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GOVERNMENT OF CANADA

TRAVEL BETWEEN CANADA
AND
OTHER COUNTRIES
1952



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**TRAVEL BETWEEN CANADA
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OTHER COUNTRIES
1952**

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TRAVEL BETWEEN CANADA AND OTHER COUNTRIES, 1952

Leading Developments in Travel between Canada and Other Countries

Although there were more visitors to Canada from the United States in 1952 than ever before, there was not a corresponding increase in the expenditures in Canada by American travellers, but there were substantial increases in both the numbers of Canadians travelling in the United States and in their expenditures in that country. Consequently the principal change in Canada's travel account in 1952 was the excess of payments over receipts in the account with the United States which appeared for the first time. A credit balance of \$154 million in 1948, when Canadian expenditures were restricted, was reduced progressively year by year to only \$12 million in 1951, and replaced by a debit balance of \$37 million in 1952.

There was an increase of nearly 3 million re-entries into Canada by Canadian travellers returning during the year after visiting the United States. Their expenditures at \$294 million were \$48 million higher than in the previous year and \$37 million higher than the expenditures of Americans visiting Canada. Automobile traffic contributed nearly \$25 million toward the gain in expenditures, the increase being attributed to greater volume of traffic rather than increased rates of expenditure. Rising

purchases of merchandise by Canadian travellers in the United States made up a considerable part of the increase in expenditures.

Expenditures of United States residents travelling in Canada remained close to that of 1951, although there continued to be an increasing number of visitors. Automobile expenditures were \$9 million lower than last year, but expenditures of the non-automobile traffic increased by \$8 million, leaving the aggregate about the same as last year.

There was also an adverse trend in the balance on overseas travel account during the past year. Although Canada is accustomed to a debit balance on travel account with overseas countries, payments increased to a greater extent than receipts in 1952. Canadians spent \$42 million in overseas countries in 1952, an increase of \$8 million during the year, whereas expenditures in Canada of travellers from overseas countries increased by only \$2 million. Thus the debit balance in our travel account with overseas countries was increased from \$18 million in 1951 to \$24 million in 1952. With the additional \$37 million debit balance in Canada's account with the United States, there was an overall deficit of \$61 million in account with all countries.

Statement 1. Number and Expenditures of United States Travellers in Canada 1950-1952.

Type of transportation	Number of persons			Expenditures		
	1950	1951	1952	1950	1951	1952 ¹
		Thousands			\$Millions	
Automobile:						
Non-permit or local traffic	8,843	9,000	9,085	20.1	18.8	18.6
Customs Permits	6,029	6,520	6,672	128.0	132.8	123.9
Repeat trips of permit holders	2,600	2,982	2,811	—	—	—
Total	17,472	18,502	18,568	148.1	151.6	142.5
Non-Automobile:						
Rail	1,093	1,116	1,111	43.5	43.6	45.9
Boat	212	259	303	13.7	10.5	14.2
Through bus	406	407	375	20.8	17.7	18.1
Plane	158	175	185	21.4	22.2	21.9
Other	4,176	4,421	5,735	12.2	12.4	14.4
Total	6,045	6,378	7,709	111.6	106.4	114.5
Grand Total	23,517	24,880	26,277	259.7	258.0	257.0

1. Subject to revision.

United States Travel Expenditures in Canada by Types of Transportation

An analysis of United States travel expenditures in Canada according to types of transportation used in entering the country during 1952 indicates a reverse of the pattern established during the previous 3 years. Aggregate expenditures of non-automobile traffic show an increase of 8 per cent compared with 1951 amounting to \$8 million. Ex-

penditures of traffic by common carrier had reached \$122 million in 1949, declining to \$112 million in 1950, and \$106 million in 1951. The increase of \$8 million recorded by non-automobile traffic, however, was not sufficient to offset a greater decrease in expenditures of automobile traffic.

STATEMENT 2. Expenditures in Canada of Travellers from the United States by Types of Transportation 1948-1952

Type of Transportation	1948	1949	1950	1951	1952 ¹
	\$ Million				
Automobile.....	139.4	145.3	148.1	151.6	142.5
Rail.....	55.9	52.8	43.5	43.6	45.9
Boat.....	16.0	13.8	13.7	10.5	14.2
Bus (exclusive of local bus).....	20.8	24.4	20.8	17.7	18.1
Airplane.....	12.1	17.6	21.4	22.2	21.9
Other (pedestrians, local bus, etc).....	23.2	13.2	12.2	12.4	14.4
Total.....	267.4	267.1	259.7	258.0	257.0

1. Subject to revision.

The total number of non-resident automobiles entering Canada during 1952 was 7.4 million, an increase of 4 per cent over the previous year. The non-permit or local class increased by 5 per cent while the gain in entries on customs permits was under 3 per cent. The increase in volume of the non-permit class was consistent throughout each quarter of the year whereas automobiles travelling in Canada on customs permits declined slightly during July, August and September. This decline, however, was not sufficient to counter a gain in volume during the remainder of the year resulting in a net increase for 1952. It will be noted that the

greatest percentage gain in volume occurred during the first six months of the year when the discount on United States funds was lowest.

Expenditures of non-residents travelling in Canada by automobile were down \$9 million from the previous year, the first decline to be registered since 1943. Automobile expenditures had continued to rise year by year from a low of \$17 million in 1943 to a peak of \$152 million in 1951. Lower average expenditures per visit for both the non-permit and customs permit travellers were recorded, the decrease being consistent for both types of travel and distributed throughout the year.

STATEMENT 3. Average Declared Expenditure per Car of Non-Resident Motorists Travelling in Canada on Customs Permits, by Class of Permit, 1948-1952

Class of permit	1948	1949	1950	1951	1952
	\$	\$	\$	\$	\$
Commuter.....	372.07	296.07	311.90	288.16	320.25
Summer resident.....	440.99	384.42	299.11	345.66	322.36
Local.....	97.52	91.43	91.86	131.57	117.85
Other.....	63.34	66.53	60.29	57.25	51.92

An examination of the average expenditures of United States motorists by class of permit in Statement 3 shows that all classes declined, with the exception of commuters where an increase over the previous year was recorded. Special classes such as commuters, summer residents and locals make up less than one per cent of the entries, but their expenditures are of more significance than the volume would indicate. Expenditures of the special groups reached nearly \$6 million during 1952, or

approximately 5 per cent of the expenditures of motorists travelling on customs permits. Average expenditures of the "other" class of permit holders declined sharply during 1952. The decline varied from less than \$1 per car in British Columbia to over \$12 per car in the neighbouring province of Alberta. The low average expenditure in Ontario is no doubt caused by the short duration of the visit, reflecting the influence of intransit traffic across the southern part of the province.

STATEMENT 4. Average Declared Expenditure per Car of Non-Resident Motorists Travelling in Canada on Customs Permits¹ by Province of Exit 1948-1952

Province of exit	1948	1949	1950	1951	1952 ²
	\$	\$	\$	\$	\$
Atlantic Provinces.....	102.36	98.34	82.62	78.62	72.61
Quebec.....	66.35	66.52	62.52	59.87	55.07
Ontario.....	54.05	57.93	51.09	48.11	42.07
Manitoba.....	97.33	88.47	93.84	80.88	71.89
Saskatchewan.....	69.56	91.48	92.01	91.07	83.86
Alberta.....	133.60	134.44	143.57	126.53	114.31
British Columbia.....	100.83	84.35	80.38	84.91	84.11
Total.....	63.34	66.53	60.29	57.25	51.92

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

Boat traffic accounted for nearly half of the increase in expenditures of non-automobile traffic over the previous year. Expenditures of travellers by boat had reached \$22 million in 1947, declining consistently each year to a figure less than half that amount in 1951. The increase in expenditures for this type of traffic can be credited to an increase in volume amounting to 17 per cent over 1951, and also to an increase in average expenditure per person. In this respect it is of interest to note that the increase in volume was consistent for each quarter of the year, whereas, the increase in average expenditures occurred in the third quarter when volume was highest and also when the rate of discount on the United States dollar was greatest.

Expenditures of travellers by rail accounted for slightly over \$2 million of the increase in non-automobile traffic. The decline in expenditures had extended over a longer period than that of boat traffic, the peak of \$67 million having been reached in 1944, when wartime restrictions had curtailed automobile traffic. The gain recorded over the previous year can be attributed to an increase in average expenditure per person, the volume having

dropped slightly. Contrary to the average expenditures of boat travellers, most of the increase was experienced during the first, second and fourth quarters, when the discount on United States funds was less than in the third quarter.

Travellers by bus accounted for a smaller portion of the increase over the previous year and, similar to traffic by rail, the increase can be traced to higher average expenditures, the volume having dropped by nearly 8 per cent.

Traffic by plane was the only type of travel other than automobile, to show a drop in expenditures during 1952. Volume increased by 5 per cent, but average expenditures particularly in the third quarter, were lower than the previous year. The average expenditure per person per day dropped slightly for travellers by plane, whereas the average for traffic by boat, rail and bus increased over the previous year. The increase in the average expenditure per person-day was fairly substantial due to the fact that the average length of visit for persons arriving by common carrier had declined during 1952.

All United States travellers to Canada not included in the classifications mentioned above are grouped for convenience into a residuary classification called "Other Travellers". This group includes persons proceeding on foot and by ferry, taxi, motorcycle, bicycle and local bus. Expend-

itures of this group accounted for \$2 million of the increase in non-automobile expenditures, the gain being due entirely to an increase of nearly 30 per cent in the volume of this type of traffic. Estimated average expenditure per person in this group declined slightly during the year.

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

No direct information is secured from the tourist as to the route or places visited in Canada, but certain patterns of behaviour are apparent from a study of points of entry and exit. For such a study the period of June through September was selected, which includes the principal touring season.

Table 2 shows that a total of 442,291 automobiles left Canada during June to September 1952, after having entered through Fort Erie and Niagara Falls. Of this number 264,484 returned to the United States by way of Fort Erie-Niagara Falls, and 129,328 returned through the St. Clair-Detroit River ports; a high proportion of which are considered intransit traffic, with more than one half remaining in Canada less than one day.

Traffic in the opposite direction is next in importance as shown in Table 2. The number of cars leaving Canada during the same period after having entered through the St. Clair-Detroit River ports amounted to 346,595. Of this number 183,866 returned via St. Clair-Detroit River ports and 139,599 via Fort Erie-Niagara Falls, again showing the importance of intransit traffic.

The route between Fort Erie-Niagara Falls and the St. Lawrence River ports is very popular as it includes a trip north of Lake Ontario, and perhaps a visit to Ontario's largest city. Automobiles using this route for entry and exit during the four month period amounted to 36,270 in both directions.

Another route that has always been popular with American motorists, is that between the various

ports of entry along the border in Quebec and the St. Lawrence River border ports. Motorists choosing this route for entry and exit totalled 28,595 in both directions during 1952.

A comparison of the volume of traffic in both directions on the six most popular routes within Ontario appears 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 four month period for the years 1950-1952. The volume of traffic over each route is given as a percentage of the total number of cars to enter the province through all ports of entry. It will be noted that 37 per cent of the total traffic to enter Ontario during the same period followed the routes given in Table 8. The importance of these routes is stressed further by the fact that 60 per cent of the foreign automobiles entering Canada during 1952, entered through ports in Ontario.

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 for each province. In examining these figures, however, it must be borne in mind that they do not represent the total volume of non-resident traffic crossing provincial boundaries, as they are exclusive of vehicles leaving by the province of entry after having visited another province or provinces. The percentage of American cars leaving by a province other than that of entry remained the same for Canada although some provinces show a higher percentage minimum interprovincial travel, and others a lower percentage.

Intransit Automobile Traffic

Intransit automobile traffic is an important factor often not taken into consideration in an analysis of the number of American automobiles on Canadian highways, particularly in Ontario where many motorists use the southern part of the province as a shorter route between centres in the United States.

An exact division between intransit and other motorists is impossible, but an analysis of motor traffic proceeding between St. Clair-Detroit River ports, and Fort Erie-Niagara Falls in the summer months indicates a high proportion of it is intransit.

STATEMENT 5. Number of Non-Resident One and Two-Day Automobiles Travelling on Customs Permits¹ Intransit Between Selected Border Points in Ontario, 1948-1952

Border points	1948	1949	1950	1951	1952
Fort Erie—Windsor	87,041	97,383	115,297	121,358	115,246
Niagara Falls—Windsor	79,809	83,866	92,148	102,816	110,061
Fort Erie—Sarnia	22,397	26,168	31,384	35,129	36,323
Niagara Falls—Sarnia	53,680	59,054	61,019	71,935	80,979
Total of above	242,927	266,471	299,848	331,238	342,609
Total number of Cars¹ entering Ontario irrespective of length of visit	1,093,528	1,148,436	1,184,577	1,291,475	1,312,231
Intransit traffic as percentage of total traffic	22.2	23.2	25.3	25.6	26.1

1. Exclusive of commuters, summer residents and locals.

In addition to Ontario, the provinces of Quebec and British Columbia are affected by intransit traffic but to a smaller degree. A desire to shorten distances on an otherwise long trip, or take a view of Canadian territory for pleasure, or even a change in shopping centres, encourages intransit travel. Many of these travellers would not be issued a permit were they not leaving Canada by a port other than that of entry.

Table 2 reveals that in the four months from June through September, 87 per cent of American motorists proceeding both ways between the above mentioned points in Ontario made the trip in 48 hours or less, an increase of one per cent of the

total compared with the previous year. If special groups such as commuters, summer residents and locals are omitted these short-cut motorists have increased from 22.2 per cent of the total entries into Ontario in 1948, to 26.1 per cent in 1952 as shown in Statement 5. This represents one in every four permit-cars, which appear to be chiefly interested in a shorter route between two points in the United States rather than a vacation in Canada. The high proportion of intransit traffic in the total has an important effect in lowering the average duration of stay of all motorists, which in turn has a depressing effect on the average expenditure per car.

Receipts of United States Travellers in Canada during 1952, Classified by Length of Stay in Canada

The total number of entries into Canada by residents of the United States amounted to over 26 million in 1952. This figure is the aggregate of many types of travellers, ranging from residents of border communities who may enter Canada many times during the year for visits of short duration, to others who may stay for weeks or months. Average expenditures of visitors vary from a few dollars for casual visits of a day or less to averages of over \$300 for visits of long duration. Short-term visits are numerous especially between border communities such as Windsor-Detroit, and other areas where close economic and social relationships exist. Although the short-term visits are numerous amounting to 85 per cent of the volume, they contribute only 20 per cent of the expenditures of United States travellers in Canada.

In Statement 6, visits of two days or less are grouped under one section as "Short-term traffic" and visits of longer duration are designated as "Long-term traffic". Of a total of over 26 million entries, only 4 million or approximately 15 per cent remained longer than 48 hours. This group, however, made up over 80 per cent of the receipts from United States travellers during 1952. The importance of

the long-term group as a source of revenue has remained fairly constant during the past four years, accounting for 81 per cent of the total during 1949-1951. There were increases in the numbers of both the short and long-term groups in 1952 over 1951.

The pattern of American automobile travel in Canada in 1952 is given in Tables 1 and 1A which analyze this type of traffic in considerable detail according to length of visit. The importance of the one-day visit has varied in the post-war period from 37 per cent of the total entries in 1946 to 35 per cent in 1952. The trend, however, has not been regular, there being increases in the proportion of one-day traffic in 3 years of the period; the increases being more than offset by declines in the other years. Contrary to the trend in the group remaining one day or less, the two-day group has increased from 19 per cent of the total in 1946 to 21 per cent in 1952 practically the same proportion as the decline in the one-day class, the gain being irregular. Cars remaining 3 to 7 days accounted for 30 per cent of the entries in 1946, and 31 per cent in 1952. Cars remaining 8 to 15 days have varied less than one per cent during the period from 1946 to 1952, making up between 9 and 10 per cent of

STATEMENT 6. Expenditures of United States Travellers in Canada by Length of Stay, 1952

Mode of travel	Number of persons	% of grand total	Expenditures ¹	% of grand total
Short term traffic:				
Automobile:				
Non-permit or local traffic	9,085,110	34.57	18,627,484	7.25
Customs permit holders:				
Commuters	7,804	0.03	1,018,629	0.40
Locals	10,430	0.04	532,596	0.21
Repeat trips	2,811,256	10.70	—	—
Other				
1 day's stay	2,469,573	9.40	5,967,073	2.32
2 days' stay	1,390,950	5.29	9,896,186	3.85
Rail, intransit	619,255	2.36	—	—
Bus, intransit	75,555	0.29	226,665	0.09
Airplane, intransit	6,790	0.03	20,370	0.01
Other travellers (pedestrians, local bus etc.)	5,735,103	21.82	14,382,177	5.59
Total	22,211,826	84.53	50,671,180	19.72
Long term traffic:				
Automobile:				
Customs permit holders:				
Summer Residents	30,583	0.12	4,146,907	1.61
Other				
More than two days' stay	2,762,540	10.51	102,361,655	39.83
Rail	491,216	1.87	45,925,977	17.87
Bus	299,496	1.14	17,868,553	6.95
Airplane	178,339	0.68	21,826,581	8.49
Boat	302,834	1.15	14,208,187	5.53
Total	4,063,008	15.47	206,337,860	80.28
Grand total	26,276,834	100.00	257,009,040	100.00

1. Subject to revision

the total. The group remaining over 15 days in Canada has also been quite stable during the period, varying from 5 per cent of the total in 1946 to 4 per cent in 1952.

An examination of the average length of stay over the past six years (excluding special groups such as summer residents and commuters, etc.) reveals the following:

Year	Average Length of Visit in Days	Length of Stay (Days)	Average Length of Stay		Percent of Total Entries	
			1951	1952	1951	1952
1947	5.39	1	1	1	35.7	34.8
1948	5.28	2	2	2	21.0	21.4
1949	4.99	3-7	4	4	30.0	30.6
1950	4.80	8-14	10	10	9.4	9.2
1951	4.51	15 and over	39	41	3.9	4.0
1952	4.62	Total	4.51	4.62	100.0	100.0

The continued drop in average length of visit amounting to 16 per cent between 1947 and 1951 appears to have been checked in 1952. During the past year the portion of automobiles remaining one day in Canada dropped by nearly 1 per cent whereas

all other groups made up a greater part of the total than in the previous year, with the exception of those staying 8 to 15 days. This had the effect of raising the average length of stay from 4.51 to 4.62 days per visit.

A summary on length of stay as recorded in Table 1, in comparison with the previous year appears hereunder:

Examination of the data presented above indicates that the increase of 0.1 days in the average length of stay has been influenced by two factors: first, a decrease in the proportion of visits lasting 1 day; second, an increase in the average length of stay for cars remaining over 15 days. A combination

of these two factors in 1952 has probably checked the trend toward shorter visits that had developed during the previous 5 years.

An examination of Table 1 indicates the average expenditure per car per day declined for nearly all lengths of stay in 1952. Only two groups of motorists show higher expenditures per car per day; cars remaining 71 to 80 days and those staying 126 to 150 days. Further examination of Table 1 reveals that the decline in average expenditure per car per day, seems to have been more pronounced with cars remaining over 3 days. In 1951 the 3 to 14 day group accounted for 70 per cent of the total expenditures in Table 1 whereas in 1952 it amounted to 68 per cent. A comparison of the volume shows that in 1952, cars with 3 to 14 days stay made up

a greater portion of the total than in 1951. This would indicate that non-resident motorists, spending all or part of their vacation in Canada, were responsible for much of the decline in average expenditures per day. Motorists spending 3 days in Canada accounted for 12 per cent of the volume of traffic and 11 per cent of the expenditures in 1952. They are perhaps the most important group as a source of revenue listed in Table 1. The popularity of the "five-day week" in the United States, giving an opportunity for "weekend" travel, is reflected in the importance of this group of motorists.

A comparison of the average expenditure per car per day between 1951 and 1952 is summarized as follows:

Length of stay (Days)	Percent of total expenditures		Average expenditure per car per day		Per cent change in average exp. per car per day
	1951	1952	1951	1952	
1	4.9	5.0	7.83	7.53	- 3.8
2	7.7	8.0	10.51	9.68	- 7.9
3- 7	42.5	42.1	18.90	16.74	- 11.4
8-14	27.0	26.3	16.63	14.91	- 10.4
15 and over	17.9	18.6	6.72	5.92	- 11.9
Total	100.0	100.0	12.67	11.23	- 11.4

Examination of the summary appearing above confirms the data appearing in Statement 3 showing that average expenditures of all classes declined sharply in 1952 with the exception of commuters. It also confirms the statement that in 1952, the average expenditure of automobiles remaining over 3 days in Canada declined to a greater extent than the one and two day classes. High average expenditures per car per day in the 3 to 7 day group indicate a high percentage of week-end travel, especially since the average length of stay of this group has remained at 4 days for the past two years. The higher average per day suggests that possibly higher rates per day are paid for "week-end" accommodation than is the case for longer periods like a week. The higher rate per day for the two days' stay compared with one day is explained by the fact that it involves overnight accommodation.

The volume and expenditures of the group remaining over 15 days were more important in 1952

than in 1951. The average length of stay for this group increased in 1952, but the average expenditure per car per day declined by 12 per cent, indicating that possibly a higher percentage were spending longer vacations with relatives or friends than in 1951, or that many visitors from the United States curtailed their spending on account of the discount on United States funds.

Summarizing Table 1 we find that over 2 million American cars carrying over 6 million persons travelled in Canada on customs permits during 1952. They spent \$116 million and stayed an average of 4.62 days. The average number of persons per car was 2.97 and the average length of stay per person amounted to 4.25 days. Cars with a short duration of stay usually carry the highest average number of persons per car.

Receipts from United States Travellers in Canada by Province of Entry

An accurate breakdown of receipts from United States travellers according to the province in which expenditures are made is impossible. Available information regarding ports of entry and exit used by American motorists travelling in Canada on customs permits makes it possible to determine how many motorists leave Canada by a province other than that of entry. The information is limited in this respect, however, as there is no way of determining what part of the expenditure is in the province of entry and what part is in other provinces. It must be emphasized therefore that esti-

mates in Statement 7 showing provincial distribution are not intended to accurately measure expenditures within the province concerned. All estimates are based on province of entry only, and make no allowance for Americans travelling from one province to another after they have entered Canada. For general comparisons in lieu of more detailed information the data presented in Statement 7 may be considered only as generally indicative of the provincial distribution of U.S. tourist expenditure in Canada during 1952.

STATEMENT 7. Distribution of United States Travel Expenditures in Canada by Province of Entry, 1948-1952

Province of entry	Percentage of total				
	1948	1949	1950	1951	1952 ²
Atlantic Provinces ¹	7.9	7.0	8.7	8.6	7.8
Quebec	18.0	18.8	19.8	19.1	18.3
Ontario	56.5	56.1	50.4	49.8	50.6
Manitoba	2.8	2.7	2.9	2.4	2.6
Saskatchewan	1.6	1.4	1.4	1.5	1.7
Alberta	2.4	2.6	3.3	3.3	3.5
British Columbia	10.8	11.4	13.5	15.3	15.5
Total	100.0	100.0	100.0	100.0	100.0

1. Entering mainly through ports in New Brunswick.
2. Subject to revision.

Statement 7 indicates that travellers entering Canada through ports in Ontario accounted for some 50 per cent of the total expenditures by residents of the United States in Canada, while entries through ports in the province of Quebec made up approximately 18 per cent of the total expenditures. The proportion of the total has not varied greatly

between provinces of entry during the past 5 years—Alberta and British Columbia being the only provinces to maintain a steady gain over the 5 year period. In comparing the last two years the regions from Ontario to British Columbia made a slight gain in the proportion of the total.

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

States adjacent to Canada normally supply most of the automobile traffic and reflect closer ties and interests existing between border communities. While distance and time available are determining factors in automobile touring, their importance has diminished due to faster cars, better roads, an extension of holiday practices in the United States,

and greater average incomes particularly in the medium and lower income brackets. Automobile registrations in the United States totalled 43,646,343 in 1952 of which 2,245,300 entered Canada on customs permits leaving a great tourist potential. The proportions, however, vary greatly in the different states as the following analysis shows.

For convenience, states have been grouped by regions as shown in Table 5. The North-Eastern States normally contribute nearly half of the automobiles travelling in Canada on customs permits. The number of automobiles originating in this region has gradually increased during the past five years, but the proportion of the total entering Canada has declined from 49 per cent in 1948 to 46 per cent in 1952.

Entries from the Great Lakes group of states have also increased year by year but the proportion of the total they represent has remained practically constant, around 31 per cent.

The North-Western border states of Minnesota, North Dakota and Montana show encouraging gains

over the five year period although a decrease was experienced in 1950 when flood conditions hampered travel in that region. In 1948 this group represented 3 per cent of the total entries but this was increased in 1952.

Traffic from the West Coast States has shown a continued increase year by year since 1948 although the proportion of the total they represent has increased by less than 1 per cent.

The remainder of the states not specified in Table 5, and not adjacent to the border, have gradually increased in importance during recent years and contributed 8 per cent of all entries during 1952.

STATEMENT 8. Permit-Holding Automobiles Visiting Canada—Increases in Number of Visits from Each of Five Regions in the United States, 1946-1952

(1946 = 100)

Region	1946	1947	1948	1949	1950	1951	1952
North Eastern	100	111	126	133	140	146	147
Great Lakes	100	114	124	132	136	152	154
North Western	100	101	119	152	148	163	178
West Coast	100	113	107	118	124	135	140
Other	100	114	142	174	190	207	242

In order to determine the importance of the adjacent states as a source of receipts from travel a further analysis is necessary. Table 6 presents data on expenditures in Canada by residents of the states appearing in Table 5. The North-Eastern and Great Lakes States contributed 77 per cent of the volume during 1952 but only 71 per cent of the expenditures. The North-Western and West Coast States contributed 15 per cent of the volume and 17 per cent of the expenditures for the same year. States not specified in Tables 5 and 6 are of more importance as a source of receipts than the volume

indicates, accounting for 12 per cent of the expenditures in Canada for 1952.

The marked uniformity in the range from year to year of average expenditures is illustrated in Statement 9. With the exception of Minnesota, average expenditure rates from year to year for each of the states shown in Statement 9 varied less than \$12 per visit during the five year period from 1948 to 1952. This high degree of stability reflects unchanging habits in travel behaviour by residents of each of the states.

STATEMENT 9. Average Expenditure Per Car Declared by Non-Resident Permit-Holding Motorists by U.S. Federal State of Registration, 1948-1952

State of registration	Average declared expenditure per car				
	1948	1949	1950	1951	1952
North Eastern:					
Connecticut	75.14	78.53	82.63	78.76	67.63
Maine	37.28	31.45	22.20	22.08	20.90
Massachusetts	84.32	85.34	91.52	85.03	79.45
New Hampshire	49.28	52.70	51.16	51.27	46.66
New Jersey	80.71	87.22	95.71	89.52	81.50
New York	55.63	55.95	59.22	58.11	51.83
Pennsylvania	77.22	79.83	84.58	82.09	74.78
Rhode Island	76.86	79.90	83.75	78.73	69.70
Vermont	19.73	17.96	13.65	15.16	14.14

**STATEMENT 9. Average Expenditure Per Car Declared by Non-Resident Permit-Holding Motorists
by U.S. Federal State of Registration, 1948-1952 - Concluded**

State of registration	Average declared expenditure per car				
	1948	1949	1950	1951	1952
Great Lakes:					
Illinois	87.88	89.74	94.02	89.48	83.56
Indiana	71.92	74.43	74.27	68.62	64.80
Michigan	48.06	45.57	37.60	33.82	30.49
Ohio	86.61	87.99	92.41	88.93	79.65
Wisconsin	79.79	80.50	86.61	81.06	76.88
North Western:					
Minnesota	84.00	70.30	78.50	72.82	66.56
Montana	81.69	75.93	73.48	70.74	59.27
North Dakota	64.83	58.86	55.66	51.48	45.50
West Coast:					
California	105.35	106.08	113.24	110.28	99.47
Oregon	92.77	92.05	97.11	103.32	92.74
Washington	49.82	49.55	50.06	53.55	50.18
Other	94.27	93.64	100.11	92.42	86.84

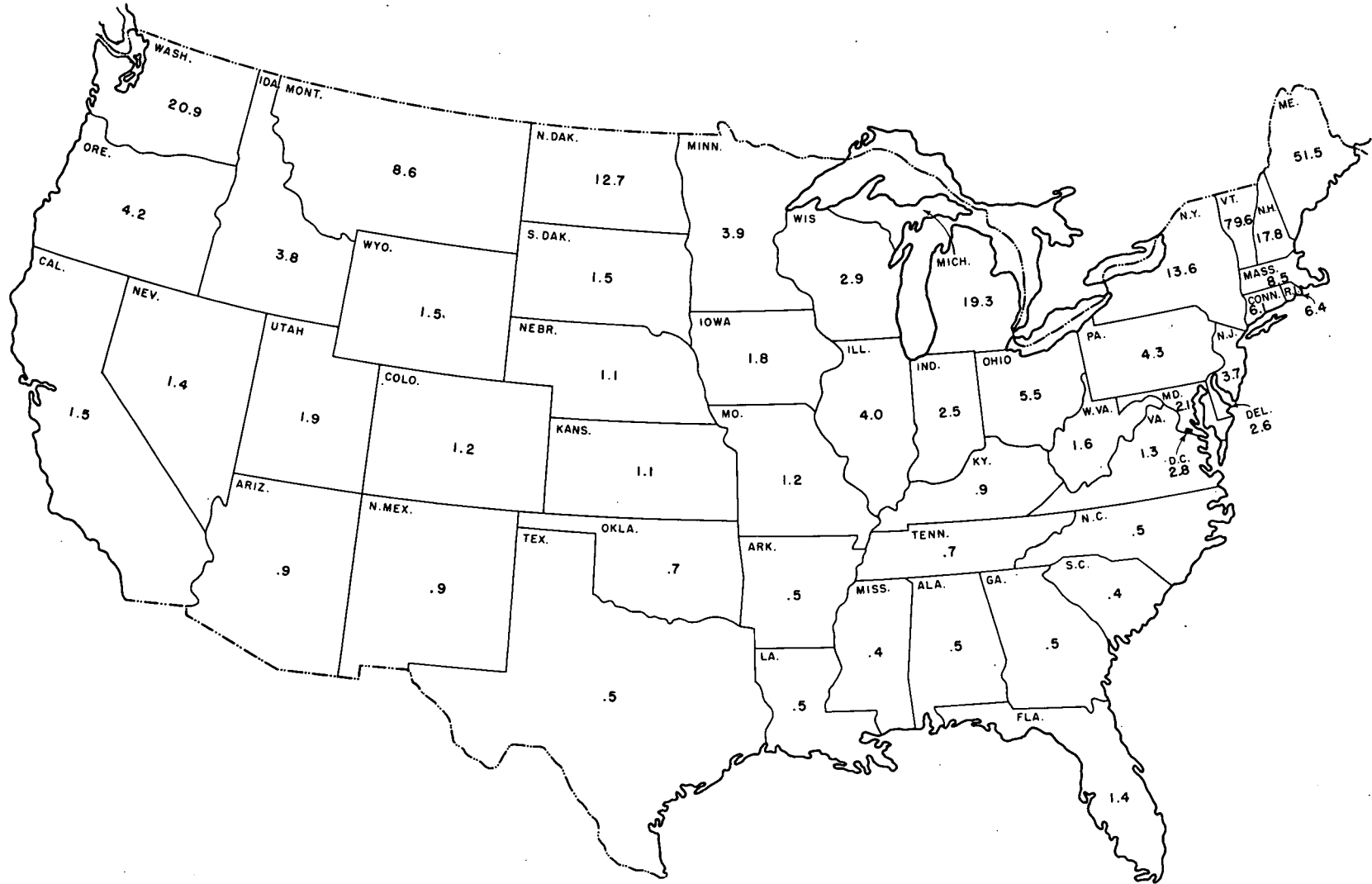
In Table 3 all automobiles travelling on customs permits which departed from Canada in 1952 are classified according to province of entry and state or country of origin. In Table 4 similar information appears, but limited to visits lasting longer than 48 hours, and excluding special classes such as summer residents, etc. The special classes, however, amount to less than 1 per cent of the total and should have little effect on a comparison of the two tables. The number of visits in Table 4 amount to 43 per cent of the number in Table 3, indicating that only this percentage of the visits on customs permits last longer than 48 hours. A comparison with the previous year reveals that the proportion of long-term traffic has remained constant in the aggregate, with British Columbia being the only province to obtain an increase. Long-term automobile traffic appearing in Table 4 accounted for 40 per cent of the total receipts from United States travellers in Canada during 1952.

The relationship between short-term visits and visits over two days is not uniform for all states. Close to 70 per cent of the visits from Oregon and South Dakota lasted longer than two days, while the corresponding percentages for Maine and Vermont were only 24 and 13 respectively. States appearing in Table 9 are arranged in descending order according to the proportion of long-term visits. While the average expenditure per car does not

decrease uniformly as the proportion of short-term visits increases, in the aggregate there is a trend in that direction. The states of Oregon and South Dakota with a high proportion of long-term traffic have high average expenditures, whereas Michigan, Maine and Vermont with a low proportion of long-term traffic have low average expenditures. In the aggregate, short-term traffic exceeded long-term traffic by nearly 300,000 visits during the year. Table 9 also shows that although more than 50 per cent of the states have a higher proportion of their visits in the long-term category, some of the larger states such as New York and Michigan for example, have a high proportion of short-term traffic.

In an analysis of American automobile traffic to Canada by state of origin, allowance should be made for the fact that the states are not of uniform size. More motorists come from New York, for example, than from Maine, but this is because New York is a larger state than Maine. In 1952 automobile visits from New York State were four times as numerous as from Maine, but the number of automobiles registered in New York was sixteen times as many as the number registered in Maine. Using these two states as an example of potential markets it follows that the market in Maine was much more effective in proportion to its size than the market in New York.

NON-RESIDENT AUTOMOBILES TRAVELLING ON CUSTOMS PERMITS IN CANADA
AS PERCENTAGE OF PASSENGER CAR REGISTRATIONS, 1952



In Map 1 the number of cars travelling on customs permits in Canada is given as a percentage of the number of automobiles registered in the state. From this point of view, Michigan and New York are no longer at the top of the list, but rank fourth and sixth respectively, following Vermont, Maine and Washington. The states with the highest proportion of visits are principally on the border but Massachusetts, Rhode Island and Connecticut have high ratings although they are probably 150 miles from the boundary. The border states with the lowest ratings are Wisconsin, Idaho and Minnesota although Pennsylvania and Ohio also have a low proportion of registrations visiting Canada. Further examination reveals that the border states with a low percentage of registrations travelling in Canada, have a high proportion of long-term traffic and consequently fairly high average expenditures. Map 1 shows that the states farthest from the boundary have the lowest percentage of entries with

the exception of Florida and California. Acquaintances made by Canadians spending winter vacations in Florida and California may be a factor in influencing residents of these states to pay a reciprocal visit to Canada.

Table 4 shows that in general, American motorists spending more than two days in Canada enter by way of the province closest to the state of registration. Traffic from Massachusetts constitutes an exception to the rule, however; Quebec, the closest province to Massachusetts, attracts more than half the cars, but the Atlantic provinces come next with over twice as many visits as Ontario, in spite of the fact that parts of Ontario are closer to parts of Massachusetts. Geographic conditions such as mountains crossing the nearest direct route to Ontario are among factors diverting automobile traffic towards the Atlantic provinces.

Distribution of Travel Expenditures by Residents of United States in Foreign Countries

Residents of the United States spent more on travel outside their own country in 1952 than any previous year according to the United States Department of Commerce. Canada continues to receive more United States dollars from travel than any other country but the proportion of the total is gradually declining as shown in Chart 1.

In 1945 Canada received 48 per cent of the total expenditures by residents of United States in foreign countries, dropping to 46 per cent in 1946, and 44 per cent during 1947 and 1948. Beginning in 1949 the rate of decline gained momentum and the proportion received by Canada dropped to 39 per cent, then to 36, 35 and 33 per cent in the years 1950, 1951 and 1952 respectively. Meanwhile the proportion spent in Europe and the Mediterranean area has increased from a low of 3 per cent in 1942 and 1943 to a level almost as high as Canada in 1952. During the war travel to overseas countries was almost at a standstill, with the result that Canada and Mexico were receiving between 80 and 90 per cent of the expenditures of United States travellers in foreign countries. Travel to the West Indies and Central America also made rapid post-war recovery, but on a smaller scale than traffic across the Atlantic.

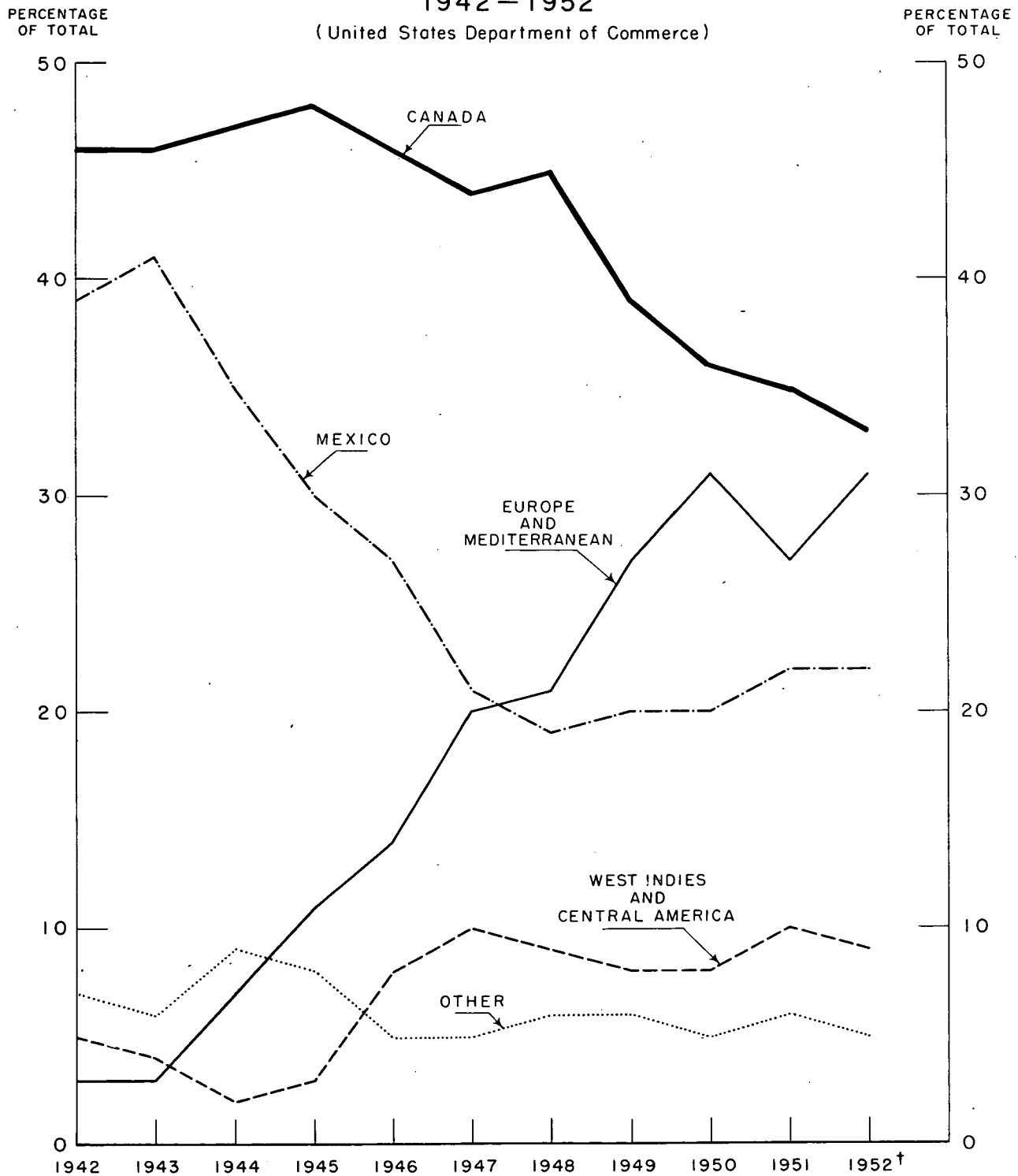
It is also of interest to note the comparison between Canada and Mexico as recipients of United States expenditures on travel from 1948 to 1952. During this period the portion spent in Mexico had increased from 19 to 22 per cent, whereas, the portion received by Canada decreased from 45 to 33 per cent. Mexico has made rapid strides in improving accommodation and transportation facilities, and appears to be reaping benefits from their efforts, by increasing their quota at the expense of other countries.

Much of the increase in traffic to Europe has accompanied the extension of trans-Atlantic transportation and the rehabilitation of European travel facilities.

The trend in expenditures by Americans on travel in the United States itself is another related factor of major significance. While comparable statistics of expenditures on internal travel in the United States are not available there are clear signs of rising expenditures by Americans on vacations and recreational travel in the United States. These accompany the great rise in incomes and leisure in the United States. The growth in this sphere of expenditures indicates that expenditures on travel in Canada by Americans have not kept pace with expenditures on vacations and travel in the United States in recent years.

DISTRIBUTION OF TRAVEL EXPENDITURES*
IN FOREIGN COUNTRIES
BY RESIDENTS OF THE UNITED STATES
1942-1952

(United States Department of Commerce)



* EXPENDITURES ARE EXCLUSIVE OF PAYMENTS TO OVERSEAS COUNTRIES FOR TRANSPORTATION TO AND FROM THE UNITED STATES

† DATA FOR 1952 ARE SUBJECT TO REVISION

Canadian Travellers in the United States

Canadian travel to the United States reached an all time record in 1952. Immigration officials report 21.5 million re-entries into Canada occurred via the International Boundary during the year. This constitutes an increase of nearly 3 million re-entries over the previous year, and a record number returning after visits to the United States. Compared with 1948 when exchange restrictions on travel and purchases were most restrictive this represents an increase of 59 per cent in volume or nearly 8 million visits. Compared with 1949 when there were less limiting restrictions on travel expenditures, the increase is over 6 million visits or approximately 43 per cent.

Over 90 per cent of the increase in the number of Canadians returning for the period between 1949 and 1952 was in automobile traffic and 10 per cent in the non-automobile group. From 1949 to 1951 the number of cars returning after visits to the United States increased by 47 per cent although registrations of automobiles in Canada during the same period increased by only 25 per cent. In 1951 Canadian automobiles made an average of 1.6 visits to the United States, whereas American automobiles made an average of 0.2 visits to Canada during the same period. Thus on the basis of

registrations, Canadian automobiles made over eight times the number of visits per car to the United States that American automobiles made to Canada.

Expenditures by residents of Canada have also climbed sharply in the past year, from \$246 million in 1951 to an estimated \$294 million in 1952, an increase of 19 per cent. Compared with 1948 when maximum exchange restrictions were in force this represents an increase of \$180 million. On a comparison with 1949 when restrictions had been reduced, the increase is \$129 million or nearly 80 per cent. This is a much greater increase than has occurred in all personal expenditures by Canadians on goods and services which rose by some 31% in the same three year period. Generally influencing the sharp gain in travel expenditures has been the removal of most exchange restrictions on travel in October 1950, and of those remaining at the end of 1951, and the higher value of the Canadian dollar in 1952. Increasing purchases abroad by Canadian travellers have also been a large contributor to the rise in expenditures, purchases declared under the \$100 customs exemption amounting to more than one fifth of the total expenditures in the United States in 1952.

STATEMENT 10. Expenditures of Canadian Travellers in the United States by Types of Transportation Used to Re-Enter Canada, 1948-1952

Type of transportation	1948	1949	1950	1951	1952 ¹
	(\$ Million)				
Automobile	25.1	52.9	67.3	93.9	118.5
Train	35.9	46.2	47.0	58.2	75.2
Boat	3.1	4.6	3.5	3.9	3.8
Bus (Exclusive of local bus)	25.5	33.1	42.0	48.8	51.6
Airplane	7.3	9.7	13.8	22.1	26.1
Other (pedestrians, local bus, etc.)	16.3	18.4	19.1	19.0	18.4
Total	113.2	164.9	192.7	245.9	293.6

1. Subject to revision.

Canadian Expenditures in the United States by Types of Transportation

Prior to 1949 the automobile was third in order of importance when expenditures of Canadian travellers in the United States are examined by type of transportation. In 1949 the automobile replaced train and bus in order of importance, gradually increasing the lead over traffic by rail year by year, until 1952 when travellers by automobile spent \$43 million more in the United States than rail travellers.

The total number of reentries of Canadian automobiles into Canada from the United States during 1952 amounted to 3.4 million, an increase of 23 per cent over 1951. Persons returning by this means of transportation increased by 2.4 million during the year and non-automobile travellers by 0.5 million. Expenditures of Canadian motorists increased by nearly \$25 million or approximately 26 per cent. Most of the gain occurred in the two day class where the volume increased by 37 per cent, but expenditures of this group increased by \$10 million or 54 per cent. Higher average expenditures per visit in addition to the gain in volume contributed to this increase. In 1951 the two day class made up 6 per cent of the total cars returning to Canada, increasing to 7 per cent in 1952.

Average expenditures per visit in the one day class remained about the same as in 1951 with the result that expenditures increased in the same proportion as the volume, namely around 22 per cent. Expenditures of the group remaining over two days in the United States were less pronounced than the gain in volume, due to a slight decline in the average expenditure per car. The average length of stay for cars remaining three days or over in the United States also declined slightly during the year. Shopping trips remaining close to the 48 hour period in the United States may have been responsible for a considerable portion of the gain in the two day class. Purchases declared under the \$100 customs exemption were \$66 million in 1952 an increase of nearly \$20 million during the year or approximately 40 per cent.

Expenditures of Canadians returning by rail increased by \$17 million or 29 per cent in 1952, although the increase in volume amounted to only 5 per cent. Average expenditure per person increased by approximately 22 per cent, the gain being distributed throughout the year. The average length of stay for Canadians travelling by rail declined during the year.

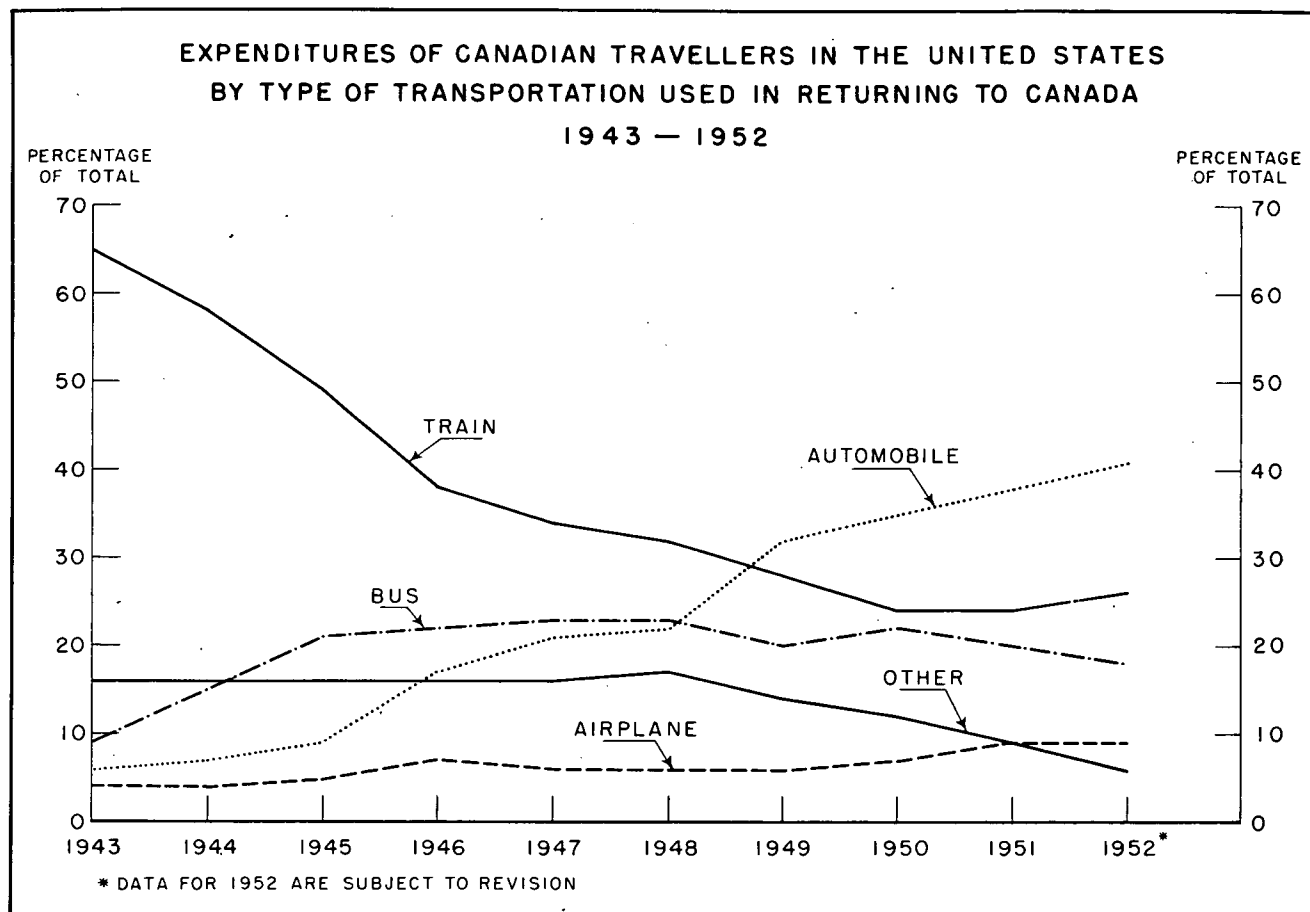
Expenditures of Canadians returning by bus increased by \$3 million during the year. Although the volume had declined slightly, average expenditures per person were higher.

Expenditures of Canadians travelling by plane increased by approximately 19 per cent in 1952 the gain being in the same proportion as the increase in volume. Average expenditures remained very close to that of 1951.

Expenditures of residents returning by boat and the "Other Travellers" were lower in 1952 the decrease being due to lower averages per person.

Chart 2 shows the importance of expenditures in the different types of transportation used by Canadians returning from the United States during the past decade. The chart shows the increasing popularity of the automobile as a means of transportation. Scarcity of gasoline and tires for privately owned automobiles in 1943 and 1944 and a predominance of business travel at that time is reflected, when expenditures in the United States by this type of transportation accounted for only 6 to 7 per cent of the total. With the end of hostilities in 1945, expenditures of persons travelling by car increased rapidly in 1946, the rate of increase remaining fairly constant from 1946 to 1952 with the exception of 1948 when the Emergency Exchange Conservation restrictions were in full force. The restrictions in 1948 appear to have had more effect in curtailing expenditures of travellers by automobile than any other type of transportation.

During the period covered by the Chart train travel has declined rapidly in importance as a means of transportation. While the "Other" classification has also declined in importance during the decade, the rate of decline has been less pronounced than in travellers by rail. Travellers by boat, pedestrians, local bus, etc. are grouped for convenience under one classification shown as "Other" on the chart. Expenditures of persons travelling by bus increased in importance from 1943, reaching a peak in 1948, only to decline slowly during the last half of the decade. Expenditures of travellers by plane have gained in importance during the period, accounting for a greater portion of the total in 1952 than the "Other" classification.



**STATEMENT 11. Expenditures of Canadian Travellers in the United States
by Length of Stay, 1952**

Mode of travel	Number of persons	% of grand total	Expenditures ¹	% of grand total
Short term traffic:				
Motorists:				
One day	10,316,452	47.96	14,152,803	4.82
Two days	857,101	3.98	27,680,386	9.43
Rail, intransit	7,445	0.03	—	—
Other travellers (pedestrians, local bus etc.).....	7,694,547	35.77	18,412,461	6.28
Total	18,875,545	87.74	60,245,650	20.53
Long term traffic:				
Motorists — More than two days	1,240,135	5.77	76,675,608	26.12
Rail	547,128	2.54	75,169,111	25.61
Through bus	587,998	2.73	51,547,511	17.56
Airplane	165,562	0.77	26,115,171	8.90
Boat.....	95,656	0.44	3,751,486	1.28
Total	2,636,479	12.26	233,258,887	79.47
Grand total.....	21,512,024	100.00	293,504,537	100.00

1. Subject to revision

Statement 11 classifies the number of Canadian travellers in the United States and their expenditures 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. The relationship between the long and short-term groups has remained fairly constant during the past six years. The percentage of long-term traffic to the total during this period has moved between the narrow limits of 11.0 and 12.9 with corresponding data for expenditures between 78.2 and 80.3 per cent.

Although the number of visits to Canada by residents of the United States exceeded visits of Canadians to the United States by nearly 5 million

or 22 per cent, expenditures by Canadians in the United States exceeded expenditures of Americans in Canada by nearly \$37 million or 14 per cent. From this it follows that average expenditures in foreign countries by Canadians are higher than non-resident expenditures in Canada. In 1952 the average rate per person for visits lasting longer than 48 hours was \$88 for Canadians visiting the United States, and \$51 for Americans visiting Canada. In short-term traffic the Canadian traveller also spends more, but the difference is less pronounced. If the population of the two countries is taken into consideration, residents of Canada spent an average of \$20.08 per capita in the United States during 1952, and residents of the United States spent an average of \$1.62 per capita in Canada.

Travel Between Canada and Overseas Countries

Travel between Canada and overseas countries normally produces a debit balance. This reached \$24 million in 1952 the highest on record, comparing with \$18 million in both 1950 and 1951.

Expenditures by overseas travellers in Canada reached \$18 million, slightly higher than in 1950 or 1951 and about the same as in 1949. Included in expenditures of overseas travellers are transport-

ation costs to Canadian carriers. Visitors arriving in Canada direct from overseas countries numbered 22,000 during the year, an increase of 21 per cent over the previous year. Visitors arriving in Canada directly from overseas 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 38,000.

Statement 12. Balance of Payments on Travel Account Between Canada and Overseas Countries, 1951-1952

Net Credits (+) Net Debits (-)

	All Overseas Countries		United Kingdom		Other Sterling Area		Other O.E.E.C. Countries		All Other Countries	
	1951	1952	1951	1952	1951	1952	1951	1952	1951	1952
	\$ Million									
Receipts	16	18	8	10	3	3	4	4	1	1
Payments	34	42	20	25	5	5	8	10	1	2
Net balance	- 18	- 24	- 12	- 15	- 2	- 2	- 4	- 6	-	- 1

Canadian travel expenditures in overseas countries amounted to \$42 million in 1952 the highest ever recorded, an increase of 23 per cent over the previous year. Included in this amount are transportation costs to non-Canadian carriers. Residents of Canada returning via Canadian ports after visits to overseas countries numbered 54,800 an increase of 24 per cent over the corresponding year of 1951. Residents returning directly were supplemented by an estimated 10,000 arriving via United States ports or a total of 64,800 representing an increase of 17 per cent in the aggregate.

Most of the expenditures of Canadians overseas are in the United Kingdom and Europe. Expenditures in the United Kingdom increased from \$20 million in 1951 to \$25 million in 1952 while outlays in the O.E.E.C. countries of Europe rose from \$8 million to \$10 million in the same two years. Expenditures in other Commonwealth countries amounting to \$5 million in 1952 were chiefly in Bermuda and the British West Indies. There is also some pleasure travel to Latin America and business and other travel to many other parts of the Commonwealth and elsewhere.

Quarterly Distribution of Travel Expenditures

Statement 13 presents an analysis of international travel expenditures by quarters during the last three years. Receipts are highly concentrated in the summer months with the third quarter of the year accounting for over 55 per cent of the total. Expenditures on the other hand are more evenly distributed throughout the year and although the

third quarter is the most important the seasonal peak is less pronounced. From Statement 13 it will be seen that operators in Canada must be prepared to provide accommodation for over 55 per cent of our visitors during three months of the year, an uneconomical arrangement.

**Statement 13. Quarterly Estimates of the Balance of Payments on Travel Account
Between Canada and Other Countries, 1950-1952**

	I Qr.	II Qr.	III Qr.	IV Qr.	Year
	\$ Million				
Quarterly receipts:					
1950	23	51	152	49	275
1951	23	51	157	43	274
1952	24	53	155	43	275
Per cent of year:					
1950	8.4	18.5	55.3	17.8	100.0
1951	8.4	18.6	57.3	15.7	100.0
1952	8.7	19.3	56.4	15.6	100.0
Quarterly payments:					
1950	36	58	79	53	226
1951	54	74	96	56	280
1952	62	96	108	70	336
Per cent of year:					
1950	15.9	25.7	35.0	23.4	100.0
1951	19.3	26.4	34.3	20.0	100.0
1952	18.5	28.6	32.1	20.8	100.0

As a result of this concentration of receipts in the summer months there has only been a balance of receipts in the third quarter in the last three years. In each of the other quarters the expenditures of Canadians on travel outside of Canada exceeds the total of receipts from non-resident travellers in Canada. The deficits in each of the first, second

and fourth quarters were considerably larger in 1952 than in earlier years. Contributing to this has been the expansion in winter travel, particularly to southern resorts and the comparative stability of expenditures of United States travellers in Canada.

STATISTICAL TABLES

TABLE 1. Number of and Expenditures by Non-Resident Motorists Travelling on Customs Permits¹ Who Departed from Canada in 1952 Classified by Length of Visit

Day's stay	Number of permits	% of total permits	Average expenditure per car	Estimated expenditures	% of total expenditures	Number of car-days	Average expenditure per car per day
		%	\$	\$	%		\$
1	778,062	34.83	7.53	5,858,807	5.05	778,062	7.53
2	477,298	21.37	19.37	9,245,262	7.97	954,596	9.68
3	267,779	11.99	46.98	12,580,257	10.84	803,337	15.66
4	166,709	7.46	67.01	11,171,170	9.63	666,836	16.75
5	108,746	4.87	86.07	9,359,768	8.07	543,730	17.21
6	76,562	3.43	105.23	8,056,619	6.94	459,372	17.54
7	63,644	2.85	120.90	7,694,560	6.63	445,508	17.27
8	67,347	3.01	130.60	8,795,518	7.58	538,776	16.32
9	43,287	1.94	143.43	6,208,654	5.35	389,583	15.94
10	28,481	1.27	150.26	4,279,555	3.69	284,810	15.03
11	20,344	.91	156.79	3,189,736	2.75	223,784	14.25
12	16,577	.74	166.50	2,760,070	2.38	198,924	13.87
13	15,161	.68	173.27	2,626,946	2.26	197,093	13.33
14	15,093	.68	174.36	2,631,615	2.27	211,302	12.45
15	15,325	.69	174.26	2,670,535	2.30	229,875	11.62
16	9,478	.42	183.66	1,740,729	1.50	151,648	11.48
17	6,182	.28	184.63	1,141,383	.98	105,094	10.86
18	4,405	.20	198.91	876,199	.75	79,290	11.05
19	3,366	.15	208.65	702,316	.61	63,954	10.98
20	3,030	.14	208.55	631,907	.54	60,600	10.43
21	2,825	.13	207.51	586,216	.50	59,325	9.88
22	2,641	.12	218.61	577,349	.50	58,102	9.94
23	1,992	.09	215.91	430,093	.37	45,816	9.39
24	1,685	.07	215.40	362,949	.31	40,440	8.98
25	1,488	.07	214.75	319,548	.28	37,200	8.59
26	1,357	.06	214.53	291,117	.25	35,282	8.25
27	1,405	.06	227.45	319,567	.28	37,935	8.42
28	1,378	.06	235.88	325,043	.28	38,584	8.42
29	1,483	.07	218.78	324,451	.28	43,007	7.54
30	1,334	.06	205.24	273,790	.24	40,020	6.84
31-40	7,573	.34	191.19	1,447,882	1.25	261,160	5.14
41-50	3,604	.16	269.55	971,458	.84	163,230	5.95
51-60	2,999	.13	297.22	891,363	.77	166,728	5.35
61-70	2,638	.12	306.60	808,811	.70	171,192	4.72
71-80	1,684	.07	403.26	679,090	.59	126,680	5.36
81-90	1,369	.06	395.22	541,056	.47	117,044	4.62
91-100	1,229	.05	407.99	501,420	.43	116,817	4.29
101-125	1,951	.09	468.45	913,946	.79	220,130	4.15
126-150	1,482	.07	562.22	833,210	.72	204,455	4.08
151-175	1,520	.07	546.05	829,996	.72	247,763	2.99
176-365	3,080	.14	503.71	1,551,427	1.34	708,356	2.19
Totals	2,233,593	100.00	51.93	116,001,388²	100.00	10,325,440	11.23
Average length of stay						Per car 4.62	

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 6 which are calculated on a provincial basis.

TABLE 1A. Number of and Expenditures by Non-Resident Motorists Travelling on Customs Permits¹ Who Departed from Canada in 1952, 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	3.17	2,469,573	2,469,573	2.37
2	2.91	1,390,950	2,781,900	3.32
3	2.87	769,612	2,308,836	5.45
4	2.81	469,131	1,876,524	5.95
5	2.77	300,703	1,503,515	6.22
6	2.78	212,917	1,277,502	6.31
7	2.87	182,890	1,280,230	6.01
8	3.03	204,060	1,632,480	5.39
9	2.92	126,280	1,136,520	5.46
10	2.82	80,227	802,270	5.33
11	2.78	56,490	621,390	5.13
12	2.76	45,793	549,516	5.02
13	2.81	42,586	553,618	4.74
14	2.92	44,035	616,490	4.27
15	2.99	45,784	686,760	3.89
16	2.83	26,818	429,088	4.06
17	2.68	16,552	281,384	4.06
18	2.60	11,441	205,938	4.25
19	2.53	8,509	161,671	4.34
20	2.53	7,678	153,560	4.11
21	2.61	7,384	155,064	3.78
22	2.60	6,873	151,206	3.82
23	2.56	5,101	117,323	3.67
24	2.50	4,206	100,944	3.60
25	2.41	3,590	89,750	3.56
26	2.34	3,174	82,524	3.53
27	2.42	3,401	91,827	3.48
28	2.41	3,327	93,156	3.49
29	2.42	3,583	103,907	3.12
30	2.38	3,179	95,370	2.87
31-40	2.36	17,863	616,051	2.35
41-50	2.31	8,316	376,514	2.58
51-60	2.31	6,912	383,769	2.32
61-70	2.36	6,219	403,676	2.00
71-80	2.35	3,955	297,310	2.28
81-90	2.34	3,210	274,478	1.97
91-100	2.20	2,699	256,469	1.95
101-125	2.26	4,417	498,500	1.83
126-150	2.28	3,375	465,640	1.79
151-175	2.20	3,375	549,948	1.51
176-365	2.24	6,897	1,594,214	.97
Totals.....	2.97	6,623,085	28,126,405	4.12
Average length of stay.....			Per person 4.25	

1. Exclusive of commuters, summer residents and locals.

TABLE 2. Number of Non-Resident Automobiles Travelling on Customs Permits¹ Which Departed from Canada during the Four Months June to September 1952, 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	
Section I. Traffic within Ontario:					
(a) St. Lawrence River Ports	Fort Erie and Niagara Falls	708	3,094	7,734	11,536
	Lake Erie Ports	—	—	4	4
	St. Clair and Detroit River Ports	300	1,864	2,185	4,349
	Sault Ste. Marie	55	404	698	1,157
	Total of above	1,063	5,362	10,621	17,046
	St. Lawrence River Ports.....	9,089	7,337	47,438	63,864
	All Ports in the Province of Quebec	1,001	3,398	10,864	15,263
	All Ports in Canada	11,154	16,135	70,208	97,497
(b) Fort Erie and Niagara Falls	St. Lawrence River Ports	1,197	7,685	15,852	24,734
	Lake Erie Ports	5	49	61	115
	St. Clair and Detroit River Ports	67,574	48,067	13,687	129,328
	Sault Ste. Marie	26	621	2,757	3,404
	Total of above	68,802	56,422	32,357	157,581
	Fort Erie and Niagara Falls	92,453	47,818	124,213	264,484
	All Ports in Canada	161,292	105,076	175,923	442,291
(c) Lake Erie Ports	St. Lawrence River Ports	—	—	15	15
	Fort Erie and Niagara Falls	10	60	109	179
	St. Clair and Detroit River Ports	60	40	96	196
	Sault Ste. Marie	—	—	9	9
	Total of above	70	100	229	399
	Lake Erie Ports	12	30	442	484
	All Ports in Canada	82	130	687	899
(d) St. Clair and Detroit River Ports	St. Lawrence River Ports	352	2,127	3,526	6,005
	Fort Erie and Niagara Falls	63,659	54,839	21,101	139,599
	Lake Erie Ports	32	46	42	120
	Sault Ste. Marie	—	173	4,786	4,959
	Total of above	64,043	57,185	29,455	150,683
	St. Clair and Detroit River Ports	82,271	24,680	76,915	183,866
	All Ports in Canada	146,347	82,140	118,108	346,595
(e) Sault Ste. Marie	St. Lawrence River Ports	45	424	819	1,288
	Fort Erie and Niagara Falls	30	999	3,349	4,378
	Lake Erie Ports	1	—	7	8
	St. Clair and Detroit River Ports	—	297	3,118	3,415
	Total of above	76	1,720	7,293	9,089
	Sault Ste. Marie	4,393	2,766	15,506	22,665
	All Ports in Canada	4,475	4,823	25,638	34,936
Section II. Traffic from Ontario to Other Provinces:					
St. Lawrence River Ports	All Ports in Quebec	1,001	3,398	10,864	15,263
All Ports in Ontario West of Kingston and East of Sault Ste. Marie (Incl. Sault Ste. Marie).....	All Ports in Quebec	74	1,377	29,811	31,262
All Ports in Ontario	All Ports in Quebec	1,075	4,775	40,744	46,594
All Ports in Ontario	All Ports in Maritime Provinces	3	81	4,588	4,672
All Ports in Ontario	All Ports in Manitoba	114	1,170	3,938	5,222
All Ports in Ontario	All Ports in Maritimes, Quebec and Manitoba	1,192	6,026	49,270	56,488
All Ports in Ontario	All Ports in Ontario	327,147	209,105	374,925	911,177
All Ports in Ontario	All Ports in Canada	328,339	215,145	424,760	968,244

1. Exclusive of commuters, summer residents and locals.

TABLE 2. Number of Non-Resident Automobiles Travelling on Customs Permits¹ Which Departed from Canada during the Four Months June to September 1952, 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	
Section III. Traffic from the Maritime Provinces to Central Canada:					
All Ports in the Maritime Provinces	All Ports in Quebec	211	488	3,686	4,385
	All Ports in Ontario	3	153	2,315	2,471
	All Ports in Quebec and Ontario	214	641	6,001	6,856
	All Ports in the Maritime Provinces	35,370	12,181	42,547	90,098
	All Ports in Canada	35,584	12,822	48,564	96,970
Section IV. Traffic from Quebec to Other Provinces:					
All Ports in Quebec	All Ports in Ontario on the St. Lawrence River	1,079	3,250	9,003	13,332
	All Ports in Ontario West of Kingston and East of Sault Ste. Marie (Incl. Sault Ste. Marie).....	33	1,096	16,293	17,422
	All Ports in Ontario	1,112	4,356	25,344	30,812
	All Ports in the Maritime Provinces	199	351	6,617	7,167
	All Ports in Ontario and the Maritime Provinces	1,311	4,707	31,961	37,979
	All Ports in Quebec	61,949	45,274	108,356	215,579
	All Ports in Canada	63,262	49,995	140,390	253,647
Section V. Traffic from Manitoba to Ontario:					
All Ports in Manitoba	All Ports in Ontario	68	783	3,599	4,450
	All Ports in Manitoba	5,470	3,808	10,852	20,130
	All Ports in Canada	5,562	4,761	15,429	25,752
Section VI. Traffic Between the Prairie Provinces:					
All Ports in Manitoba	All Ports in Saskatchewan	24	68	502	594
	All Ports in Alberta	—	1	232	233
	All Ports in Saskatchewan and Alberta..	24	69	734	827
All Ports in Saskatchewan	All Ports in Manitoba	29	46	504	579
	All Ports in Alberta	2	17	560	579
	All Ports in Manitoba and Alberta ..	31	63	1,064	1,158
	All Ports in Saskatchewan	2,129	1,963	7,293	11,385
	All Ports in Canada	2,160	2,054	8,969	13,183
All Ports in Alberta	All Ports in Manitoba	—	—	153	153
	All Ports in Saskatchewan	5	33	430	468
	All Ports in Manitoba and Saskatchewan	5	33	583	621
	All Ports in Alberta	5,433	3,002	10,833	19,268
	All Ports in Canada	5,609	4,025	24,314	33,948
Section VII. Traffic Between the Prairie Provinces and British Columbia:					
All Ports in the Prairie Provinces	All Ports in British Columbia	155	1,005	13,368	14,528
	All Ports in the Prairie Provinces ..	13,092	8,938	31,359	53,389
	All Ports in Canada	13,331	10,840	48,712	72,883
All Ports in British Columbia.....	All Ports in the Prairie Provinces ..	60	557	7,932	8,549
	All Ports in British Columbia	33,969	35,286	84,706	153,961
	All Ports in Canada	34,136	35,786	92,753	162,675

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 1952, Classified by U.S. Federal States or Countries of Registration

State	Nfld. P.E.I. N.S. ¹	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C. & Y.T.	Total
Alabama.....	2	98	262	1,999	36	22	80	219	2,718
Arizona.....	—	52	74	803	44	36	288	870	2,167
Arkansas.....	—	69	99	975	71	27	123	185	1,549
California.....	8	577	1,972	14,429	1,023	800	4,951	40,582	64,342
Colorado.....	—	43	249	2,101	155	207	1,121	1,616	5,492
Connecticut.....	113	6,424	21,182	13,947	34	13	147	219	42,079
Delaware.....	6	146	710	1,597	6	1	37	40	2,543
Dist. of Columbia.....	20	330	1,366	2,793	35	7	64	100	4,715
Florida.....	16	931	2,480	9,089	142	78	337	721	13,794
Georgia.....	3	282	689	2,782	51	19	112	311	4,249
Idaho.....	—	24	80	720	64	94	1,156	5,834	7,972
Illinois.....	21	739	3,171	62,501	1,918	521	2,337	2,324	73,532
Indiana.....	15	384	1,155	28,872	309	133	562	667	32,097
Iowa.....	—	125	481	11,828	1,146	565	803	916	15,864
Kansas.....	1	117	300	4,171	716	450	815	1,110	7,680
Kentucky.....	—	92	295	5,249	54	13	148	187	6,038
Louisiana.....	1	99	371	1,901	89	49	207	401	3,118
Maine.....	5	90,377	19,378	3,157	23	7	44	85	113,076
Maryland.....	45	799	3,404	9,163	43	17	112	223	13,806
Massachusetts.....	415	22,737	50,619	26,111	62	36	300	436	100,716
Michigan.....	24	1,037	3,143	420,079	1,038	410	1,367	1,570	428,668
Minnesota.....	2	117	630	23,360	9,873	1,371	1,851	1,216	38,420
Mississippi.....	1	51	178	660	35	22	136	218	1,301
Missouri.....	4	191	910	9,460	559	184	646	925	12,879
Montana.....	—	10	41	601	216	3,513	9,983	2,225	16,589
Nebraska.....	1	63	216	2,779	573	461	583	739	5,415
Nevada.....	—	25	30	245	12	19	129	547	1,007
New Hampshire.....	15	2,039	20,768	2,903	13	5	36	34	25,813
New Jersey.....	185	3,607	21,269	29,486	99	32	382	479	55,539
New Mexico.....	—	213	125	675	32	50	246	366	1,707
New York.....	427	8,306	112,323	349,022	260	117	996	1,235	472,686
North Carolina.....	8	233	885	3,194	32	19	99	335	4,805
North Dakota.....	—	25	76	1,468	15,284	6,745	537	424	24,559
Ohio.....	37	1,279	4,608	136,564	314	181	982	1,073	145,038
Oklahoma.....	2	68	174	2,349	276	270	600	650	4,389
Oregon.....	—	60	200	1,217	183	266	1,061	23,251	26,238
Pennsylvania.....	127	3,241	14,411	100,037	166	83	629	1,051	119,745
Rhode Island.....	31	1,592	8,972	4,282	12	5	32	44	14,970
South Carolina.....	5	122	403	1,321	9	4	56	146	2,066
South Dakota.....	—	31	74	1,335	739	552	325	278	3,334
Tennessee.....	5	127	388	3,936	46	31	115	346	4,994
Texas.....	3	501	861	5,869	469	461	1,605	2,597	12,366
Utah.....	—	13	52	756	49	49	1,301	1,816	4,036
Vermont.....	5	587	83,829	2,646	10	6	18	67	87,168
Virginia.....	23	695	2,626	6,886	47	28	185	358	10,848
Washington.....	1	97	275	2,127	269	466	2,111	161,106	166,452
West Virginia.....	1	96	257	5,558	19	11	25	106	6,073
Wisconsin.....	2	194	916	24,356	1,064	386	992	946	28,856
Wyoming.....	—	5	39	311	81	193	538	456	1,623
U. S. Government.....	—	44	23	47	10	5	13	27	169
Total U. S.	1,580	149,114	387,039	1,347,717	37,810	19,040	41,323	261,677	2,245,300
Other countries².....	10	61	210	640	46	26	1,018	6,618	8,629
Grand total	1,590	149,175	387,249	1,348,357	37,856	19,066	42,341	268,295	2,253,929

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 7,646, Argentina 1, Australia 8, Austria 1, Bahamas 15, Belgium 4, Bermuda 17, Bolivia 1, Brazil 2, British West Indies 3, Chili 1, China 1, Colombia 2, Costa Rica 1, Cuba 48, Dominican Republic 2, England 43, France 31, Germany 27, Guatemala 6, Haiti 3, Hawaiian Islands 425, Holland 8, Hong Kong 1, Italy 7, Japan 27, Java 3, Mariannas 15, Mexico 98, Netherland Antilles 19, New Zealand 2, Nicaragua 2, North Ireland 4, Norway 6, Panama Canal Zone 100, Peru 4, Philippine Islands 3, Puerto Rico 11, Scotland 3, South Africa 1, Sweden 1, Switzerland 6, Trinidad 1, Uruguay 5, Venezuela 9, Virgin Islands 2, Wales 3,

TABLE 4. Number of Non-Resident Automobiles Which Entered Canada on Customs Permits¹ Through Provinces Indicated, and Which Departed in 1952 After Remaining Three Days or Over, Classified by U.S. Federal States or Countries of Registration

State	Nfld. ² 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	2	44	136	526	23	13	64	94	902	33
Arizona	—	30	63	309	34	28	227	455	1,146	53
Arkansas	—	20	46	312	46	11	109	76	620	40
California	7	417	1,313	4,836	798	677	3,966	26,817	38,831	60
Colorado	—	27	159	583	89	144	852	783	2,637	48
Connecticut	108	3,581	14,154	5,083	26	10	135	145	23,242	55
Delaware	6	110	482	686	5	—	34	26	1,349	53
Dist. of Columbia ..	20	252	1,029	1,513	27	6	53	74	2,974	63
Florida	15	581	1,726	4,287	106	65	290	471	7,541	55
Georgia	3	92	409	945	36	12	97	165	1,759	41
Idaho	—	12	43	175	40	70	793	3,197	4,330	54
Illinois	20	569	2,200	30,209	1,488	452	1,882	1,300	38,120	52
Indiana	15	251	756	12,919	224	108	438	308	15,019	47
Iowa	—	75	300	6,973	787	488	590	413	9,626	61
Kansas	1	55	199	1,715	455	310	589	484	3,808	50
Kentucky	—	56	180	2,028	42	10	129	84	2,529	42
Louisiana	1	67	240	577	62	26	169	222	1,364	44
Maine	5	15,818	10,842	885	16	7	42	45	27,660	24
Maryland	42	662	2,259	4,393	29	12	95	138	7,630	55
Massachusetts	405	19,320	34,186	8,324	49	35	246	284	62,849	62
Michigan	22	768	2,266	111,221	916	380	1,139	937	117,649	27
Minnesota	2	64	413	10,611	5,250	1,127	1,440	726	19,633	51
Mississippi	1	19	97	258	27	12	118	110	642	49
Missouri	4	125	512	3,976	350	127	465	473	6,032	47
Montana	—	8	31	158	159	1,940	5,028	1,193	8,517	51
Nebraska	1	28	142	1,430	400	372	423	313	3,109	57
Nevada	—	21	26	119	8	14	109	342	639	63
New Hampshire	14	1,534	10,043	804	12	4	26	30	12,467	48
New Jersey	180	2,874	14,257	14,762	77	29	326	291	32,796	59
New Mexico	—	31	69	187	18	26	192	188	711	42
New York	425	6,614	53,326	130,188	216	94	887	810	192,560	41
North Carolina	8	150	566	1,283	19	15	82	145	2,268	47
North Dakota	—	17	63	795	6,221	3,469	419	235	11,219	46
Ohio	37	958	3,101	83,096	254	159	797	590	88,992	61
Oklahoma	2	35	112	839	167	155	463	315	2,088	48
Oregon	—	40	112	429	121	225	775	15,835	17,537	67
Pennsylvania	125	2,379	9,521	54,441	134	71	535	547	67,753	57
Rhode Island	31	1,213	6,601	1,397	12	5	23	26	9,308	62
South Carolina	5	70	244	454	6	4	47	57	887	43
South Dakota	—	7	48	734	556	442	267	137	2,191	66
Tennessee	5	61	231	1,018	29	24	96	149	1,613	32
Texas	3	227	557	1,810	280	252	1,259	1,165	5,553	45
Utah	—	8	33	179	35	29	959	894	2,137	53
Vermont	5	406	10,421	812	9	6	12	38	11,709	13
Virginia	21	402	1,650	3,112	35	22	150	200	5,592	52
Washington	1	65	167	649	206	402	1,533	70,807	73,830	44
West Virginia	1	71	158	3,130	16	10	18	30	3,434	57
Wisconsin	2	106	596	11,962	752	324	763	508	15,013	52
Wyoming	—	5	33	102	46	87	402	239	914	56
U.S. Government	—	9	13	24	7	3	9	18	83	49
Total U.S.	1,545	60,354	186,131	527,258	20,720	12,313	29,562	132,929	970,812	43
Other countries³ ..	9	39	178	378	40	21	994	5,765	7,424	86
Grand total	1,554	60,393	186,309	527,636	20,760	12,334	30,556	138,694	978,236	43
Long term visits as % of long and short term visits	98	40	48	39	55	65	72	52	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 6637, Argentina 1, Australia 7, Austria 1, Bahamas 14, Belgium 4, Bermuda 17, Bolivia 1, Brazil 2, British West Indies 1, Chili 1, China 1, Colombia 2, Costa Rica 1, Cuba 46, Dominican Republic 2, England 37, France 23, Germany 10, Guatemala 6, Haiti 2, Hawaiian Islands 316, Holland 7, Hong Kong 1, Italy 5, Japan 25, Java 3, Marianas 13, Mexico 88, Netherlands Antilles 15, New Zealand 2, Nicaragua 2, North Ireland 4, Norway 6, Panama Canal Zone 77, Philippine Islands 3, Peru 3, Puerto Rico 9, Scotland 3, South Africa 1, Sweden 1, Switzerland 6, Uruguay 5, Venezuela 8, Virgin Islands 2, Wales 3.

**TABLE 5. Number of Non-Resident Automobiles Travelling in Canada on Customs Permits
Which Departed in the Years 1948-1952
Classified by U.S. Federal States of Registration**

State of origin	1948	1949	1950	1951	1952
North Eastern:					
Connecticut.....	33,391	32,663	34,808	40,149	42,079
Maine.....	79,592	102,095	121,566	113,102	113,076
Massachusetts.....	85,975	86,300	92,538	104,088	100,716
New Hampshire.....	20,595	22,268	23,698	25,511	25,813
New Jersey.....	42,568	46,043	48,365	55,288	55,539
New York.....	428,902	443,239	444,848	465,754	472,686
Pennsylvania.....	102,245	101,788	110,292	120,528	119,745
Rhode Island.....	12,855	12,735	13,961	14,991	14,970
Vermont.....	80,226	86,785	91,398	88,160	87,168
	886,349	933,916	981,474	1,027,571	1,031,792
% of Total.....	48.9	47.7	48.1	46.7	45.8
Great Lakes:					
Illinois.....	55,600	62,170	63,376	69,979	73,532
Indiana.....	24,662	27,281	27,849	31,530	32,097
Michigan.....	339,093	364,458	383,404	427,731	428,668
Ohio.....	130,994	130,827	128,249	143,042	145,038
Wisconsin.....	21,645	24,608	24,993	27,714	28,856
	571,994	609,344	627,871	699,996	708,191
% of Total.....	31.6	31.2	30.7	31.8	31.4
North Western:					
Minnesota.....	29,590	35,196	32,747	34,708	38,420
Montana.....	10,511	12,948	14,299	15,017	16,589
North Dakota.....	13,196	19,809	18,934	23,307	24,559
	53,297	67,953	65,980	73,032	79,568
% of Total.....	2.9	3.5	3.2	3.3	3.5
West Coast:					
California.....	51,578	54,644	56,986	59,535	64,342
Oregon.....	17,883	19,525	21,098	25,416	26,238
Washington.....	126,514	143,466	150,367	162,734	166,452
	195,975	217,635	228,451	247,685	257,032
% of Total.....	10.8	11.1	11.2	11.3	11.4
Other:					
	104,349	127,600	139,182	151,838	177,346
% of Total.....	5.8	6.5	6.8	6.9	7.9
Total.....	1,811,964	1,956,448	2,042,958	2,200,122	2,253,929

TABLE 6. Average Declared Expenditure per Car, and Total Expenditures in Canada of Non-Resident Permit-Holding Motorists Who Departed in 1952, Classified by U.S. Federal States of Registration

State of-origin	Average expenditure per car	Number of cars	Total expenditures
North Eastern:			
Connecticut	67.63	42,079	2,845,811
Maine	20.90	113,076	2,363,727
Massachusetts	79.45	100,716	8,002,036
New Hampshire	46.66	25,813	1,204,374
New Jersey	81.50	55,539	4,526,476
New York	51.83	472,686	24,497,084
Pennsylvania	74.78	119,745	8,954,167
Rhode Island	69.70	14,970	1,043,407
Vermont	14.14	87,168	1,232,182
		1,031,792	54,669,264
% of Total		45.8	43.1
Great Lakes:			
Illinois	83.56	73,532	6,144,256
Indiana	64.80	32,097	2,080,010
Michigan	30.49	428,668	13,071,010
Ohio	79.65	145,038	11,552,298
Wisconsin	76.88	28,856	2,218,386
		708,191	35,065,960
% of Total		31.4	27.6
North Western:			
Minnesota	66.56	38,420	2,557,154
Montana	59.27	16,589	983,245
North Dakota	45.50	24,559	1,117,416
		79,568	4,657,815
% of Total		3.5	3.7
West Coast:			
California	99.47	64,342	6,400,150
Oregon	92.74	26,238	2,433,418
Washington	50.18	166,452	8,352,226
		257,032	17,185,794
% of Total		11.4	13.5
Other	86.84	177,346	15,401,270
% of Total		7.9	12.1

TABLE 7. Minimum Inter-Provincial Travel of Non-Resident Automobiles Travelling on Customs Permits¹ Which Departed from Canada During the Four Months June to September 1950-1952

Province of Entry	American cars leaving Canada by a Province Other than that of entry			Percentage of all cars leaving Province		
	1950	1951	1952	1950	1951	1952
Atlantic Provinces.....	6,466	6,334	6,872	7.3	6.7	7.1
Quebec.....	35,536	37,979	38,068	14.9	14.8	15.0
Ontario.....	52,991	57,618	57,067	6.1	6.0	5.9
Manitoba.....	3,716	5,047	5,622	19.2	21.2	21.8
Saskatchewan.....	1,354	1,502	1,798	11.8	12.4	13.6
Alberta.....	10,629	12,179	14,680	36.7	40.1	43.2
British Columbia.....	8,652	9,816	8,714	6.2	6.3	5.4
Total.....	119,344	130,475	132,821	8.6	8.5	8.5

1. Exclusive of commuters, summer residents and locals.

TABLE 8. Selected Routes Within Ontario Followed by Non-Resident Automobiles Travelling on Customs Permits¹ Which Departed from Canada During the Four Months June to September 1950-1952

Route	Number of cars			Percentage of entries via all ports in Ontario		
	1950	1951	1952	1950	1951	1952
Between: St.Clair, Detroit River Ports and Fort Erie, Niagara Falls	238,206	268,861	268,927	27.5	27.8	27.8
Fort Erie, Niagara Falls and St.Lawrence River Ports in Ontario	30,291	35,046	36,270	3.5	3.6	3.7
St.Lawrence River Ports in Ontario and Province of Quebec.....	25,714	28,306	28,595	3.0	2.9	3.0
St.Clair, Detroit River Ports and St.Lawrence River Ports in Ontario	9,421	10,012	10,354	1.1	1.0	1.1
Sault Ste Marie and St.Clair, Detroit River Ports	6,906	8,583	8,374	0.8	0.9	0.9
Sault Ste Marie and Fort Erie, Niagara Falls	5,420	6,827	7,782	0.6	0.7	0.8
Total of above.....	315,958	357,635	360,302	36.4	37.0	37.2

1. Exclusive of commuters, summer residents and locals.

TABLE 9. Relationships Between Length of Visit and Average Expenditure by State of Origin 1952

	Long term visits as % of long and short-term visits	Average expenditure per car	Entries on customs permits as % of automobile registrations
	%	\$	
Oregon	67	92.74	4.2
South Dakota	66	98.13	1.5
Dist. of Columbia	63	102.67	2.8
Nevada	63	103.64	1.4
Massachusetts	62	79.45	8.5
Rhode Island	62	69.70	6.4
Iowa	61	100.34	1.8
Ohio	61	79.65	5.5
California	60	99.47	1.5
New Jersey	59	81.50	3.7
Nebraska	57	109.89	1.1
Pennsylvania	57	74.78	4.3
West Virginia	57	77.13	1.6
Wyoming	56	94.47	1.5
Connecticut	55	67.63	6.1
Florida	55	97.76	1.4
Maryland	55	77.31	2.1
Idaho	54	70.46	3.8
Arizona	53	86.91	0.9
Delaware	53	78.54	2.6
Utah	53	75.88	1.9
Illinois	52	83.56	4.0
Virginia	52	71.88	1.3
Wisconsin	52	76.88	2.9
Minnesota	51	66.56	3.9
Montana	51	59.27	8.6
Kansas	50	90.60	1.1
Mississippi	49	103.38	0.4
Colorado	48	77.42	1.2
New Hampshire	48	46.66	17.8
Oklahoma	48	98.85	0.7
Indiana	47	64.80	2.5
Missouri	47	83.93	1.2
North Carolina	47	66.07	0.5
North Dakota	46	45.50	12.7
Texas	45	93.14	0.5
Louisiana	44	78.94	0.5
Washington	44	50.18	20.9
South Carolina	43	73.29	0.4
Kentucky	42	68.19	0.9
New Mexico	42	77.84	0.9
Georgia	41	68.80	0.5
New York	41	51.83	13.6
Arkansas	40	74.82	0.5
Alabama	33	56.78	0.5
Tennessee	32	52.41	0.7
Michigan	27	30.49	19.3
Maine	24	20.90	51.5
Vermont	13	14.14	79.6

TABLE 10. Balance of Payments on Travel Account Between Canada and Other Countries, 1926-1952(Net Credits + Net Debits -)
(\$ Million)

Year	Account with United States			Account with overseas countries ¹			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	258	246	+ 12	16	34	-18	274	280	- 6
1952 ²	257	294	- 37	18	42	-24	275	336	- 61

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

2. Subject to revision.

**TABLE 11. Number of Foreign Automobiles and Other Vehicles Entering Canada,
by Province of Entry, 1948-1952**

Entering by ports in	1948	1949	1950	1951	1952
Non-permit class – Local traffic¹					
Atlantic Provinces.....	845,782	961,707	865,466	890,596	967,478
Quebec	234,153	218,196	276,231	287,626	289,369
Ontario	3,420,637	3,357,224	3,378,024	3,670,008	3,806,941
Manitoba	57,007	57,520	54,119	65,060	71,783
Saskatchewan.....	21,364	21,217	20,755	21,390	25,655
Alberta	19,143	17,674	19,717	17,029	19,847
British Columbia	89,324	90,221	95,722	105,542	109,917
Yukon	11	552	1,192	992	2,263
Canada ²	4,687,421	4,724,311	4,711,226	5,058,243	5,293,253
Traveller's vehicle permits¹					
Atlantic Provinces	104,982	130,751	148,265	151,219	152,421
Quebec	335,236	362,425	374,246	384,156	393,507
Ontario	1,125,956	1,200,491	1,236,290	1,343,083	1,362,363
Manitoba	24,516	31,129	26,315	35,480	38,040
Saskatchewan.....	11,663	14,155	15,715	16,786	19,288
Alberta	27,662	34,637	35,812	37,454	42,743
British Columbia	191,572	214,805	221,642	247,801	262,550
Yukon	2,401	1,561	1,863	3,622	7,253
Canada ³	1,823,988	1,989,954	2,060,148	2,219,601	2,278,165
Commercial vehicles					
Atlantic Provinces	61,791	76,260	79,272	84,394	89,951
Quebec	27,403	36,750	44,238	45,307	43,110
Ontario	87,288	95,844	112,825	108,366	138,571
Manitoba	3,191	4,262	4,505	6,990	6,801
Saskatchewan.....	5,146	3,414	5,521	4,769	5,658
Alberta	2,746	3,155	3,862	3,924	3,988
British Columbia	7,989	8,538	10,980	14,707	14,606
Yukon	316	678	366	333	1,051
Canada	195,870	228,901	261,569	268,790	303,736

1. "Non-permit Class" and Traveller's Vehicle Permits are defined on page 47.

2. Includes 4,655 motorcycles, 21,678 bicycles and 75,631 taxis in 1952.

3. Includes 1,180 motorcycles, 2,006 bicycles and 2,688 other vehicles in 1952.

**TABLE 12. Number of Foreign Automobiles and Other Vehicles Entering Canada,
by Month of Entry, 1948-1952**

Month	1948	1949	1950	1951	1952
Non-permit class — Local traffic¹					
January	225,540	244,609	250,428	264,544	265,842
February	224,075	239,202	229,037	231,951	269,327
March	258,309	253,881	259,925	296,211	313,361
April	310,508	315,660	315,198	336,229	351,242
May	423,911	406,528	394,928	433,970	442,886
June	479,661	501,106	484,504	539,502	558,429
July	666,898	695,554	690,785	745,704	806,530
August	641,671	626,231	634,708	718,260	733,555
September	502,099	456,460	467,622	490,436	462,597
October	368,271	388,556	382,285	393,898	400,192
November	299,995	302,135	296,431	310,452	356,539
December	286,483	294,389	305,375	297,086	332,753
Total²	4,687,421	4,724,311	4,711,226	5,058,243	5,293,253
Traveller's vehicle permits¹					
January	28,243	32,590	36,185	40,941	38,113
February	33,329	35,826	39,006	38,935	52,439
March	46,087	46,160	47,711	62,718	62,515
April	69,907	83,510	87,058	86,360	96,379
May	134,440	153,988	144,640	148,286	179,463
June	191,954	221,002	237,867	290,453	289,088
July	407,884	453,045	471,823	489,058	501,019
August	408,026	426,302	437,145	503,956	534,262
September	253,564	264,467	277,388	281,212	232,580
October	128,121	141,089	143,124	147,558	140,607
November	74,967	76,120	80,104	76,040	88,016
December	47,466	55,855	58,097	54,084	63,684
Total³	1,823,988	1,989,954	2,060,148	2,219,601	2,278,165
Commercial vehicles					
January	13,309	14,993	18,817	20,213	22,594
February	12,199	14,908	17,596	19,153	22,037
March	14,681	17,609	20,278	21,607	22,614
April	16,299	16,266	18,878	21,201	21,922
May	15,911	18,584	21,935	24,746	25,126
June	17,627	19,591	23,628	25,777	24,442
July	16,643	20,572	23,481	23,764	25,482
August	18,224	23,163	25,410	24,010	27,677
September	18,453	22,085	24,148	24,207	27,760
October	18,356	21,431	24,049	22,607	28,806
November	17,251	19,918	21,941	21,381	26,424
December	16,917	19,781	21,408	20,124	28,852
Total	195,870	228,901	261,569	268,790	303,736

1. "Non-permit Class" and Traveller's Vehicle Permits are defined on page 47.

2. Includes 4,655 motorcycles, 21,678 bicycles and 75,631 taxis in 1952.

3. Includes 1,180 motorcycles, 2,006 bicycles and 2,688 other vehicles in 1952.

TABLE 13. Number of Foreign Travellers Entering Canada from the United States, by Province of Entry, 1948-1952

Province of entry	1948	1949	1950	1951	1952
(a) Rail¹					
Atlantic Provinces	23,702	18,889	14,431	13,722	13,584
Quebec	223,040	198,552	163,862	160,180	158,982
Ontario	257,093	242,293	191,125	208,499	219,559
Manitoba	22,543	23,819	17,548	17,109	17,753
Saskatchewan	17,464	14,492	11,883	11,131	12,158
Alberta	1,288	1,594	1,474	1,251	1,107
British Columbia	44,077 ²	51,670 ²	47,874	70,421	57,913
Yukon	—	—	9,323	9,794	10,160
Canada	589,207	551,309	457,520	492,107	491,216
(b) Boat					
Atlantic Provinces	23,092	23,020	21,170	21,944	20,797
Quebec	1,670	1,646	1,706	3,157	4,541
Ontario	177,788	141,385	92,897	125,084	154,627
Manitoba	—	—	—	—	—
Saskatchewan	—	—	—	—	—
Alberta	—	—	25	—	—
British Columbia	132,388	134,188	95,719	108,211	122,835
Yukon	12	4	6	—	34
Canada	334,550	300,243	211,523	258,396	302,834
(c) Bus³					
Atlantic Provinces	9,724	9,904	9,323	8,580	8,771
Quebec	36,663	35,450	40,534	37,465	41,540
Ontario	383,638	338,244	309,955	312,824	285,928
Manitoba	6,500	2,846	4,745	5,289	5,015
Saskatchewan	203	899	368	265	406
Alberta	5,422	2,617	2,450	2,665	2,898
British Columbia	37,355	39,197	39,088	39,861	29,998
Yukon	—	—	—	430	495
Canada	479,505	429,157	406,463	407,379	375,051
(d) Airplane					
Atlantic Provinces	7,105	8,742	10,157	9,284	8,939
Quebec	28,202	33,522	40,072	47,679	49,606
Ontario	33,777	42,601	47,893	59,556	69,018
Manitoba	4,929	6,447	7,306	6,062	6,393
Saskatchewan	354	248	337	683	846
Alberta	11,610	9,815	17,022	17,953	14,609
British Columbia	25,006	27,461	27,403	27,050	28,928
Yukon ⁴	4,601	6,910	8,232	6,907	6,790
Canada	115,584	135,746	158,422	175,174	185,129

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 by including intransit traffic.

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

**TABLE 14. Number of Foreign Travellers Entering Canada from the United States,
by Month of Entry, 1948-1952**

Month	1948	1949	1950	1951	1952
(a) Rail (Gross entries)					
January	105,026	95,561	84,982	83,199	89,382
February	95,299	71,482	68,493	65,899	80,810
March	87,856	68,837	61,891	76,054	70,337
April	92,044	78,448	76,816	74,929	74,283
May	92,227	89,093	72,384	82,279	89,022
June	125,299	117,313	113,593	102,411	118,006
July	171,478	151,982	144,234	125,991	122,139
August	148,687	128,503	109,661	127,735	122,247
September	114,091	105,642	105,664	98,573	86,823
October	93,810	96,132	80,625	93,140	82,570
November	86,541	77,557	74,589	78,984	71,818
December	98,249	100,402	99,608	106,667	103,034
Total	1,310,607	1,180,952	1,092,540	1,115,861	1,110,471
(b) Rail (Net entries)					
January	39,186	36,948	29,774	30,093	33,243
February	35,972	32,928	26,847	29,877	33,918
March	35,150	29,411	24,518	27,565	28,074
April	34,239	34,186	31,782	25,754	30,008
May	40,057	38,324	23,508	35,254	42,190
June	58,543	60,308	55,974	51,973	53,444
July	92,051	85,772	76,351	65,107	65,635
August	80,874	77,686	47,617	72,662	66,999
September	57,670	48,904	41,990	43,648	37,780
October	39,124	37,129	33,668	36,194	33,926
November	33,876	30,671	27,259	29,834	26,839
December	42,465	39,042	38,232	44,146	39,160
Total	589,207	551,309	457,520	492,107	491,216
(c) Boat					
January	2,248	1,936	1,348	1,318	1,133
February	2,374	1,627	1,545	1,163	1,802
March	2,978	2,761	1,743	1,613	1,774
April	3,545	3,616	4,212	2,879	2,321
May	16,137	18,548	6,353	7,137	10,963
June	39,261	39,790	31,177	34,835	36,955
July	98,586	90,207	70,269	83,916	97,446
August	111,995	95,727	63,331	87,917	108,608
September	43,679	34,404	21,545	28,082	30,819
October	7,368	6,637	5,523	4,875	5,245
November	3,886	2,513	2,017	2,447	2,326
December	2,893	2,477	2,460	2,214	3,442
Total	334,950	300,243	211,523	258,396	302,834

**TABLE 14. Number of Foreign Travellers Entering Canada From the United States,
by Month of Entry, 1948-1952 - Concluded**

Month	1948	1949	1950	1951	1952
(d) Bus ^{1,2}					
January	14,111	12,558	11,446	14,102	12,481
February	14,222	13,908	12,442	12,397	15,855
March.....	14,454	13,691	13,885	19,159	12,730
April	17,035	17,837	19,107	18,342	20,710
May	33,719	31,793	33,830	33,106	34,251
June.....	51,105	54,012	48,598	43,542	45,379
July	105,381	95,325	91,439	88,687	82,768
August.....	106,398	82,308	81,840	82,599	76,268
September	57,492	50,377	42,664	39,202	26,392
October	26,851	25,548	21,521	24,264	20,930
November	19,638	16,522	14,569	15,750	14,509
December	19,099	15,278	15,122	16,229	12,778
Total	479,505	429,157	406,463	407,379	375,051
(e) Airplane					
January	4,690	5,814	7,408	9,638	9,817
February	5,296	6,032	7,549	9,298	9,500
March.....	6,172	7,748	8,657	10,880	11,209
April	7,501	8,985	11,051	11,816	12,449
May	9,851	12,866	14,449	15,193	14,248
June.....	13,179	16,092	17,794	18,377	19,432
July	14,494	18,267	19,858	21,777	23,099
August.....	15,539	17,297	20,424	21,230	24,619
September	13,844	15,132	16,947	19,193	20,148
October	10,145	11,016	13,665	15,772	15,974
November	7,491	8,220	9,960	11,198	12,129
December	7,382	8,277	10,660	10,802	12,505
Total	115,584	135,746	158,422	175,174	185,129

1. Exclusive of local bus traffic between border communities.

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

TABLE 15. Number of Canadian Automobiles and Other Vehicles Travelling in the United States by Province of Re-Entry into Canada, 1948-1952

Province of re-entry	1948	1949	1950	1951	1952
Length of stay – 24 Hours or less					
Atlantic Provinces	567,569	708,493	741,496	902,396	1,071,888
Quebec	235,403	255,647	368,932	457,655	589,205
Ontario	591,232	762,970	837,120	1,177,829	1,368,502
Manitoba	47,818	53,893	57,026	88,115	115,966
Saskatchewan.....	29,000	32,502	32,989	41,741	55,101
Alberta	21,319	25,854	27,725	25,868	28,146
British Columbia	249,254	278,749	289,452	351,087	465,460
Yukon	1	3	42	10	212
Canada¹	1,741,596	2,118,111	2,354,782	3,044,701	3,694,480
Length of stay – Over 24 hours					
Atlantic Provinces	11,253	17,684	21,007	28,780	31,698
Quebec	46,882	60,303	77,137	109,660	141,396
Ontario	66,502	120,814	151,855	219,886	263,158
Manitoba	14,739	20,821	21,573	32,649	44,498
Saskatchewan.....	11,279	15,197	16,719	20,929	31,011
Alberta	12,119	17,536	20,953	19,451	32,260
British Columbia	37,534	79,847	88,644	107,313	141,238
Yukon	7	4	7	20	167
Canada²	200,315	332,206	397,895	538,688	685,426
Commercial vehicles					
Atlantic Provinces	57,085	60,837	76,553	83,786	91,690
Quebec	29,005	32,548	49,802	61,866	68,751
Ontario	55,473	65,490	71,948	118,984	136,040
Manitoba	5,106	5,261	6,360	12,424	16,975
Saskatchewan.....	6,907	6,407	7,586	10,396	13,731
Alberta	5,604	5,229	5,447	7,000	8,418
British Columbia	18,580	17,643	21,533	23,609	28,471
Yukon	64	49	29	15	95
Canada	177,824	193,464	239,258	318,080	364,171

1. Includes 9,578 motorcycles, 32,466 bicycles and 145,147 taxis in 1952.

2. Includes 1,356 motorcycles, 235 bicycles and 1,438 taxis in 1952.

TABLE 16. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Month of Re-Entry into Canada, 1948-1952

Month	1948	1949	1950	1951	1952
Length of stay — 24 Hours or less					
January.....	83, 263	116, 110	130, 265	165, 051	198, 559
February.....	82, 722	109, 327	126, 339	144, 268	216, 613
March.....	108, 764	130, 750	148, 200	205, 536	250, 177
April.....	120, 027	160, 391	181, 864	234, 231	289, 605
May.....	153, 570	197, 556	206, 627	279, 373	319, 283
June.....	160, 091	198, 556	218, 359	298, 456	349, 662
July.....	194, 261	248, 819	270, 134	357, 098	413, 466
August.....	203, 857	230, 555	254, 900	342, 162	428, 392
September.....	177, 600	198, 195	217, 405	304, 002	336, 714
October.....	173, 654	203, 816	226, 960	274, 094	322, 878
November.....	148, 253	163, 838	187, 213	220, 575	297, 551
December.....	135, 534	160, 198	186, 516	219, 855	271, 580
Total¹.....	1, 741, 596	2, 118, 111	2, 354, 782	3, 044, 701	3, 694, 480
Length of stay — Over 24 hours					
January.....	4, 576	7, 457	8, 938	12, 559	13, 971
February.....	3, 962	6, 175	7, 751	11, 482	18, 489
March.....	7, 768	11, 825	12, 626	28, 403	26, 052
April.....	9, 496	23, 123	27, 526	28, 482	50, 195
May.....	14, 810	23, 462	22, 359	34, 450	46, 560
June.....	16, 493	28, 183	31, 052	43, 915	61, 189
July.....	34, 110	61, 955	67, 967	97, 772	112, 876
August.....	39, 877	60, 000	76, 830	103, 721	134, 654
September.....	26, 552	43, 371	52, 375	70, 493	81, 390
October.....	21, 971	34, 689	43, 662	54, 173	69, 816
November.....	12, 497	19, 349	25, 560	30, 119	40, 635
December.....	8, 203	12, 617	21, 249	23, 119	29, 599
Total².....	200, 315	332, 206	397, 895	538, 688	685, 426
Commercial Vehicles					
January.....	11, 793	14, 448	16, 557	26, 027	30, 312
February.....	11, 743	14, 478	18, 658	27, 086	32, 021
March.....	13, 149	16, 862	20, 265	28, 362	31, 961
April.....	12, 535	14, 886	16, 079	23, 011	25, 370
May.....	15, 307	16, 153	19, 323	26, 746	30, 344
June.....	16, 034	17, 247	20, 137	27, 766	31, 055
July.....	17, 150	15, 086	20, 731	27, 224	32, 331
August.....	17, 765	17, 483	25, 432	27, 919	32, 739
September.....	16, 383	16, 069	21, 236	26, 082	30, 467
October.....	16, 125	17, 746	21, 213	27, 334	32, 246
November.....	15, 659	16, 802	19, 746	25, 815	27, 552
December.....	14, 181	16, 204	19, 881	24, 708	27, 773
Total.....	177, 824	193, 464	239, 258	318, 080	364, 171

1. Includes 9,578 motorcycles, 32,466 bicycles and 145,147 taxis in 1952.

2. Includes 1,356 motorcycles, 235 bicycles and 1,438 taxis in 1952.

TABLE 17. Number of Canadians Returning from the United States by Province of Re-Entry Into Canada, 1948-1952

Province of re-entry	1948	1949	1950	1951	1952
(a) Rail					
Atlantic Provinces.....	19,813	18,185	13,196	15,459	16,038
Quebec.....	165,160	175,446	153,814	163,379	169,981
Ontario.....	234,187	260,586	245,995	237,064	245,330
Manitoba	21,020	27,831	20,196	22,124	25,094
Saskatchewan	7,880	7,817	5,955	5,971	6,217
Alberta.....	879	977	770	511	222
British Columbia	28,434 ¹	41,272 ¹	57,179	80,070	90,091
Yukon.....	—	—	1,740	1,526	1,600
Canada.....	477,373	532,114	498,845	526,104	554,573
(b) Boat					
Atlantic Provinces.....	32,469	39,064	34,442	37,161	48,000
Quebec.....	4,418	1,086	4,418	1,711	3,872
Ontario.....	40,903	40,790	10,536	9,474	19,380
Manitoba	—	—	—	—	—
Saskatchewan	—	—	—	—	—
Alberta.....	—	—	10	—	—
British Columbia	20,462	26,741	17,157	20,955	24,363
Yukon.....	14	—	2	6	41
Canada.....	98,266	107,681	66,565	69,307	95,656
(c) Bus²					
Atlantic Provinces.....	9,331	12,960	14,670	17,702	18,815
Quebec.....	39,208	59,560	67,270	76,118	87,071
Ontario.....	294,790	380,175	390,676	391,689	364,492
Manitoba	18,806	10,029	17,522	20,257	23,186
Saskatchewan	707	1,123	1,176	933	756
Alberta.....	3,126	3,985	4,069	4,760	5,767
British Columbia	77,071	95,460	81,695	78,351	87,801
Yukon.....	—	—	—	42	110
Canada.....	443,039	563,292	577,078	589,852	587,998
(d) Airplane					
Atlantic Provinces.....	2,713	3,963	4,669	4,864	5,297
Quebec.....	17,544	22,005	31,106	41,516	49,468
Ontario.....	33,874	43,917	51,629	65,995	79,436
Manitoba	2,738	3,588	5,416	3,694	3,868
Saskatchewan	66	75	146	242	311
Alberta	1,255	1,326	2,104	3,381	5,138
British Columbia	12,382	15,504	16,051	19,244	21,493
Yukon.....	312	341	394	385	551
Canada.....	70,884	90,719	111,515	139,321	165,562

1. Including traffic in transit through British Columbia destined to Yukon.

2. Exclusive of local bus traffic between border communities.

TABLE 18. Number of Canadians Returning from the United States
by Month of Re-Entry into Canada, 1948-1952

Month	1948	1949	1950	1951	1952
(a) Rail (Gross entries)					
January	39,227	43,365	47,910	42,600	43,679
February	30,359	31,095	28,560	29,937	35,942
March	39,491	33,095	31,014	48,781	39,940
April	33,960	50,606	44,903	38,186	59,039
May	37,946	41,185	32,015	38,963	41,871
June	33,856	40,583	40,813	39,420	41,418
July	49,863	63,410	55,136	56,506	55,763
August	54,945	62,795	48,996	59,096	63,980
September	44,284	50,020	43,656	49,547	47,391
October	42,721	44,495	46,284	45,577	46,155
November	32,173	32,622	36,423	35,910	36,297
December	38,548	38,843	43,135	41,581	43,098
Total	477,373	532,114	498,845	526,104	554,573
(b) Rail (Net entries)					
January	38,516	42,766	47,492	42,070	43,227
February	29,841	30,637	28,206	29,526	35,533
March	38,635	32,595	30,523	48,126	39,531
April	33,160	49,786	44,266	37,659	58,288
May	37,159	40,245	31,194	38,368	41,298
June	33,091	39,641	40,075	38,754	40,802
July	48,975	62,045	54,270	55,619	54,980
August	53,949	61,765	48,326	58,141	63,115
September	43,405	49,102	42,902	48,871	46,796
October	41,931	43,741	45,588	44,789	45,603
November	31,486	31,882	35,647	35,127	35,634
December	37,747	38,012	42,201	40,793	42,321
Total	467,895	522,217	490,690	517,843	547,128
(c) Boat					
January	2,954	2,618	3,198	3,288	3,010
February	2,744	2,363	2,661	3,080	3,439
March	2,772	2,506	3,404	3,628	3,310
April	2,587	4,279	3,021	4,014	4,283
May	4,360	4,667	3,729	4,811	6,255
June	9,179	10,303	6,634	5,987	9,070
July	22,327	29,580	12,169	10,310	18,246
August	25,891	26,238	11,855	12,413	19,572
September	14,383	12,683	6,752	8,035	10,461
October	4,425	4,716	4,927	5,091	6,435
November	3,216	3,820	3,767	4,138	6,066
December	3,428	3,908	4,448	4,512	5,509
Total	98,266	107,681	66,565	69,307	95,656

**TABLE 18. Number of Canadians Returning from the United States
by Month of Re-Entry Into Canada, 1948-1952 - Concluded**

Month	1948	1949	1950	1951	1952
(d) Bus¹					
January	23,317	26,148	28,785	34,888	30,737
February	21,979	25,669	27,641	31,509	35,986
March	26,937	33,073	35,584	41,497	39,907
April	26,701	43,659	45,718	35,314	43,524
May	36,052	50,449	45,005	50,272	46,544
June	40,931	53,924	53,061	57,304	66,828
July	57,405	78,718	72,865	80,207	74,342
August	69,423	78,543	82,345	81,411	82,538
September	51,990	60,331	56,611	58,021	55,535
October	38,777	47,587	51,110	46,872	43,950
November	25,931	33,236	38,963	35,646	35,130
December	23,596	31,955	39,390	36,911	32,977
Total	443,039	563,292	577,078	589,852	587,998
(e) Airplane					
January	3,791	5,318	5,613	10,194	11,240
February	3,708	5,163	5,936	9,351	11,173
March	5,454	7,322	7,372	13,468	14,175
April	6,051	9,152	10,786	12,570	15,785
May	6,472	8,732	10,158	12,127	12,294
June	6,741	8,605	9,437	11,502	14,091
July	7,203	8,030	9,414	11,061	13,202
August	6,304	8,178	10,635	12,228	14,752
September	7,356	9,547	11,050	13,487	15,910
October	7,415	8,931	12,182	13,479	17,291
November	5,357	6,529	9,598	10,768	13,427
December	5,032	5,202	8,834	9,086	12,222
Total	70,884	90,719	111,515	139,321	163,562

1. Exclusive of local bus traffic between border communities.

Description of Methods

I. CANADIAN TRAVEL IN THE UNITED STATES

A. Automobile Traffic

Customs officials stationed at each port of entry between Canada and the United States file with the Dominion Bureau of Statistics a copy of Form E 60 A for each Canadian automobile returning to Canada from the United States. Form E 60 A is a short questionnaire which requests the following information:

1. Number of persons in the automobile.
2. Length of stay in the United States.
3. Amount spent in the United States by all persons in the automobile.

An answer to question (3) is given voluntarily in nearly every case, and questions (1) and (2) are completed by the port officials. During periods of exceptionally heavy traffic at a few of the busier ports there are times when it is not possible to obtain answers to any of the questions. During such periods, however, a blank copy of the form stamped with the name of the port and the date of entry is filed for each returning automobile. In recent years more than 90 per cent of Forms E 60 A have been complete in all respects.

Forms E 60 A are used for two purposes: (1) The number of forms filed per month indicates the number of Canadian cars returning from the United States. Those forms which include an answer to the first question regarding number of persons in the car furnish a sample from which the total number of persons in all cars can be calculated each month.

Those forms which include an answer to the expenditure question furnish a sample of expenditures per car from which the total expenditures of all cars can be calculated each month. Separate records are maintained of the numbers of cars remaining out of Canada for (a) one day, (b) two days, and (c) three days and over, and appropriate sample expenditures are applied to each group.

B. Other Types of Traffic

Immigration officials stationed at each port of entry between Canada and the United States make a count of all residents of Canada returning from the United States each month, classifying them according to the following means of travel used in returning to Canada:

1. Train
2. Boat
3. Airplane
4. Through bus
5. Other (including automobile, commercial vehicle, local bus, pedestrian, etc.)

Average expenditure per person for each of the first four of these types of traffic are obtained on a sample basis by the use of a questionnaire post card distributed by Immigration officials at the ports. The residual traffic mentioned in the fifth classification above, after an appropriate deduction for automobiles, is given an estimated expenditure value based on observation of local characteristics at some of the more important ports where the amount of expenditures are of some significance.

II. UNITED STATES TRAVEL IN CANADA

A. Automobile Traffic

Statistical procedure respecting United States residents entering Canada by automobile has been patterned upon Customs procedure, in accordance with the methods used by the Canadian Customs in permitting entry of such vehicles into Canada.

All automobile traffic is classified in one or other of the following three groups:

1. Non-permit local traffic.
2. Holders of traveller's vehicle permits who do not come within the following special classes:
 - (a) Summer residents
 - (b) Commuters
 - (c) Local permit-holders
 Permit-holders not coming within (a), (b), or (c) above comprise the "Other" permit-holders.
3. Holders of traveller's vehicle permits who come within one or other of the following special classes:

- (a) Summer residents
- (b) Commuters
- (c) Local permit-holders.

The first of these groups, "Non-permit local traffic", consists of cars which are not required to apply for Customs permits. They are restricted to travel within the jurisdiction of the port of entry and may not remain within Canada more than 48 hours. Monthly records of volume and expenditures of this type of traffic are maintained by a procedure similar to that used in the case of Canadian automobiles visiting the United States and described above under IA. The questionnaire which is used in this case, referred to as Form E 49, contains two questions only:

- (a) Number of persons in the automobile.
- (b) Amount spent in Canada by all persons in the automobile.

The American motoring public has responded generously to the use of this form and a satisfactory

expenditure sample has been obtained, although the percentage of completed forms is not as high as in the case of Form E 60 A.

As the use of the Form E 49 is restricted to cars which remain in Canada less than 48 hours, the statistical procedure is somewhat simpler than it is in the case of Form E 60 A where length of stay has to be taken into consideration.

The second group referred to above consists of motorists who are required to apply for a traveller's vehicle permit. They are persons who wish to remain in Canada longer than 48 hours, or to travel beyond the jurisdiction of the port of entry. Permits are issued for specific periods up to a maximum of one year and give a complete record of the visit consisting of the following items:

- (a) Dates of entry and exit
- (b) Ports of entry and exit
- (c) State of registration of the vehicle
- (d) Number of persons in the vehicle.

In addition there is a voluntary expenditure questionnaire requesting the amount spent in Canada by all persons in the automobile, which is generally answered by more than three-quarters of the motorists to whom permits are issued.

The third group referred to above consists of permit-holders who are classed as summer residents, commuters or locals. These are: (1) Americans who have summer residences in Canada, or (2) Persons dwelling in the United States and working in Canada, or (3) residents of border communities, other than summer residents or commuters, who make frequent visits of short duration to Canada. In order to facilitate border crossings by these persons, most of whom are known personally to the border officials, they are issued traveller's vehicle permits good for periods of six months or more, one copy of which they are allowed to retain in their possession until expiry date. When these special types of permits

are finally surrendered the permit-holders are requested to estimate their total expenditures in Canada for the whole period of validity of the permit. In order to have a complete record of all border crossings, however, a record is maintained (by the use of Form E 49) of all intermediate trips made by these special permit-holders, and, after the first one on which the permit is issued, the count of these crossings is included with non-permit local traffic. Thus these special travellers are presented in the volume of travel figures of both the main groups of automobile traffic, which are referred to in (1) and (3) above.

B. Other Types of Traffic

- 1. Train
- 2. Boat
- 3. Airplane
- 4. Through bus
- 5. Other (including automobile, commercial vehicle, local bus, pedestrian, etc.)

The volume of traffic for each of the classifications shown above is obtained monthly by Canadian immigration officials stationed at the border. In the case of train and through bus traffic, adjustments are made to the total count of passengers on account of intransit traffic moving across Southern Ontario.

Expenditure estimates for each of the first four of these types of traffic are obtained on a sample basis by the use of a questionnaire post card distributed by United States border officials to the travellers on their return to the United States. These cards are addressed to the United States Department of Commerce which calculates average expenditure rates, and the data are made available to the Dominion Bureau of Statistics. The residual traffic mentioned in the fifth classification is handled in the same manner as the residual Canadian traffic returning from visits to the United States. (See above under "1.B").

III. OVERSEAS TRAVEL

Data on overseas traffic are obtained from two sources: (1) The Canadian Immigration Service furnishes the number of Canadians returning and the number of non-residents entering through Ca-

nadian ocean ports divided into immigrants and non-immigrants. (2) Average expenditure per person is obtained by means of questionnaires.

Note: Further details on description of methods appear on pages 4-9 in "Travel Between Canada and Other Countries, 1949".

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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