41,581
<b>Total</b> .....	<b>585,677</b>	<b>477,373</b>	<b>532,114</b>	<b>498,845</b>	<b>526,104</b>
(b) Rail (Net Entries)					
January .....	46,829	38,516	42,766	47,492	42,070
February .....	38,284	29,841	30,637	28,206	29,526
March .....	43,194	38,635	32,595	30,523	48,126
April .....	51,633	33,160	49,786	44,266	37,659
May .....	43,705	37,159	40,245	31,194	38,368
June .....	44,420	33,091	39,641	40,075	38,754
July .....	62,742	48,975	62,045	54,270	55,619
August .....	68,496	53,949	61,765	48,326	58,141
September .....	51,775	43,405	49,102	42,902	48,871
October .....	50,146	41,931	43,741	45,588	44,789
November .....	36,631	31,486	31,882	35,647	35,127
December .....	37,802	37,747	38,012	42,201	40,793
<b>Total</b> .....	<b>575,657</b>	<b>467,895</b>	<b>522,217</b>	<b>490,690</b>	<b>517,843</b>
(c) Boat					
January .....	2,075	2,954	2,618	3,198	3,288
February .....	2,240	2,744	2,363	2,661	3,080
March .....	2,547	2,772	2,506	3,404	3,628
April .....	3,052	2,587	4,279	3,021	4,014
May .....	4,307	4,360	4,667	3,729	4,811
June .....	10,947	9,179	10,303	6,634	5,987
July .....	19,593	22,327	29,580	12,169	10,310
August .....	29,685	25,891	26,238	11,855	12,413
September .....	14,674	14,383	12,683	6,752	8,035
October .....	4,663	4,425	4,716	4,927	5,091
November .....	3,258	3,216	3,820	3,767	4,138
December .....	3,820	3,428	3,908	4,448	4,512
<b>Total</b> .....	<b>100,861</b>	<b>98,266</b>	<b>107,681</b>	<b>66,565</b>	<b>69,307</b>

**TABLE 19. Number of Canadians Returning from the United States  
by Month of Re-Entry Into Canada, 1947-1951 - Concluded**

Month	1947	1948	1949	1950	1951
<b>(d) Bus<sup>1</sup></b>					
January .....	26,133	23,317	26,148	28,785	34,888
February .....	24,490	21,979	25,669	27,641	31,509
March .....	31,286	26,937	33,073	35,584	41,497
April .....	34,474	26,701	43,659	45,718	35,314
May .....	39,607	36,052	50,449	45,005	50,272
June .....	48,578	40,931	53,924	53,061	57,304
July .....	68,477	57,405	78,718	72,865	80,207
August .....	77,156	69,423	78,543	82,345	81,411
September .....	51,246	51,990	60,331	56,611	58,021
October .....	47,134	38,777	47,587	51,110	46,872
November .....	32,926	25,931	33,236	38,963	35,646
December .....	21,909	23,596	31,955	39,390	36,911
<b>Total .....</b>	<b>503,416</b>	<b>443,039</b>	<b>563,292</b>	<b>577,078</b>	<b>589,852</b>
<b>(e) Airplane</b>					
January .....	3,803	3,791	5,318	5,613	10,194
February .....	4,052	3,708	5,163	5,936	9,351
March .....	5,684	5,454	7,332	7,872	13,468
April .....	6,861	6,051	9,152	10,786	12,570
May .....	5,904	6,472	8,732	10,158	12,127
June .....	5,287	6,741	8,605	9,437	11,502
July .....	5,412	7,203	8,030	9,414	11,061
August .....	6,369	6,304	8,178	10,635	12,228
September .....	6,587	7,356	9,547	11,050	13,487
October .....	6,741	7,415	8,931	12,182	13,479
November .....	4,639	5,357	6,529	9,598	10,768
December .....	3,690	5,032	5,202	8,834	9,086
<b>Total .....</b>	<b>65,029</b>	<b>70,884</b>	<b>90,719</b>	<b>111,515</b>	<b>139,321</b>

1. Exclusive of local bus traffic between border communities.









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