



TRAVEL BETWEEN CANADA
AND
OTHER COUNTRIES
1953

DOMINION BUREAU OF STATISTICS

International Trade Division

Balance of Payments Section

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TRAVEL BETWEEN CANADA AND OTHER COUNTRIES

1953

Leading Developments in Travel between Canada and Other Countries

The most significant development in Travel Between Canada and Other Countries during 1953 was the increase in expenditures by residents of the United States and other countries in Canada. Expenditures in Canada by travellers from the United States and other countries reached \$302 million during the past year to establish a new record. The increase of \$27 million over 1952 amounts to almost 10 per cent, and is 6 per cent over the previous record established in 1949. Most of the rise in expenditures can be attributed to an increase of nearly two million visits, a gain of 7 per cent in the volume of travel; the volume of short-term travellers showing the greatest percentage increase. The remainder of the increase can be traced to higher average expenditures of travellers arriving by automobile, train and bus. Travel receipts from the United States increased \$25 million from the year before to establish a new record of \$282 million, while receipts from overseas countries also set a new record at \$20 million. Receipts from foreign travel had been fairly constant throughout the five year period from 1948 through 1952.

Expenditures by residents of Canada in other countries also reached a new record in 1953, but

the rate of increase over 1952 was more moderate than in the previous year. Expenditures by residents of Canada in other countries are estimated at \$365 million an increase of \$24 million over 1952 or approximately 7 per cent. Compared with an increase of 10 per cent in our receipts from other countries the trend has been more favourable than the experience of the previous year, when in 1952 expenditures in other countries increased by 22 per cent but receipts were virtually unchanged. In 1953 expenditures in the United States reached a new record of \$307 million, an increase of \$13 million or 4 per cent over the previous year, whereas expenditures in other countries climbed to \$58 million, a gain of \$11 million or 23 per cent over the previous year.

The balance of payments on travel account with the United States changed favourably during the past year, the debit balance being reduced from \$37 million in 1952 to \$25 million in 1953. The debit balance in our travel account with overseas countries increased from \$29 million in the previous year to \$38 million in 1953, leaving a total debit balance in our account with all countries of \$63 million, a decrease of \$3 million from the previous year.

STATEMENT 1. Number and Expenditures of United States Travellers in Canada, 1950-1953

Type of transportation	Number of persons				Expenditures			
	1950	1951	1952	1953	1950	1951	1952	1953 ¹
	Thousands				\$ Millions			
Automobile:								
Non-permit or local traffic	8,843	9,000	9,085	9,557	20.1	18.8	18.6	21.9
Customs Permits	6,029	6,520	6,672	7,316	128.0	132.8	123.9	135.0
Repeat trips of permit holders	2,600	2,982	2,811	2,520	—	—	—	—
Total	17,472	18,502	18,568	19,393	148.1	151.6	142.5	156.9
Non-Automobile:								
Rail	1,093	1,116	1,111	1,026	43.5	43.6	45.9	43.9
Boat	212	259	303	326	13.7	10.5	14.2	14.2
Through bus	406	407	375	352	20.8	17.7	18.1	23.0
Plane	158	175	185	214	21.4	22.2	21.9	24.9
Other	4,176	4,421	5,735	6,714	12.2	12.4	14.4	19.3
Total	6,045	6,378	7,709	8,632	111.6	106.4	114.5	125.3
Grand Total	23,517	24,880	26,277	28,025	259.7	258.0	257.0	282.2

1. Subject to revision.

United States Travel Expenditures in Canada by Types of Transportation

An analysis of United States travel expenditures in Canada in 1953, according to type of transportation used in entering the country, indicates the automobile and non-automobile expenditures increased by nearly the same proportion. In contrast, automobile expenditures had declined by 6 per cent in 1952, the first decline to be registered since 1943, the result of lower average expenditures per visit for both the non-permit and customs permit travellers; a decline that was consistent for both types of traffic and distributed throughout the year. Non-automobile traffic on the other hand increased by 8 per cent in 1952 but the increase was not sufficient to offset a greater decrease in expenditures of automobile traffic. Expenditures by non-automobile travellers increased at a greater rate in 1953 to account for an overall gain of between 9 and 10 per cent or nearly 11 million for this type of traffic.

The total number of non-resident automobiles entering Canada during 1953 was 8.2 million, an increase of nearly 9 per cent over the previous year. The non-permit or local class increased by 8 per cent, while the gain in entries on customs permits amounted to 10 per cent. This is a reverse of the trend established in 1952 when the entries on customs permits increased under 3 per cent, and non-permit or local entries increased by 5 per cent. The increase in volume of traffic entering on customs permits, with higher average expenditures per car than the non-permit class, is reflected in the expenditures of automobile traffic where the increase amounted to slightly over 10 per cent. Expenditures of the customs permit automobile traffic increased at a rate slightly higher than the volume, indicating average expenditures somewhat above the 1952 figure.

STATEMENT 2. Average Declared Expenditure per Car of Non-Resident Motorists Travelling in Canada on Customs Permits, by Class of Permit, 1949-1953

Class of permit	1949	1950	1951	1952	1953
	\$	\$	\$	\$	\$
Commuter	296.07	311.90	288.16	320.25	301.23
Summer resident	384.42	299.11	345.66	322.36	315.79
Local	91.43	91.86	131.57	117.85	81.59
Other (See statement 3 for detail)	66.53	60.29	57.25	51.92	53.63

Statement 2 reveals that although the average expenditure of special classes (commuters, summer residents and locals) had declined in 1953 it was not sufficient to offset an increase in the "other class" due to the fact that the special classes account for less than 1 per cent of the volume. Expenditures of the special groups were \$4.6 million or slightly over 3 per cent of the expenditures of motorists travelling on customs permits in 1953, compared with nearly \$6 million or approximately 5 per cent of the expenditures of this type of traffic in 1952. In addition to a lower average rate of expenditure, the volume of the

special classes also declined in 1953. Average expenditures of the "other class" of permit holders advanced in 1953, with all provinces contributing to the increase with the exception of Ontario where lower averages were reported. When compared with the previous year average expenditures varied from a decline of \$2.17 per vehicle in Ontario to an increase of \$12.64 per car in Saskatchewan. Expenditures of the non-permit class increased by over \$3 million or 17 per cent in 1953, the result of an increase of 8 per cent in volume, and 13 per cent in average expenditure per vehicle.

STATEMENT 3. Average Declared Expenditure per Car of Non-Resident Motorists Travelling in Canada on Customs Permits¹ by Province of Exit 1949-1953

Province of Exit	1949	1950	1951	1952	1953
	\$	\$	\$	\$	\$
Atlantic Provinces	98.34	82.62	78.62	72.61	80.18
Quebec	66.52	62.52	59.87	55.07	57.05
Ontario	57.93	51.09	48.11	42.07	39.90
Manitoba	88.47	93.84	80.88	71.89	73.45
Saskatchewan	91.48	92.01	91.07	83.86	96.50
Alberta	134.44	143.57	126.53	114.31	116.23
British Columbia	84.35	80.38	84.91	84.11	93.29
Total (See table 1 for 1953 analysis)	66.53	60.29	57.25	51.92	53.63

1. Exclusive of commuters, summer residents and locals.

Bus traffic accounted for nearly half of the increase in expenditures of non-automobile traffic over the previous year. Expenditures of travellers by bus had increased year by year from a low of \$5 million in 1943 to a peak of \$24.4 million in 1949, declining in 1950 and 1951 to \$20.8 and \$17.7 million respectively. In 1952 the decline was replaced by a 2 per cent increase, and an increase of \$5 million in 1953 represents a gain of nearly 3 per cent. The increase in expenditures for this type of traffic can be credited solely to an increase in average expenditure per visit, the volume declining by over 5 per cent. A decrease in volume during the first three quarters of the year was replaced by a slight increase during the fourth quarter. Average expenditure per visit was consistently higher throughout each quarter to record an increase of approximately 25 per cent in the average for the year.

Expenditures of travellers arriving by airplane accounted for \$3 million of the increase in non-automobile traffic. Expenditures of airplane travellers had increased steadily year by year from a low of slightly over \$1 million in 1940 to a new record of nearly \$25 million in 1953, with the exception of 1948 and 1952 when minor declines were registered. The increase in expenditures for this type of traffic can be attributed to an increase of 15 per cent in the number of arrivals, the gain in volume appearing in each quarter of the year. Declines in the average declared expenditure during the second and fourth quarters were sufficient to more than offset higher rates in

the first and third quarters, leaving the average for the year slightly less than in 1952.

Expenditures of travellers arriving by boat remained unchanged from the previous year although the number of arrivals increased by over 7 per cent. Lower average expenditures per visit were sufficient to offset the increase in volume leaving the aggregate for the year unchanged from 1952.

After a temporary revival in 1952 expenditures of travellers by rail declined by \$2 million in 1953 to a figure only slightly higher than in 1951. Higher average expenditures in each of the four quarters of the year were not sufficient to counter a decline of over 8 per cent in the volume of this type of traffic, the decrease in volume being registered in each of the four quarters of the year.

Travellers from the United States not included in the classifications referred to 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. Expenditures for this group of travellers increased by nearly \$5 million in the past year, the gain in expenditures being due to a greater number of entries. Included in the expenditures of this classification are passenger fares earned by Canadian companies carrying residents of the United States overseas.

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

Common interests and closer ties existing between border communities is reflected in an analysis of the origin of automobile traffic entering Canada. Practically all of the non-permit cars and approximately 79 per cent of the automobiles entering on customs permits originate in the states forming the northern boundary of the United States. The border states supplemented by Oregon and California on the Pacific Coast, Massachusetts, Rhode Island, Connecticut and New Jersey on the Atlantic Seaboard normally account for 92 per cent of the cars entering Canada on customs permits. Although distance and time available are determining factors in automobile touring, their importance has gradually diminished due to faster cars, better roads and an extension of holiday practices in the United States. Automobile registrations in the United States totalled 46,289,129 in 1943, of which 2,465,495 or slightly over 5 per cent entered Canada on customs permits, leaving a great tourist potential.

An analysis of the origin of automobile traffic to Canada can be simplified by grouping the states by different regions as shown in Table 5. The North-Eastern states comprising the area from Pennsylvania to Maine normally contribute nearly half of the automobiles travelling in Canada on customs permits.

While the number of cars originating in this group of states has gradually increased during the past five years, the proportion of the total entering Canada has declined from 48 per cent in 1949 to 45 per cent in 1953.

The volume of entries originating in the states bordering the Great Lakes has also increased during the past five years, but the proportion they represent of the total has remained fairly constant, namely around 31 per cent.

The North-Western border states of Minnesota, North Dakota and Montana furnish around 3 per cent of the number of automobiles entering Canada on customs permits, although they aggregate approximately 1,200 miles of the international boundary.

Traffic from the West Coast States of Washington, Oregon and California has continued to increase year by year, but the proportion they represent of the total has remained around 11 per cent.

The remainder of the states not specified in Table 5 comprise well over half of the states in the Union, but furnish 8 per cent of the cars entering on customs permits, although they are gradually becoming

ing more important as a tourist potential. During the past five years the volume of automobile traffic from the other states has increased 56 per cent compared with a 30 per cent increase in the number originating in the Great Lakes area and increases of 28 per cent, 27 per cent and 20 per cent respectively in the North-Western, West Coast and North-Eastern areas.

The importance of the different regions as a source of automobile expenditures is slightly different from their importance as a source of volume. In 1953 the North-Eastern and Great Lakes States contributed 71 per cent of the expenditures and 77 per cent of the volume, the same relationship as in 1952. The North-Western and West Coast States contributed 18 per cent of the expenditures and 14 per cent of the volume in 1953 indicating higher than average rates of expenditure for automobiles from this region. The remaining states not specified in Table 5 accounted for 11 per cent of the expenditures in 1953 although they represent only 8 per cent of the volume of this type of traffic. Table 6 reveals an average expenditure of \$87.34 per car for the states and other countries not specified, whereas the average rate of expenditure for each of the other regions is as follows: North-Eastern \$55.79; Great Lakes \$48.75; North-Western \$60.79 and the West Coast States \$70.88 per car.

A marked uniformity in the range of average expenditures from year to year is also illustrated in Table 6. With the exception of New Jersey, average expenditure rates from year to year for each of the states shown in Table 6 varied less than \$12 per visit during the five year period from 1949 to 1952. In contrast to New Jersey, the greatest variation in expenditures from year to year for the state of Washington amounted to \$2.58 during the same period. This high degree of stability reflects unchanging habits in travel behaviour by residents of each of the states.

The length of stay in Canada is another factor to be taken into consideration in analysing automobile traffic by state of origin. The average length of stay for cars (including commuters, summer residents and locals) originating in the North-Eastern States amounted to 6.05 days in 1953 and expenditures averaged \$9.22 per car per day. Average length of stay for cars originating in this area varied from 3.98 days for cars registered in Maine, to 7.46 days for cars from the state of New York. Average expenditure rates per car per day varied from \$3.29 for cars originating in Vermont to \$17.55 per day for cars registered in New Jersey.

Automobiles entering Canada from the states bordering the Great Lakes stayed an average of 4.82 days in 1953 and spent approximately \$10.11 per car per day. Average length of stay for cars from this area varied from 4.35 days for Michigan cars, to 6.05 days for cars registered in Ohio. Average expenditure rates per car per day varied from \$6.97 for cars from Michigan to \$16.68 for cars originating in Wisconsin.

Average length of stay and average expenditure per car per day were more uniform for states within

the North-Western group. Average length of stay for cars from this area amounted to 5.30 days in 1953 and average expenditure per car per day was \$11.47. The length of visit varied from 5.20 days for cars from Minnesota, to 5.42 days for cars originating in Montana. Average expenditure per car per day varied from \$8.84 for cars registered in North Dakota to \$12.82 for cars from Minnesota.

The average length of stay for cars originating in the West-Coast states of California, Oregon and Washington amounted to 5.00 days in 1953 and expenditures were \$14.19 per car per day. The length of visit varied from 4.02 days for cars from the state of Washington, to 7.07 days for cars registered in California. Average expenditure per car per day was fairly uniform varying from \$13.37 per day for cars from Washington to \$16.80 per day for cars from Oregon. It will be noted that although the average expenditure per car is higher for vehicles registered in California; on a per day basis the average is higher for cars originating in Oregon. Cars originating in the states not specified above stayed an average of 6.84 days in Canada and spent \$12.40 per car per day. Further details on average expenditures per car per day for states not included in the above appear in Table 7.

Table 3 classifies all automobiles travelling on customs permits in Canada in 1953 according to province of entry and state or country of origin. In Table 4 similar information appears, but it is limited to visits lasting over 48 hours and excludes commuters, summer residents and locals. The special classes referred to, however, represent less than 1 per cent of the total and should have little effect on a comparison of the two tables. As the number of visits in Table 4 amounted to 43 per cent of the number recorded in Table 3, it will be noted that only this percentage of the number arriving on customs permits remained in Canada over 48 hours. This relationship between long and short-term visits has been constant in the aggregate during the past three years, with minor changes appearing in some of the provinces. In 1953 the proportion of long-term visits increased in New Brunswick and Alberta, and decreased in Ontario and British Columbia.

The relationship between short-term visits and visits lasting over two days is not uniform for all states. Approximately 66 per cent of the cars entering from Oregon remain more than 48 hours in Canada, followed by the Dist. of Columbia with 63 per cent long-term cars, Iowa, Massachusetts and Rhode Island with 62 per cent. Only 13 per cent of the cars originating in Vermont spend over 48 hours in Canada while the corresponding percentages for Maine and Michigan were 25 and 27 respectively. Table 4 shows that although over 50 per cent of the states have a higher proportion of their visits in the long-term category, some of the larger states have a high percentage of short-term traffic. A significant revelation from this analysis is that although the states of Michigan and New York normally contribute around 40 per cent of the number of automobiles travelling on customs permits in Canada, the proportion of short-term traffic is relatively high.

TRAVEL BETWEEN CANADA AND OTHER COUNTRIES



Although the states of Michigan and New York normally contribute around 40 per cent of the cars travelling in Canada on customs permits, or over 900,000 vehicles in 1953, it must be borne in mind that the number of automobile registrations for Michigan and New York in the same year amounted to over 6,000,000. 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 to registrations 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 proportion of entries to registrations are Wisconsin, Idaho and Minnesota, although Pennsylvania and Ohio have a low proportion of registrations visiting Canada. Normally 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.

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

Although no direct record is kept of the movements of American automobiles within Canada, the ports of entry into Canada and exit from Canada are known for all motorists travelling on customs permits. An examination of a sufficient number of customs permits, according to port of entry and corresponding port of exit, discloses some of the routes within Canada which attract the greatest number of American motorists. For such a study, an analysis is made each year of the four months from June through September, as it includes the principal tour-

ing season, the period during which most of the pleasure travel to Canada is concentrated. The analysis, however, understates the total volume of travel between the different provinces and between different border regions in Ontario to the extent that cars enter and leave by the same province after visiting other provinces, or enter and leave by the same region in Ontario after visiting other regions within the province. For this reason the figures should be considered as minimum data on interprovincial and interregional travel.

STATEMENT 4: Selected Routes Within Ontario Followed by Non-Resident Automobiles Travelling on Customs Permits¹ Which Departed from Canada During the Four Months June to September 1950-1953

Route	Number of cars				Percentage of entries via all ports in Ontario			
	1950	1951	1952	1953	1950	1951	1952	1953
Between: St. Clair, Detroit River Ports and Fort Erie, Niagara Falls.....	238,206	268,861	268,927	298,995	27.5	27.8	27.8	27.9
Fort Erie, Niagara Falls and St. Lawrence River Ports in Ontario.....	30,291	35,046	36,270	39,823	3.5	3.6	3.7	3.7
St. Lawrence River Ports in Ontario and Province of Quebec.....	25,714	28,306	28,595	29,025	3.0	2.9	3.0	2.7
St. Clair, Detroit River Ports and St. Lawrence River Ports in Ontario.....	9,421	10,012	10,354	11,787	1.1	1.0	1.1	1.1
Sault Ste Marie and St. Clair, Detroit River Ports.....	6,906	8,583	8,374	10,369	0.8	0.9	0.9	1.0
Sault Ste Marie and Fort Erie, Niagara Falls.....	5,420	6,827	7,782	8,558	0.6	0.7	0.8	0.8
Total of above	315,958	357,635	360,302	398,557	36.4	37.0	37.2	37.2

1. Exclusive of commuters, summer residents and locals.

Well defined preferences appear on the part of American motorists regarding the direction in which motor tours through Canada should be taken. During the four-month period under analysis in 1953, a total of 4,442 cars entered Canada through ports in the Maritimes and returned to the United States through ports in Quebec, whereas 7,462 vehicles entered Canada through ports in Quebec and returned to the United States through ports in the Maritimes. Similarly 2,824 entered through ports in the Maritimes and returned through ports in Ontario as against 5,395 travelling in the opposite direction. The same preference appears to exist between Ontario and Quebec as 51,366 entered through ports in Ontario and returned through ports in Quebec, whereas 35,835 entered through ports in Quebec and returned through ports in Ontario. Examination of the traffic between Ontario and Manitoba shows that 5,218 cars returned to the United States through ports in Manitoba after entering through Ontario as against 4,535 travelling in the opposite direction. The proximity of Ontario border points to large centres of population in the United States seems to be responsible for the preference, and Americans planning pleasure tours to Canada are likely to take the most direct route to the border. Similar preferences appear to exist with respect to the direction in which the more popular tours in Ontario are taken.

Table 2 shows that nearly half a million automobiles left Canada during June to September after having entered through Fort Erie and Niagara Falls. Of this number close to 300,000 or 60 per cent returned to the United States by way of Fort Erie and Niagara Falls and 143,599 returned through the St. Clair-Detroit River ports; of which a high proportion are likely to be intransit, as over 50 per cent remain less than one day in Canada.

Traffic in the opposite direction was next in importance for the four summer months. During this period a total of 382,985 cars returned to the United

States after having entered Canada through the St. Clair-Detroit River ports. Of this number 201,718 returned via the same group of ports and 155,396 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 has always been a popular itinerary with American motorists, involving as it does a trip north of Lake Ontario, and perhaps a visit to Ontario's largest city or some of the tourist resorts in Central Ontario. Automobiles using this route for entry and exit during the four-month period amounted to 39,823 in both directions. It is of interest to note that 64 per cent of the traffic over this route is classified in the three days and over group, indicating that it may be of more importance as a source of travel receipts to the province than the volume would indicate.

The route between the various ports of entry along the border in Quebec and the St. Lawrence River border ports has also been popular with American travellers. Motorists using this route during the four-month period in 1953 numbered 29,025.

A comparison of the number of automobiles travelling in both directions over the six most popular routes within Ontario appears in Statement 4. The statement shows the number of permit-holding cars, exclusive of commuters, summer residents and locals, which followed these routes during the four-month period June through September for the years 1950-1953. 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 four-month period, followed the routes given in Statement 4. The fact that approximately 60 per cent of the foreign automobiles entering Canada on customs permits during 1953, entered through ports in Ontario, conveys still further the importance of the six popular routes.

STATEMENT 5. Minimum Inter-Provincial Travel of Non-Resident Automobiles Travelling on Customs Permits¹ Which Departed from Canada During the Four Months June to September 1950-1953

Province of Entry	American cars leaving Canada by a Province Other than that of Entry				Percentage of all cars leaving Province			
	1950	1951	1952	1953	1950	1951	1952	1953
Atlantic Provinces.....	6,466	6,334	6,872	7,266	7.3	6.7	7.1	7.5
Quebec.....	35,536	37,979	38,068	41,501	14.9	14.8	15.0	16.1
Ontario.....	52,991	57,618	57,067	62,734	6.1	6.0	5.9	5.9
Manitoba	3,716	5,047	5,622	5,713	19.2	21.2	21.8	22.0
Saskatchewan	1,354	1,502	1,798	2,057	11.8	12.4	13.6	15.4
Alberta.....	10,629	12,179	14,680	16,052	36.7	40.1	43.2	45.5
British Columbia	8,652	9,816	8,714	10,899	6.2	6.3	5.4	6.5
Total	119,344	130,475	132,821	146,222	8.6	8.5	8.5	8.7

1. Exclusive of commuters, summer residents and locals.

In Statement 5 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. It must be borne in mind, however, that these figures 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. From Statement 5 it will be seen that the portion of the traffic leaving Canada by a

province other than that of entry increased during the past year. All provinces shared in the increase with the exception of Ontario where the portion leaving by a province other than that of entry remained the same; the lowest for any of the provinces. Compared with the other provinces, Alberta has a high percentage of automobile traffic leaving by other provinces and has shown a steady increase in this type of traffic during the past four years.

Intransit Automobile Traffic

An important feature of foreign automobile traffic in Canada is the volume of American cars that cross Southern Ontario as a shorter route between centres in the United States. Residents in cities like Buffalo and Detroit can save at least 100 miles by taking a short cut across Southern Ontario. Expenditures in Canada by the intransit travellers is very limited in comparison to the volume, but their passing through Canada may well serve as a medium of advertising and create a desire for a return trip, when they have more time at their disposal.

Although an exact division between intransit motorists and others is impossible, an analysis of motor traffic proceeding between the St. Clair-Detroit River Ports and Fort Erie-Niagara Falls in the summer months suggests a high proportion of it is intransit. Table 2 shows that in the four months from June through September 1953, approximately 87 per cent of American motorists made the trip in less than 48

hours, leaving only 13 per cent in Canada for three days or over. By way of comparison the route between Fort Erie-Niagara Falls and the St. Lawrence River Ports in Ontario shows that only 36 per cent made the trip in less than 48 hours, leaving 64 per cent of the traffic over this route in Canada three days or over. The high percentage of apparently intransit traffic over a route carrying such a heavy volume of traffic is a decisive factor in lowering the average expenditure per car for the province.

Statement 6 shows that the steady increase in the proportion of intransit traffic through the province of Ontario appears to have been checked in 1953. During the past year automobiles travelling intransit through Southern Ontario remained at the 1952 level, namely 26.1 per cent of the total number entering the province, although this type of traffic had increased steadily year by year from 20.5 per cent in 1946.

STATEMENT 6. Number of Non-Resident One and Two-Day Automobiles Travelling on Customs Permits¹ Intransit Between Selected Border Points in Ontario, 1949-1953

Border points	1949	1950	1951	1952	1953
Fort Erie—Windsor	97,383	115,297	121,358	115,246	126,079
Niagara Falls—Windsor	83,866	92,148	102,816	110,061	123,225
Fort Erie—Sarnia	26,168	31,384	35,129	36,323	39,384
Niagara Falls—Sarnia	59,054	61,019	71,935	80,979	97,589
Total of above	266,471	299,848	331,238	342,609	386,277
Total number of Cars¹ entering Ontario irrespective of length of visit	1,148,436	1,184,577	1,291,475	1,312,231	1,481,801
Intransit traffic as percentage of total traffic	23.2	25.3	25.6	26.1	26.1

1. Exclusive of commuters, summer residents and locals.

Receipts from United States Travellers by Province of Entry

Insufficient information on the movements of American travellers within Canada makes it impossible to give an accurate breakdown of receipts according to the province in which expenditures are made. Information available on customs permits make it possible to ascertain the number of such motorists leaving Canada by a province other than that of entry, but there is no way of determining what part of the expenditure is in the province of entry and what part is in the province of exit.

Statement 5 reveals for example that 45 per cent of the cars entering Canada on customs permits through ports in Alberta, leave Canada through ports in other provinces, whereas only 6 per cent of the cars entering through ports in Ontario leave through ports in other provinces. It is quite possible, however, for many of the motorists to have visited, or probably spent most of their vacation in other provinces, returning to the United States through ports within the province of entry. Regarding other types of transportation there is less information available on inter-provincial travel although in some instances

persons entering certain provinces by rail are destined to points beyond the province of entry.

Data appearing in Statement 7 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. To facilitate comparison between annual data, the distribution is presented in the form of percentages of the total expenditures each year. The statement shows that the provinces generally remained in the same order of importance from year to year. In comparing 1953 with the previous year it will be noted that the expenditures by travellers entering the Atlantic Provinces, Quebec, Ontario and Saskatchewan increased their share of the total, while expenditures of entries into the remaining provinces accounted for a smaller portion. Prior to 1953 the provinces of Alberta and British Columbia had been steadily improving their position from year to year.

STATEMENT 7. Distribution of United States Travel Expenditures in Canada by Province of Entry, 1949-1953

Province of entry	Percentage of total				
	1949	1950	1951	1952	1953 ²
Atlantic Provinces ¹	7.0	8.7	8.6	7.8	8.1
Quebec	18.8	19.8	19.1	18.3	18.6
Ontario	56.1	50.4	49.8	50.6	51.5
Manitoba.....	2.7	2.9	2.4	2.6	2.5
Saskatchewan	1.4	1.4	1.5	1.7	1.8
Alberta	2.6	3.3	3.3	3.5	2.9
British Columbia.....	11.4	13.5	15.3	15.5	14.6
Total	100.0	100.0	100.0	100.0	100.0

1. Entering mainly through ports in New Brunswick.

2. Subject to revision.

Receipts of United States Travellers in Canada During 1953, Classified by Length of Stay in Canada

The total number of entries into Canada by residents of the United States in 1953 amounted to over 28 million. Many types of travellers were represented in this figure, 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. Short-term visits are numerous particularly in the Windsor-Detroit area and the St. Stephen-Calais region where close social and economic relationships exist. In many communities close to the border an interdependence with the neighboring locality on the other side of the border

exists, resulting in heavy local traffic between Canadian and American centres, most of which is of a short-term nature. Short-term visits amount to approximately 85 per cent of the volume but their low average expenditure is responsible for diminishing their importance as a source of receipts from travel. In 1953 they contributed only 21 per cent of the expenditures of United States travellers in Canada. Expenditures of the short-term travellers, however, held a more important role in the aggregate than in the previous year, when they comprised less than 20 per cent of the total.

STATEMENT 8. Expenditures of United States Travellers in Canada by Length of Stay, 1953

Mode of travel	Number of persons	% of grand total	Expenditures ¹	% of grand total
Short term traffic:				
Automobile:				
Non-permit or local traffic	9,556,978	34.10	21,890,976	7.76
Customs permit holders:				
Commuters	6,986	0.03	898,215	0.32
Locals	9,755	0.03	355,077	0.12
Repeat trips	2,520,216	8.99	—	—
Other				
1 day's stay	2,731,651	9.75	6,604,116	2.34
2 days' stay	1,563,837	5.58	10,603,035	3.76
Rail, intransit	575,536	2.05	—	—
Bus, intransit	67,219	0.24	201,657	0.07
Airplane, intransit	7,414	0.03	22,242	0.01
Other travellers (pedestrians, local bus, etc.)	6,714,369	23.96	19,302,264	6.84
Total	23,753,961	84.76	59,877,582	21.22
Long term traffic:				
Automobile:				
Customs permit holders:				
Summer Residents	24,040	0.09	3,383,175	1.20
Other				
More than two days' stay	2,979,781	10.63	113,140,150	40.09
Rail	450,573	1.61	43,885,774	15.55
Bus	284,986	1.02	22,858,314	8.10
Airplane	206,001	0.73	24,864,864	8.81
Boat	325,404	1.16	14,187,401	5.03
Total	4,270,785	15.24	222,319,678	78.78
Grand Total	28,024,746	100.00	282,197,260	100.00

1. Subject to revision.

In statement 8 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". Approximately 15 per cent or over 4.3 million visits were of over 48 hours duration, an increase of 5 per cent in the number of long-term entries compared with 1952. Expenditures of this group increased by 8 per cent in 1953, but their importance in the aggregate declined slightly.

The pattern of American automobile travel in Canada in 1953 is given in Tables 1 and 1A which

analyse this type of traffic in considerable detail according to length of visit. A comparison with similar tables prepared in previous years indicates little change in the general behaviour. The average length of stay declined during the year although it remained slightly higher than in 1951. An examination of the average length of visit during the past seven years (excluding special groups such as summer residents and commuters, etc.) reveals the following:

Year	Average length of visit in days
1947	5.39
1948	5.28
1949	4.99
1950	4.80
1951	4.51
1952	4.62
1953	4.58

The continued drop in average length of visit amounting to 16 per cent between 1947 and 1951 had been checked temporarily in 1952 by a drop of nearly 1 per cent in the portion of automobiles remaining one day in Canada. During 1952 the 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 reviving the average length of stay from 4.51 to 4.62 days per visit. In 1953 automobile traffic reverted somewhat to the previous trend toward a shorter length of visit. A

higher portion of the traffic in the one and two day classes, together with a smaller portion in the other groups specified below, had the effect of lowering the average length of stay from 4.62 to 4.58 days per visit. In addition to this factor, the average length of visit for the groups staying fifteen days and over declined slightly. A summary on length of stay as recorded in Table 1, in comparison with the previous year appears hereunder:

Length of stay (Days)	Average length of stay		Per cent of total entries	
	1952	1953	1952	1953
1	1	1	34.8	35.1
2	2	2	21.4	21.8
3-7	4.3	4.3	30.6	30.1
8-14	9.9	9.9	9.2	9.1
15 and over	41.0	40.9	4.0	3.9
	4.62	4.58	100.0	100.0

An examination of Table 1 indicates higher average expenditures per car per day for nearly all lengths of stay. Although the groups for thirty days and over are not on a strictly comparable basis with the previous year, part of the information appears in Statement 9 in condensed form. Statement 9 reveals that the two day class was the only group to record a decline in average expenditure per car per day when compared with the previous year. Although the

average expenditure per car per day for all groups advanced from \$11.23 in 1952 to \$11.42 in 1953 the greatest percentage increase occurred in the group remaining fifteen days or over. From data given in Statement 9 it would appear that the trend which developed in average expenditure per car per day was more encouraging in 1953 than the experience of the previous year.

**STATEMENT 9. Average Expenditures of Non-Resident Motorists Travelling in Canada
on Customs Permits¹ Classified by Length of Visit, 1951-1953**

Length of stay (Days)	Percent of total expenditures			Average expenditure per car per day			Per cent change in average exp. per car per day in 1953
	1951	1952	1953	1951	1952	1953	
	%	%	%	\$	\$	\$	%
1	4.9	5.0	5.1	7.83	7.53	7.55	+0.3
2	7.7	8.0	7.8	10.51	9.68	9.41	-2.8
3-7	42.5	42.1	41.9	18.90	16.74	17.03	+1.7
8-14	27.0	26.3	26.4	16.63	14.91	15.31	+2.7
15 and over	17.9	18.6	18.8	6.72	5.92	6.13	+3.5
Total	100.0	100.0	100.0	12.67	11.23	11.42	+1.7

1. Exclusive of commuters, summer residents and locals.

Statement 9 also reveals the importance of each group from an expenditure viewpoint. Expenditures of the one-day group comprised a greater part of the total than in the previous year, the result of a greater percent of the total volume and slightly higher average expenditures per day. Expenditures of the two-day class declined in importance in 1953, the result of lower average expenditures per car per day; the volume of this group having advanced in importance during the year. Expenditures of the group staying from three to seven days inclusive declined in importance during the year. This decline can be attributed to a decrease in the volume as average expenditures per day advanced nearly 2 per cent. Expenditures of the group remaining eight to 14 days inclusive formed a greater percentage of the total in 1953, the result of a greater portion of the volume,

and an increase in expenditure rates per day of nearly 3 per cent. Expenditures of the group remaining fifteen days and over also constitutes a greater part of the total in 1953 due entirely to an increase of between 3 and 4 per cent in average expenditure rates per day. A lower percentage of the total cars fell in this group during 1953.

Summarizing Table 1 we find that nearly 2.5 million American cars carrying over 7 million persons travelled in Canada on customs permits during 1953. They spent over \$128 million and stayed an average of 4.58 days. The average number of persons per car was 2.96 and the average length of stay per person amounted to 4.19 days. Cars with a short duration of stay normally carry the highest average number of persons per car.

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

Residents of the United States spent more on travel outside their own country in 1953 than any previous year according to the United States Department of Commerce. Expenditures on travel outside the United States surpassed the previous record established in 1952 by approximately 10 per cent. For the first time in over twenty years Canada received a smaller portion of United States travel expenditures in other countries than Europe and the Mediterranean area. In 1953 European and Mediterranean countries received 33 per cent of all expenditures on travel in other countries by residents of the United States, 32 per cent went to Canada, 21 per cent to Mexico, 9 per cent to the West Indies and Central America and 5 per cent to other countries.

In the decade from 1920 to 1929 European and Mediterranean countries received a greater proportion of United States expenditures on travel than Canada, but the margin became progressively smaller. During this period the automobile was rapidly becoming a more important means of transportation and better highways were being developed to accommodate the increase in automobile traffic. Accompanying the development of automobile transportation in the United States was a pronounced increase in expenditures on travel in other countries, the greater part of which came to Canada. In 1920 Canada received 27 per cent of United States expenditures in other countries compared with 54 per cent to Europe and the Mediterranean area. By 1929 Canada was receiving 37 per cent as against 44 per cent for European and Mediterranean countries. During the depression American expenditures in other countries fell by 60 per cent in the period from 1929 to 1933, but the decline in travel to Europe was greater than to Canada and in 1931 Canada received a share slightly larger than that of Europe. From 1933 to 1937 foreign travel by residents of the United States made a rapid recovery, particularly to Canada. Assisted by a co-ordinated programme of travel promotion, Canada's lead increased during this period to

a point where her share was 45 per cent of the total as against 28 per cent for Europe.

From 1937 to 1942, expenditures in foreign countries by residents of the United States experienced another decline, accelerated as it was by the early years of the war when pleasure travel across the Atlantic came to a virtual standstill. During this period Canada improved her position still further until her share of the total amounted to 51 per cent in 1939. In 1942 when American travel expenditures in foreign countries were at the lowest level for many years, Canada was receiving 46 per cent of the total as against 3 per cent for Europe and the Mediterranean. Beginning in 1943 American expenditures in foreign countries again experienced a rapid recovery until in 1953 they were nearly six times the 1942 figure. During the ten year period ending in 1953 Canada's share of American expenditures declined from 47 per cent to 32 per cent, whereas the proportion to Europe climbed from 7 per cent to 33 per cent. In the same period the portion going to Mexico declined from 35 per cent in 1944 to 21 per cent in 1953, although Mexico has improved her position in the last half of the period. From this it follows that the improvement made by Europe and the Mediterranean countries in their position as recipients of United States expenditures on travel during the post war years, was largely at the expense of Mexico, and Canada in particular, although expenditures of Canada have increased.

Internal travel in the United States is another related factor of major significance. While comparable statistics in this field are not available, there are clear signs of rising expenditures on travel within the United States. The growth in this sphere indicates that expenditures by Americans on travel in Canada have not kept pace with expenditures on vacations and travel in the United States in recent years.

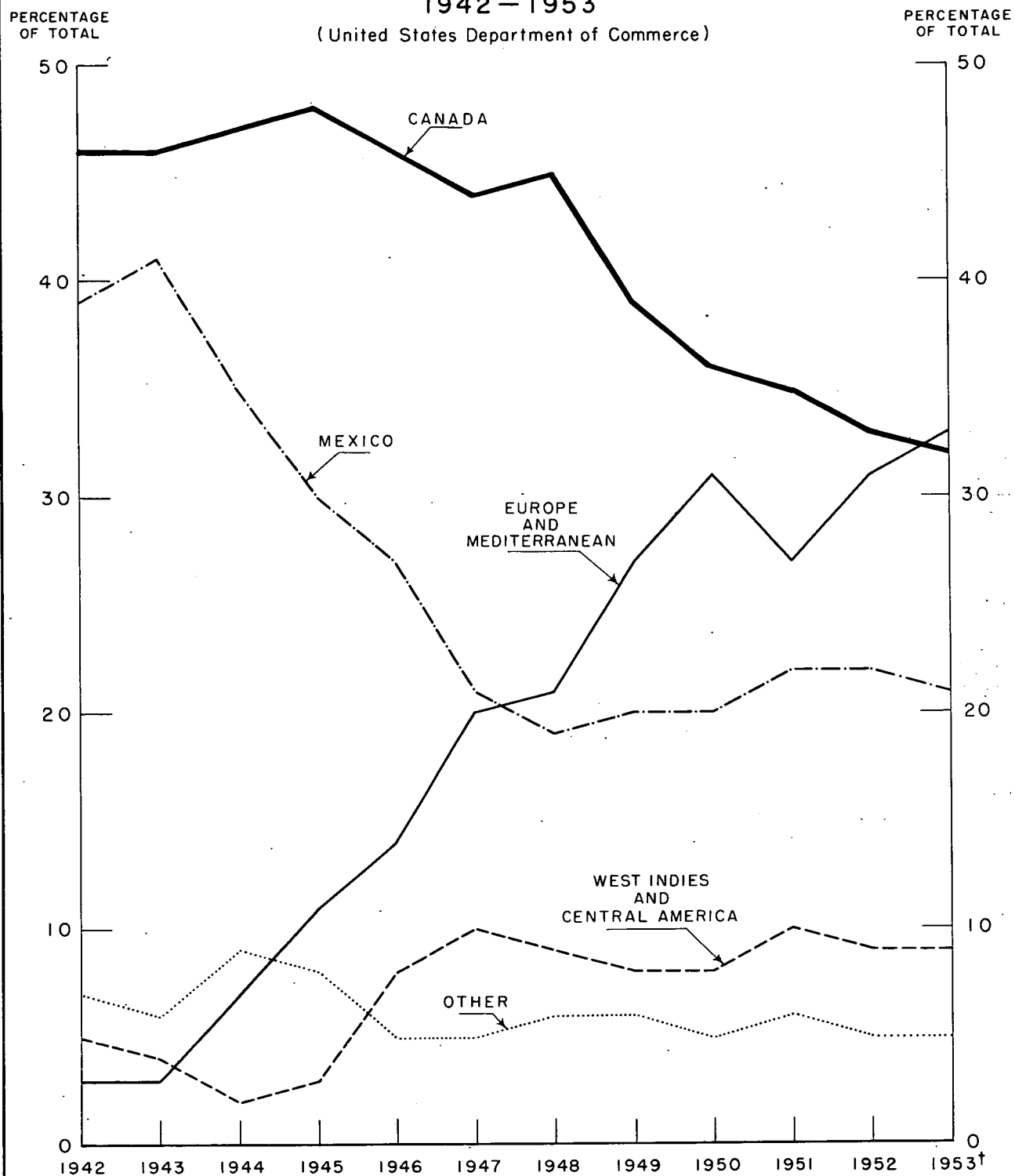
Canadian Travellers in the United States

Canadian travel to the United States reached an all-time record in 1953, when 23.3 million re-entries into Canada were reported by immigration officials. This constitutes an increase of over 8 per cent over the previous year or nearly 2 million additional re-entries. In 1952 the increase over the previous year amounted to nearly 16 per cent or close to 3 million re-entries. Approximately 65 per cent of the increase in 1953 occurred in the automobile traffic where the number of persons re-entering by this means of transportation amounted to 1.2 million. The remainder of the increase (35 per cent) amounting to 0.6 million re-entries were by other means of transportation.

Expenditures by residents of Canada in the United States also reached a new record in 1953, but the rate of increase over 1952 was more moderate than in the previous year, and also more moderate than the rate of increase in volume would indicate. Expenditures by residents of Canada in the United States are estimated at \$307 million, an increase of nearly 5 per cent, or over \$13 million higher than the previous year. Compared with an increase of \$25 million in our receipts from residents of the United States travelling in Canada, the change in trend had the effect of reducing the debit balance in our account with the United States from \$37 million in 1952 to \$25 million in 1953.

DISTRIBUTION OF TRAVEL EXPENDITURES* IN FOREIGN COUNTRIES BY RESIDENTS OF THE UNITED STATES 1942-1953

(United States Department of Commerce)



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

† DATA FOR 1953 ARE SUBJECT TO REVISION

**STATEMENT 10. Expenditures of Canadian Travellers in the United States
by Length of Stay, 1953**

Mode of travel	Number of persons	% of grand total	Expenditures ¹	% of grand total
Short term traffic:				
Motorists:				
One day	11,267,753	48.33	16,654,476	5.42
Two days	927,167	3.98	31,838,766	10.36
Rail intransit	7,692	0.03	—	—
Other travellers (pedestrians, local bus, etc.)	8,349,145	35.82	21,795,182	7.09
Total	20,551,757	88.16	70,288,424	22.87
Long term traffic:				
Motorists—more than two days	1,389,432	5.96	84,441,744	27.48
Rail	504,831	2.17	61,623,478	20.05
Through Bus	538,222	2.31	45,924,020	14.95
Airplane	200,456	0.86	39,898,525	12.98
Boat	127,144	0.54	5,114,764	1.67
Total	2,760,085	11.84	237,002,531	77.13
Grand total	23,311,842	100.00	307,290,955	100.00

1. Subject to revision.

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 over 20 per cent, expenditures by Canadians in the United States exceeded expenditures of Americans in Canada by \$25 million or approximately 9 per cent. It will be noted that in a corresponding comparison in 1952, visits by Americans to Canada exceeded return visits by residents of Canada by 22 per cent and Canadian expenditures in the United States were 14 per cent higher than American expenditures in Canada. From this it follows that average expenditures by Canadians in foreign countries are higher than non-resident expenditures in Canada. In 1953 the average rate per person for visits lasting longer than 48 hours was \$86 for Canadians visiting the United States, and \$52 for Americans visiting Canada, compared with \$88 and \$51 respectively in 1952. The difference is less pronounced in the short-term traffic. If the population of the two countries is taken into consideration, residents of Canada spent an average of \$20.79 per capita in the United States during 1953, and residents of the United States spent an average of \$1.77 per capita in Canada.

Most of the gain in expenditures by Canadians in the United States was in the short-term category accounting as it did for nearly 73 per cent or over \$10 million of the increase over 1952. Within the short-term group, expenditures of the two-day motorists accounted for 41 per cent of the increase, followed in order of importance by other travellers making up 34 per cent of the advance over 1952, and the one-day motorists 25 per cent. 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 \$72 million in 1953, an increase of nearly \$6 million during the year. It is of interest to note that the advance in value of declared purchases made up 42 per cent of the total increase of Canadian travel expenditures in the United States in 1953, and 41 per cent of the increase in 1952 over 1951. Statement 11 reveals that close to 50 per cent of the expenditures declared under the \$100 customs exemption are for clothing. Statement 11 also shows that the pattern of expenditures for purchases of merchandise did not change materially during the three-year period of 1950 through 1952. A comparable breakdown on purchases by commodity for 1953 is not available.

**STATEMENT 11. Imports Under the \$100 Customs Exemption Declared by Canadian Travellers
Returning From The United States, 1950-1952**

Type of Commodity	Declared value			Percentage of total declarations		
	1950	1951	1952	1950	1951	1952
	(\$ million)			%		
Clothing	15.5	21.7	30.9	47.4	46.4	46.6
Furniture and household appliances	4.2	6.2	8.6	12.8	13.3	13.0
Boots and shoes	2.8	3.9	5.2	8.6	8.3	7.8
Radio sets	1.3	1.6	2.3	4.0	3.4	3.5
Automobile accessories including tires and tubes	0.5	0.8	1.5	1.5	1.7	2.3
Other	8.4	12.6	17.8	25.7	26.9	26.8
Total	32.7	46.8	66.3	100.0	100.0	100.0

Canadian Expenditures in the United States by Types of Transportation

The total number of re-entries of Canadian automobiles into Canada from the United States during 1953 amounted to 4.6 million, an increase of 10 per cent over 1952. Expenditures of Canadian motorists increased by 12 per cent or approximately \$14 million. Most of the additional expenditure occurred in the three day and over category, where the rate of increase in volume was over 12 per cent compared with a 10 per cent increase in expenditures amounting to nearly \$8 million. A greater proportion of the automobile traffic was recorded in the long-term group in 1953, but the average expenditure per vehicle declined. Expenditures in the one and two day classes show a greater rate of gain than the increase in volume. Average expenditures per car were higher in the one and two day classes and lower in the three days and over class.

Comparing Canadian automobile traffic with the cars entering Canada from the United States on customs permits, we find that the percentage distribution on length of stay for Canadian cars was as follows:

one day 83.6 per cent; two days 6.6 per cent and three days and over 9.8 per cent. The corresponding breakdown for American cars entering Canada on customs permits was 35.1 per cent in the one day class, 21.8 per cent in the two day class and 43.1 per cent in the three days and over category. A more suitable comparison can be made if the non-permit and customs permit automobiles (including special classes) are treated as a unit. A comparison on this basis reveals that 13.3 per cent of the American automobiles remain in Canada three days or over in comparison to 9.8 per cent of the Canadian automobiles with a similar length of stay in the United States.

Expenditures of Canadians returning by rail declined by over \$13 million or 18 per cent during the year. The decrease in expenditures for this type of traffic can be traced to a combination of three factors, namely: a decrease of nearly 8 per cent in the number of persons returning, a decline of 10 per cent in the average length of stay, and a decline of over 11 per cent in average expenditure.

STATEMENT 12. Expenditures of Canadian Travellers in the United States by Types of Transportation Used to Re-Enter Canada, 1949-1953

Type of transportation	1949	1950	1951	1952	1953 ¹
	(\$ Million)				
Automobile	52.9	67.3	93.9	118.5	133.0
Train	46.2	47.0	58.2	75.2	61.6
Boat	4.6	3.5	3.9	3.8	5.1
Bus (Exclusive of local bus)	33.1	42.0	48.8	51.6	45.9
Airplane	9.7	13.8	22.1	26.1	39.9
Other (pedestrians, local bus, etc.)	18.4	19.1	19.0	18.4	21.8
Total	164.9	192.7	245.9	293.6	307.3

1. Subject to revision.

Expenditures of Canadians returning by bus were also lower in 1953 by nearly \$6 million. This is the first decline to be recorded for this type of traffic since 1948 when exchange restrictions on travel and purchases were responsible for a decrease in bus expenditures. The lower figure in 1953 can be traced to a decline of between 8 and 9 per cent in the number of persons returning, accompanied by lower average expenditures of nearly 3 per cent. The average length of stay reported by bus passengers in 1953 was somewhat higher than the previous year.

Canadians returning by plane spent an additional \$14 million in the United States during 1953 when compared with the previous year, or an increase of 53 per cent. The increase in expenditures of passengers returning by plane was sufficient to offset the decrease reported by rail traffic and is accounted for by an increase in volume amounting to 21 per cent, and an increase in average expenditures of 26 per

cent. A substantial increase of nearly 40 per cent was reported in the average length of stay.

Although boat travel is relatively of less importance as a means of transportation for Canadians returning from the United States the rate of increase was worthy of mention in 1953. Expenditures rose at approximately the same rate as the number of re-entries to a point slightly higher than 1952. Average expenditures reported were also higher than the year before.

Expenditures of the residuary classification referred to as "Other Travellers" were over \$3 million higher than in the previous year. This group includes persons proceeding on foot and by ferry, taxi, motorcycle, bicycle and local bus. The additional \$3 million in expenditures of this group can be accounted for by an increase of over 8 per cent in volume and higher average expenditures per person.

Travel Between Canada and Overseas Countries

STATEMENT 13. Balance of Payments on Travel Account Between Canada and Overseas Countries, 1952-1953¹

Net Credits (+) Net Debits (-)

	All Overseas Countries		United Kingdom		Other Sterling Area		Other O.E.E.C. Countries		All Other Countries	
	1952	1953	1952	1953	1952	1953	1952	1953	1952	1953
Receipts	18	20	10	12	3	3	4	4	1	1
Payments	47	58	27	31	5	6	13	18	2	3
Net Balance	- 29	- 38	- 17	- 19	- 2	- 3	- 9	- 14	- 1	- 2

1. Subject to revision.

Travel between Canada and overseas countries produced the greatest debit balance in 1953 of any year on record. Although travel with overseas countries customarily results in a debit balance, in 1953 it stood at \$38 million, a new peak.

The number of non-resident travellers by air and water arriving by way of Canadian ports in 1953 was some 21,600, of whom 11,300 or 52 per cent travelled by boat and the remaining 48 per cent representing 10,300 passengers arrived by air. Compared with a total of 22,100 arrivals in the previous year the 1953 figure represents a decline of over 2 per cent. The decline from 1952 was due to a decrease of 7 per cent in the number arriving by boat, while air traffic showed an increase of between 3 and 4 per cent. Visitors arriving in Canada directly

from overseas were supplemented by an estimated 16,600 who arrived via the United States. The total number of entries direct and by way of the United States amounted to 38,200, the decline in entries arriving direct being offset by an increase in arrivals via the United States.

Total expenditures in Canada by non-immigrant arrivals from overseas countries are estimated at \$20 million, an increase of 11 per cent or \$2 million higher than the previous record established in 1949 and 1952. Included in these totals are transportation costs paid to Canadian carriers. Expenditures of overseas travellers in Canada are higher than the number of arrivals indicate, due to higher transportation costs and normally longer visits.

**STATEMENT 14. Visitors Entering Canada Direct from Overseas Countries,
by Type of Transportation, 1952-1953**

Type of transportation	I Qr.		II Qr.		III Qr.		IV Qr.		Year	
	1952	1953	1952	1953	1952	1953	1952	1953	1952	1953
Boat	1,010	909	5,184	4,848	4,429	4,152	1,553	1,406	12,176	11,315
Airplane	1,773	1,557	2,636	2,839	3,476	3,763	2,017	2,101	9,902	10,260
Total	2,783	2,466	7,820	7,687	7,905	7,915	3,570	3,507	22,078	21,575
Percentage distribution by quarters:										
Boat	8.3	8.0	42.6	42.9	36.4	36.7	12.7	12.4	100.0	100.0
Airplane	17.9	15.2	26.6	27.6	35.1	36.7	20.4	20.5	100.0	100.0

Canadians travelled to overseas countries in greater numbers during 1953 than ever before. Residents of Canada returning via Canadian ports after visits to overseas countries numbered 61,500, an increase of 12 per cent over the previous record in 1952. Statement 15 shows the number of Canadians returning direct through the main ports of re-entry for the years 1950 through 1953. Statement 15 also reveals that 45 per cent of the residents of Canada returning direct from overseas in 1953, re-entered through the ports of Gander, Dorval and Malton compared with 38 per cent using the same ports of re-entry in 1952, indicating the increasing importance of air travel. Canadian travellers returning from overseas countries via the United States are estimated at 19,000 making a total of 80,500 via Canadian and United States ports.

Canadian travel expenditures in overseas countries amounted to \$58 million in 1953, the highest

ever recorded, an increase of 23 per cent or \$11 million over the previous year. Included in this amount are transportation costs to non-Canadian carriers. Transportation costs paid to Canadian carriers do not represent a movement of funds out of Canada and consequently are not included in expenditures of Canadians in overseas countries.

Most of the expenditures of Canadians in overseas countries are in the United Kingdom and Europe. Expenditures in the United Kingdom increased from \$27 million in 1952 to \$31 million in 1953, a gain of 15 per cent. Expenditures in the O.E.E.C. countries of Europe climbed from \$13 million in 1952 to \$18 million in 1953, an increase of 38 per cent. Expenditures in other Commonwealth countries are chiefly in Bermuda and the British West Indies, while expenditures in all other countries are predominately in Latin America.

**STATEMENT 15. Residents of Canada Returning Direct from Overseas Countries,
Principal Ports of Re-entry, 1950-1953**

Port of re-entry	1950	1951	1952	1953
Gander, Nfld.	4,853	4,084	6,799	9,457
Dorval, Que.	6,793	7,277	9,652	12,841
Malton, Ont.	3,882	3,370	3,602	4,158
Halifax, N.S.	4,573	3,592	4,393	4,208
St. John, N.B.	778	1,993	1,711	1,297
Quebec ¹ , P.Q.	19,541	19,936	24,827	24,796
Vancouver, B.C.	896	997	1,300	1,924
Total Principal Ports	41,316	41,249	52,284	58,681
Other Ports	2,485	2,916	2,528	2,801

1. Many returning residents cleared at Quebec disembark at Montreal.

Quarterly Distribution of Travel Expenditures

Statement 16 presents an analysis of international travel expenditures by quarters during the past four 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 are more evenly distributed and although the third quarter is most important, the seasonal peak is less pronounced.

As a result of this concentration in the summer months the third quarter is the only period of the year when receipts exceed payments. In each of the other quarters the expenditures of Canadians on travel outside Canada exceeds the total of receipts from non-resident travellers in Canada. During the past three years the excess of receipts in the third quar-

ter has not been sufficient to offset the deficits in the first, second and fourth quarters, although a slight improvement was experienced in 1953. Contributing factors to this trend have been the expansion of winter travel, particularly to southern resorts, accompanied by comparative stability of expenditures of United States travellers in Canada. Most of the increase in receipts during 1953 was concentrated in the third quarter.

From Statement 16 it will be seen that resort 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 16. Quarterly Estimates of the Balance of Payments on Travel Account Between Canada and Other Countries, 1950-1953¹

	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	156	42	275
1953	26	57	172	47	302
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	56.7	15.3	100.0
1953	8.6	18.9	56.9	15.6	100.0
Quarterly payments:					
1950	36	58	79	53	226
1951	54	74	96	56	280
1952	63	97	110	71	341
1953	68	95	124	78	365
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	28.4	32.3	20.8	100.0
1953	18.6	26.0	34.0	21.4	100.0

1. Subject to revision.

STATISTICAL TABLES

TABLE 1. Number of and Expenditures by Non-Resident Motorists Travelling on Customs Permits¹ Who Departed from Canada in 1953 Classified by length of Visit

Day's stay	Number of Permits	% of Total permits	Average Expenditure per car	Estimated expenditures	% Total expenditures	Number of car days	Average expenditure per car per day
		%	\$	\$	%		\$
1	862,921	35.12	7.55	6,515,054	5.07	862,921	7.55
2	534,899	21.77	18.82	10,066,799	7.83	1,069,798	9.41
3	288,268	11.73	46.97	13,539,948	10.54	864,804	15.66
4	179,401	7.30	67.96	12,192,092	9.49	717,604	16.99
5	118,371	4.81	88.46	10,471,099	8.15	591,855	17.69
6	83,038	3.38	107.85	8,955,648	6.97	498,228	17.97
7	70,038	2.84	124.13	8,693,817	6.77	490,266	17.73
8	74,953	3.04	133.30	9,991,235	7.78	599,624	16.66
9	47,076	1.92	147.70	6,953,125	5.41	423,684	16.41
10	30,374	1.24	153.98	4,676,989	3.64	303,740	15.40
11	21,870	.89	163.20	3,569,184	2.78	240,570	14.84
12	17,690	.72	172.54	3,052,233	2.38	212,280	14.38
13	16,117	.66	176.51	2,844,812	2.21	209,521	13.58
14	16,183	.66	175.45	2,839,307	2.21	226,562	12.53
15	17,016	.69	176.38	3,001,282	2.34	255,240	11.76
16	10,323	.42	183.87	1,898,090	1.48	165,168	11.49
17	6,441	.26	197.23	1,270,358	.99	109,497	11.60
18	4,598	.19	201.24	925,302	.72	82,764	11.18
19	3,722	.15	207.88	773,729	.60	70,718	10.94
20	3,238	.13	216.66	701,545	.55	64,760	10.83
21	2,975	.12	210.61	626,565	.49	62,475	10.03
22	2,887	.12	213.69	616,923	.48	63,514	9.71
23	2,270	.09	231.92	526,458	.41	52,210	10.08
24	1,789	.07	215.39	385,333	.30	42,936	8.97
25	1,591	.06	221.74	352,788	.27	39,775	8.87
26	1,487	.06	221.59	329,504	.26	38,662	8.52
27	1,432	.06	234.96	336,463	.26	38,664	8.70
28	1,494	.06	215.89	322,540	.25	41,832	7.71
29	1,602	.07	212.26	340,041	.26	46,458	7.32
30- 39	9,534	.39	191.03	1,821,280	1.42	318,716	5.71
40- 49	3,965	.16	271.49	1,076,458	.84	174,884	6.16
50- 59	3,189	.13	274.17	874,328	.68	173,527	5.04
60- 69	2,848	.12	295.44	841,413	.65	182,460	4.61
70- 79	1,928	.08	361.16	696,316	.54	143,337	4.86
80- 89	1,566	.06	411.34	644,158	.50	132,120	4.88
90- 99	1,392	.06	444.15	618,257	.48	130,864	4.72
100-119	1,788	.07	498.43	891,193	.69	195,180	4.57
120-139	1,505	.06	588.38	885,512	.69	193,926	4.57
140-169	1,861	.08	654.43	1,217,894	.95	286,448	4.25
170-199	2,100	.09	587.59	1,233,939	.96	383,940	3.21
200-over	1,639	.07	555.02	909,678	.71	445,304	2.04
Totals	2,457,379	100.00	53.63	128,478,689²	100.00	11,246,836	11.42
Average length of stay						per car 4.58	

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 8 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 1953, 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	2,731,651	2,731,651	2.39
2	2.92	1,563,837	3,127,674	3.22
3	2.85	822,449	2,467,347	5.49
4	2.79	500,898	2,003,592	6.09
5	2.76	326,669	1,633,345	6.41
6	2.78	230,569	1,383,414	6.47
7	2.87	201,124	1,407,868	6.18
8	3.03	226,758	1,814,064	5.51
9	2.91	137,135	1,234,215	5.63
10	2.82	85,531	855,310	5.47
11	2.75	60,091	661,001	5.40
12	2.76	48,840	586,080	5.21
13	2.80	45,152	586,976	4.85
14	2.90	46,997	657,958	4.32
15	2.99	50,928	763,920	3.93
16	2.80	28,895	462,320	4.11
17	2.64	17,025	289,425	4.39
18	2.58	11,843	213,174	4.34
19	2.56	9,522	180,918	4.28
20	2.57	8,306	166,120	4.22
21	2.56	7,607	159,747	3.92
22	2.54	7,331	161,282	3.83
23	2.51	5,687	130,801	4.02
24	2.43	4,353	104,472	3.69
25	2.37	3,777	94,425	3.74
26	2.30	3,424	89,024	3.70
27	2.35	3,370	90,990	3.70
28	2.43	3,628	101,584	3.18
29	2.44	3,906	113,274	3.00
30- 39	2.38	22,728	759,783	2.40
40- 49	2.35	9,306	410,459	2.62
50- 59	2.34	7,451	405,440	2.16
60- 69	2.39	6,806	436,033	1.93
70- 79	2.36	4,553	338,492	2.06
80- 89	2.35	3,680	310,474	2.07
90- 99	2.32	3,232	303,845	2.03
100-119	2.29	4,096	447,124	1.99
120-139	2.33	3,501	451,120	1.96
140-169	2.29	4,265	656,475	1.86
170-199	2.12	4,455	814,501	1.51
200-over.....	2.38	3,893	1,057,699	.86
Totals	2.96	7,275,269	30,663,416	4.19
Average length of stay			per person 4.21	

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 1953, 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	879	3,633	9,227	13,739
	Lake Erie Ports	—	1	9	10
	St. Clair and Detroit River Ports	445	2,113	2,544	5,102
	Sault Ste. Marie	23	447	811	1,281
	Total of above	1,347	6,194	12,591	20,132
	St. Lawrence River Ports	9,049	7,996	47,551	64,596
	All Ports in the Province of Quebec ..	730	3,551	11,844	16,125
	All Ports in Canada	11,128	17,794	73,339	102,261
(b) Fort Erie and Niagara Falls	St. Lawrence River Ports	1,493	8,229	16,362	26,084
	Lake Erie Ports	7	51	70	128
	St. Clair and Detroit River Ports	73,933	53,949	15,717	143,599
	Sault Ste. Marie	22	776	3,060	3,858
	Total of above	75,455	63,005	35,209	173,669
	Fort Erie and Niagara Falls	108,918	56,804	134,012	299,734
	All Ports in Canada	184,436	120,768	191,142	496,346
(c) Lake Erie Ports	St. Lawrence River Ports	—	10	16	26
	Fort Erie and Niagara Falls	—	50	124	174
	St. Clair and Detroit River Ports	62	22	73	157
	Sault Ste. Marie	—	—	10	10
	Total of above	62	82	223	367
	Lake Erie Ports	7	23	459	489
	All Ports in Canada	69	105	700	874
(d) St. Clair and Detroit River Ports	St. Lawrence River Ports	380	2,304	4,001	6,685
	Fort Erie and Niagara Falls	70,383	60,355	24,658	155,396
	Lake Erie Ports	51	43	56	150
	Sault Ste. Marie	—	115	5,460	5,575
	Total of above	70,814	62,817	34,175	167,806
	St. Clair and Detroit River Ports	92,139	28,221	81,358	201,718
	All Ports in Canada	162,970	91,455	128,560	382,985
(e) Sault Ste. Marie	St. Lawrence River Ports	59	638	1,005	1,702
	Fort Erie and Niagara Falls	60	859	3,781	4,700
	Lake Erie Ports	—	—	6	6
	St. Clair and Detroit River Ports	50	294	4,450	4,794
	Total of above	169	1,791	9,242	11,202
	Sault Ste. Marie	4,461	3,066	17,524	25,051
	All Ports in Canada	4,632	5,302	29,978	39,912
Section II. Traffic from Ontario to Other Provinces:					
St. Lawrence River Ports	All Ports in Quebec	730	3,551	11,844	16,125
All Ports in Ontario West of Kingston and East of Sault Ste. Marie (Includes Sault Ste. Marie)	All Ports in Quebec	81	1,738	33,351	35,170
All Ports in Ontario	All Ports in Quebec	811	5,289	45,266	51,366
All Ports in Ontario	All Ports in Maritime Provinces	3	121	5,271	5,395
All Ports in Ontario	All Ports in Manitoba	98	1,168	3,952	5,218
All Ports in Ontario	All Ports in Maritimes, Quebec and Manitoba	912	6,578	54,489	61,979
All Ports in Ontario	All Ports in Ontario	367,750	236,524	405,221	1,009,495
All Ports in Ontario	All Ports in Canada	368,662	243,115	460,452	1,072,229

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 1953, 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	194	509	3,739	4,442
	All Ports in Ontario	3	151	2,670	2,824
	All Ports in Quebec and Ontario	197	660	6,409	7,266
	All Ports in the Maritime Provinces	33,596	12,151	44,443	90,190
	All Ports in Canada	33,793	12,801	50,862	97,456
Section IV. Traffic from Quebec to Other Provinces:					
All Ports in Quebec	All Ports in Ontario on the St. Lawrence River	1,045	3,420	8,435	12,900
	All Ports in Ontario West of Kingston and East of Sault Ste. Marie (Includes Sault Ste. Marie)	45	1,406	19,436	20,887
	All Ports in Ontario	1,090	4,826	27,919	33,835
	All Ports in the Maritime Provinces	209	400	6,853	7,462
	All Ports in Ontario and the Maritime Provinces	1,299	5,226	34,772	41,297
	All Ports in Quebec	62,609	46,946	107,102	216,657
	All Ports in Canada	63,942	52,210	142,006	258,158
Section V. Traffic from Manitoba to Ontario:					
All Ports in Manitoba	All Ports in Ontario	52	871	3,612	4,535
	All Ports in Manitoba	5,533	4,022	10,752	20,307
	All Ports in Canada	5,623	4,940	15,457	26,020
Section VI. Traffic Between the Prairie Provinces:					
All Ports in Manitoba	All Ports in Saskatchewan	40	42	561	643
	All Ports in Alberta	—	3	249	252
	All Ports in Saskatchewan and Alberta	40	45	810	895
All Ports in Saskatchewan	All Ports in Manitoba	41	57	541	639
	All Ports in Alberta	6	27	592	625
	All Ports in Manitoba and Alberta ..	47	84	1,133	1,264
	All Ports in Saskatchewan	2,063	1,960	7,303	11,326
	All Ports in Canada	2,110	2,057	9,216	13,383
All Ports in Alberta	All Ports in Manitoba	—	5	228	233
	All Ports in Saskatchewan	3	44	485	532
	All Ports in Manitoba and Saskatchewan	3	49	713	765
	All Ports in Alberta	5,166	3,015	11,038	19,219
	All Ports in Canada	5,307	4,131	25,833	35,271
Section VII. Traffic Between the Prairie Provinces and British Columbia:					
All Ports in the Prairie Provinces	All Ports in British Columbia	138	974	14,727	15,839
	All Ports in the Prairie Provinces ..	12,852	9,175	31,749	53,776
	All Ports in Canada	13,040	11,128	50,506	74,674
All Ports in British Columbia	All Ports in the Prairie Provinces ..	98	597	10,077	10,772
	All Ports in British Columbia	35,450	37,775	84,480	157,705
	All Ports in Canada	35,548	38,372	94,684	168,604

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 1953, Classified by United States Federal States or Countries of Registration

	Nfld. ¹ P.E.I. N.S.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C. and Y.T.	Total
Alabama.....	—	220	324	2,879	55	23	130	253	3,884
Arizona.....	—	46	125	1,156	72	42	291	865	2,597
Arkansas.....	1	43	89	1,472	60	28	99	215	2,007
California.....	10	701	2,280	19,010	1,170	818	5,412	42,219	71,620
Colorado.....	1	73	184	2,052	182	252	998	1,918	5,660
Connecticut.....	132	6,886	23,422	16,868	49	15	134	221	47,727
Delaware.....	3	179	852	1,660	5	2	26	41	2,768
Dist. of Columbia.....	29	315	1,249	2,818	30	7	66	83	4,597
Florida.....	19	1,056	2,866	10,982	166	76	381	758	16,304
Georgia.....	1	379	650	3,203	56	18	128	397	4,832
Idaho.....	—	23	53	772	54	104	1,185	6,125	8,316
Illinois.....	25	943	3,151	68,525	1,972	569	2,404	2,651	80,240
Indiana.....	11	515	1,270	32,828	378	151	628	755	36,536
Iowa.....	2	170	455	12,561	1,141	664	872	935	16,800
Kansas.....	1	134	309	4,629	682	497	787	1,440	8,479
Kentucky.....	2	136	325	6,057	54	28	103	259	6,964
Louisiana.....	1	125	300	2,139	98	56	205	374	3,298
Maine.....	8	91,072	20,459	3,315	14	7	51	58	114,984
Maryland.....	47	918	3,253	9,888	44	12	131	201	14,494
Massachusetts.....	463	24,117	52,367	29,219	67	29	253	421	106,936
Michigan.....	21	1,126	3,374	472,595	1,137	527	1,491	1,645	481,916
Minnesota.....	3	257	754	27,066	10,523	1,460	2,037	1,500	43,600
Mississippi.....	—	151	189	1,270	47	28	125	287	2,097
Missouri.....	6	266	770	9,776	624	190	741	976	13,349
Montana.....	—	22	77	632	266	4,136	10,134	2,714	17,981
Nebraska.....	—	110	177	3,249	695	499	645	893	6,268
Nevada.....	—	18	37	385	15	12	151	628	1,246
New Hampshire.....	11	2,233	22,877	3,492	8	5	44	104	28,774
New Jersey.....	207	4,203	22,100	34,575	89	35	447	576	62,232
New Mexico.....	—	341	80	624	40	64	244	341	1,734
New York.....	466	9,134	115,159	389,921	245	127	1,047	1,372	517,471
North Carolina.....	11	351	950	4,246	32	18	119	251	5,978
North Dakota.....	—	14	71	1,642	15,265	7,145	597	375	25,109
Ohio.....	44	1,422	4,886	149,586	323	147	1,037	1,361	158,806
Oklahoma.....	1	99	209	2,550	288	311	590	798	4,846
Oregon.....	1	81	229	1,845	154	238	940	23,492	26,980
Pennsylvania.....	169	3,669	15,567	112,865	172	97	707	1,034	134,280
Rhode Island.....	46	1,833	9,460	5,037	7	6	39	54	16,482
South Carolina.....	2	151	368	1,615	14	15	54	131	2,350
South Dakota.....	—	94	44	1,427	756	580	327	359	3,587
Tennessee.....	6	175	391	4,894	43	35	115	320	5,979
Texas.....	4	1,594	978	7,656	524	423	1,723	2,964	15,866
Utah.....	1	26	92	1,203	34	31	1,315	1,901	4,603
Vermont.....	7	588	91,446	3,563	5	5	26	75	95,715
Virginia.....	27	726	2,375	7,502	57	25	159	551	11,422
Washington.....	—	94	282	2,986	280	449	2,052	171,397	177,540
West Virginia.....	6	106	300	5,936	13	9	29	84	6,483
Wisconsin.....	3	269	790	26,922	1,210	425	1,076	943	31,638
Wyoming.....	—	11	40	376	67	235	648	526	1,903
U.S. Government.....	—	34	28	73	25	5	10	42	217
Total U.S.	1,798	157,249	408,083	1,517,542	39,307	20,680	42,953	277,883	2,465,495
Other countries²	9	66	239	726	32	32	1,018	7,725	9,847
Grand total	1,807	157,315	408,322	1,518,268	39,339	20,712	43,971	285,608	2,475,342

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 8,790, Argentina 1, Australia 2, Bahamas 35, Belgium 3, Bermuda 28, Brazil 3, British West Indies 3, Chili 2, China 2, Colombia 3, Costa Rica 2, Cuba, 50, Denmark 2, England 54, France 44, French Morocco 1, Germany 37, Guam 6, Guatemala 4, Haiti 4, Hawaiian Islands 481, Hong Kong 3, India 2, Ireland 4, Italy 13, Jamaica 2, Japan 6, Java 1, Mexico 83, Netherlands 13, Netherlands Antilles 22, Nicaragua 1, North Ireland 1, Norway 2, Panama Canal Zone 92, Peru 1, Philippine Islands 6, Puerto Rico 1, Scotland 2, South Africa 7, St. Pierre & Miquelon 1, Switzerland 9, Venezuela 16, Virgin Islands 1, Wales 1.

TABLE 4. Number of Non-Resident Automobiles Which Entered Canada on Customs Permits¹ Through Provinces Indicated, and Which Departed in 1953 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	—	60	190	581	37	16	97	147	1,128	29
Arizona	—	20	73	386	57	38	231	546	1,351	52
Arkansas	1	23	55	354	40	17	74	101	665	33
California	9	434	1,596	6,701	905	731	4,336	27,964	42,676	60
Colorado	—	40	145	653	116	178	779	938	2,849	50
Connecticut	128	4,196	15,278	6,009	42	15	111	146	25,925	54
Delaware	3	162	527	760	3	2	24	32	1,513	55
Dist. of Col.	29	272	948	1,487	24	5	53	70	2,888	63
Florida	19	688	1,894	5,092	131	62	334	503	8,723	53
Georgia	1	120	409	1,029	48	15	108	207	1,937	40
Idaho	—	14	38	219	37	76	843	3,333	4,560	55
Illinois	24	603	2,326	33,779	1,542	481	1,911	1,402	42,068	52
Indiana	10	303	822	14,950	278	129	494	445	17,431	48
Iowa	2	80	283	7,464	787	571	677	473	10,337	62
Kansas	1	57	169	1,809	463	329	613	580	4,021	47
Kentucky	2	78	218	2,417	41	23	83	133	2,995	43
Louisiana	1	56	227	655	67	41	171	214	1,432	43
Maine	8	16,270	11,031	1,019	12	7	46	46	28,439	25
Maryland	43	710	2,277	4,899	32	8	96	121	8,186	56
Massachusetts	454	20,882	34,910	9,586	52	28	213	264	66,389	62
Michigan	20	813	2,454	122,096	1,007	490	1,311	1,124	129,315	27
Minnesota	3	101	494	12,376	5,480	1,198	1,572	864	22,088	51
Mississippi	—	49	118	318	34	21	108	130	778	37
Missouri	6	150	501	4,128	395	145	578	474	6,377	48
Montana	—	11	39	200	183	2,260	5,245	1,508	9,446	53
Nebraska	—	40	120	1,558	469	415	480	356	3,438	55
Nevada	—	10	35	136	10	12	115	400	718	58
New Hampshire	11	1,774	10,531	925	8	2	38	54	13,343	46
New Jersey	204	3,412	15,366	17,357	74	32	396	333	37,174	60
New Mexico	—	53	50	237	25	40	188	198	791	46
New York	458	7,258	54,598	142,019	209	114	915	918	206,489	40
North Carolina	11	208	603	1,615	23	17	101	130	2,708	45
North Dakota	—	8	47	839	6,081	3,507	491	227	11,200	45
Ohio	43	1,032	3,323	90,112	253	133	861	762	96,519	61
Oklahoma	1	35	126	944	198	172	460	384	2,320	48
Oregon	1	55	140	542	109	207	690	16,172	17,916	66
Pennsylvania	162	2,679	10,370	59,519	140	87	608	641	74,206	55
Rhode Island	46	1,428	7,022	1,663	7	6	34	32	10,238	62
South Carolina	2	87	259	517	7	9	51	70	1,002	43
South Dakota	—	22	31	682	543	482	252	179	2,191	61
Tennessee	6	83	236	1,152	31	20	94	178	1,800	30
Texas	4	330	574	2,320	346	265	1,380	1,519	6,738	42
Utah	1	10	65	209	28	23	995	835	2,166	47
Vermont	7	401	10,913	1,022	3	3	22	36	12,407	13
Virginia	26	475	1,584	3,455	44	17	132	224	5,957	52
Washington	—	64	193	859	224	393	1,486	73,251	76,470	43
West Virginia	6	64	190	3,173	9	7	27	34	3,510	54
Wisconsin	2	134	590	13,579	844	374	837	502	16,862	53
Wyoming	—	5	25	103	38	144	506	265	1,086	57
U. S. Government	—	12	14	31	23	4	8	30	122	56
Total U. S.	1,755	65,871	194,027	583,535	21,559	13,371	31,275	139,495	1,050,888	43
Other countries³ ..	7	35	168	385	23	28	976	6,635	8,257	84
Grand total	1,762	65,906	194,195	583,920	21,582	13,399	32,251	146,130	1,059,145	43
Long term visits as % of long and short term visits	98	42	48	38	55	65	73	51	43	

1. Exclusive of commuters, summer residents and locals.

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

3. Other countries comprise: Alaska 7,457, Argentina 1, Australia 2, Bahamas 24, Belgium 3, Bermuda 26, Brazil 3, British West Indies 2, Chili 1, China 2, Colombia 3, Costa Rica 1, Cuba 44, Denmark 2, England 32, France 26, French Morocco 1, Germany 28, Guam 4, Guatemala 4, Haiti 4, Hawaiian Islands 355, Hong Kong 2, India 2, Ireland 4, Italy 8, Jamaica 2, Japan 7, Java 1, Mexico 69, Netherlands 13, Netherlands Antilles 19, Nicaragua 1, North Ireland 1, Norway 1, Panama Canal Zone 62, Philippine Islands 4, Peru 1, Puerto Rico 1, St. Pierre & Miquelon 1, Scotland 2, South Africa 6, Switzerland 7, Venezuela 16, Virgin Islands 1, Wales 1.

**TABLE 5. Number of Non-Resident Automobiles Travelling in Canada on Customs Permits
Which Departed in the Years 1949-1953**

Classified by U.S. Federal States of Registration

State of origin	1949	1950	1951	1952	1953
North Eastern:					
Connecticut	32,663	34,808	40,149	42,079	47,727
Maine	102,095	121,566	113,102	113,076	114,984
Massachusetts	86,300	92,538	104,088	100,716	106,936
New Hampshire	22,268	23,698	25,511	25,813	28,774
New Jersey	46,043	48,365	55,288	55,539	62,232
New York	443,239	444,848	465,754	472,686	517,471
Pennsylvania	101,788	110,292	120,528	119,745	134,280
Rhode Island	12,735	13,961	14,991	14,970	16,482
Vermont	86,785	91,398	88,160	87,168	95,715
	933,916	981,474	1,027,571	1,031,792	1,124,601
% of Total	47.7	48.1	46.7	45.8	45.4
Great Lakes:					
Illinois	62,170	63,376	69,979	73,532	80,240
Indiana	27,281	27,849	31,530	32,097	36,536
Michigan	364,458	383,404	427,731	428,668	481,916
Ohio	130,827	128,249	143,042	145,038	158,806
Wisconsin	24,608	24,993	27,714	28,856	31,638
	609,344	627,871	699,996	708,191	789,136
% of Total	31.2	30.7	31.8	31.4	31.9
North Western:					
Minnesota	35,196	32,747	34,708	38,420	43,600
Montana	12,948	14,299	15,017	16,589	17,981
North Dakota	19,809	18,934	23,307	24,559	25,109
	67,953	65,980	73,032	79,568	86,690
% of Total	3.5	3.2	3.3	3.5	3.5
West Coast:					
California	54,644	56,986	59,535	64,342	71,620
Oregon	19,525	21,098	25,416	26,238	26,980
Washington	143,466	150,367	162,734	166,452	177,540
	217,635	228,451	247,685	257,032	276,140
% of Total	11.1	11.2	11.3	11.4	11.2
Other:					
	127,600	139,182	151,838	177,346	198,775
% of Total	6.5	6.8	6.9	7.9	8.0
Total	1,956,448	2,042,958	2,200,122	2,253,929	2,475,342

**TABLE 6. Average Expenditure Per Car Declared by Non-Resident Permit-Holding Motorists¹
by U.S. Federal State of Registration, 1949-1953**

State of registration	Average declared expenditure per car				
	1949	1950	1951	1952	1953
North Eastern:					
Connecticut	78.53	82.63	78.76	67.63	71.32
Maine	31.45	22.20	22.08	20.90	22.08
Massachusetts	85.34	91.52	85.03	79.45	83.06
New Hampshire	52.70	51.16	51.27	46.66	47.93
New Jersey	87.22	95.71	89.52	81.50	93.91
New York	55.95	59.22	58.11	51.83	53.34
Pennsylvania	79.83	84.58	82.09	74.78	78.08
Rhode Island	79.90	83.75	78.73	69.70	76.35
Vermont	17.96	13.65	15.16	14.14	14.12
Great Lakes:					
Illinois	89.74	94.02	89.48	83.56	79.67
Indiana	74.43	74.27	68.62	64.80	67.02
Michigan	45.57	37.60	33.82	30.49	30.32
Ohio	87.99	92.41	88.93	79.65	78.80
Wisconsin	80.50	86.61	81.06	76.88	79.25
North Western:					
Minnesota	70.30	78.50	72.82	66.56	66.65
Montana	75.93	73.48	70.74	59.27	64.95
North Dakota	58.86	55.66	51.48	45.50	47.65
West Coast:					
California	106.08	113.24	110.28	99.47	102.41
Oregon	92.05	97.11	103.32	92.74	99.82
Washington	49.55	50.06	53.55	50.18	53.76
Other	93.64	100.11	92.42	86.84	87.34

1. Including commuters, summer residents and locals.

TABLE 7. Average Declared Expenditure per Car, Total Expenditures in Canada of Non-Resident Permit-Holding Motorists¹ Who Departed in 1953, Average Length of Visit and Average Expenditure per Car per Day

State of origin	Entries on customs permits as % of automobile registrations	Average expenditure per car	Total expenditures	Average length of visit (days)	Average expenditure per car per day
		\$	\$		\$
Alabama	0.6	54.14	210,280	4.85	11.16
Arizona	1.0	92.62	240,534	8.88	10.43
Arkansas	0.6	61.52	123,471	7.08	8.69
California	1.5	102.41	7,334,604	7.07	14.48
Colorado	1.1	79.44	449,630	5.88	13.51
Connecticut	6.6	71.32	3,403,890	4.79	14.89
Delaware	2.6	87.51	242,228	5.30	16.51
Dist. of Columbia	2.8	103.99	478,042	6.48	16.05
Florida	1.5	101.68	1,657,791	12.44	8.17
Georgia	0.6	68.05	328,818	6.37	10.68
Idaho	3.8	76.40	635,342	7.27	10.51
Illinois	3.1	79.67	6,392,721	5.38	14.81
Indiana	2.8	67.02	2,448,643	4.54	14.76
Iowa	1.8	97.15	1,632,120	5.88	16.52
Kansas	1.2	89.23	756,581	6.75	13.22
Kentucky	1.0	68.47	476,825	5.79	11.82
Louisiana	0.5	93.23	307,473	8.76	10.64
Maine	50.4	22.08	2,538,847	3.98	5.55
Maryland	2.1	88.25	1,279,095	5.45	16.19
Massachusetts	8.6	83.06	8,882,104	5.87	14.15
Michigan	19.9	30.32	14,611,693	4.35	6.97
Minnesota	4.2	66.65	2,905,940	5.20	12.82
Mississippi	0.6	74.50	156,227	7.04	10.58
Missouri	1.2	85.19	1,137,201	5.72	14.89
Montana	8.8	64.95	1,167,866	5.42	11.98
Nebraska	1.3	97.07	608,435	5.83	16.65
Nevada	1.6	93.40	116,376	7.65	12.21
New Hampshire	18.7	47.93	1,379,138	4.03	11.89
New Jersey	3.9	93.91	5,844,207	5.35	17.55
New Mexico	0.8	83.00	143,922	7.96	10.43
New York	14.1	53.34	27,601,903	7.46	7.15
North Carolina	0.6	67.48	403,395	7.03	9.60
North Dakota	12.7	47.65	1,196,444	5.39	8.84
Ohio	5.8	78.80	12,513,913	6.05	13.02
Oklahoma	0.7	106.25	514,888	8.70	12.21
Oregon	4.1	99.82	2,693,144	5.94	16.80
Pennsylvania	4.6	78.08	10,484,582	5.04	15.49
Rhode Island	6.8	76.35	1,258,401	5.46	13.98
South Carolina	0.4	78.41	184,264	6.51	12.04
South Dakota	1.6	93.26	334,524	6.19	15.07
Tennessee	0.7	47.96	286,753	4.27	11.23
Texas	0.6	86.52	1,372,726	7.83	11.05
Utah	2.0	73.54	338,505	4.42	16.64
Vermont	85.2	14.12	1,351,496	4.29	3.29
Virginia	1.3	77.15	881,207	5.87	13.14
Washington	20.9	53.76	9,544,550	4.02	13.37
West Virginia	1.7	75.74	491,022	5.37	14.10
Wisconsin	3.0	79.25	2,507,312	4.75	16.68
Wyoming	1.7	117.46	223,526	7.45	15.77

1. Including commuters, summer residents and locals.

TABLE 8. Balance of Payments on Travel Account Between Canada and Other Countries, 1926-1953

(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	257	294	- 37	18	47	- 29	275	341	- 66
1953 ²	282	307	- 25	20	58	- 38	302	365	- 63

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

2. Subject to revision.

TABLE 9. Number of Foreign Automobiles and Other Vehicles Entering Canada, by Province of Entry, 1949-1953

Entering by ports in	1949	1950	1951	1952	1953
Non-permit class – Local traffic¹					
Atlantic Provinces	961, 707	865, 466	890, 596	967, 478	1, 009, 549
Quebec	218, 196	276, 231	287, 626	289, 369	348, 679
Ontario	3, 357, 224	3, 378, 024	3, 670, 008	3, 806, 941	4, 127, 205
Manitoba	57, 520	54, 119	65, 060	71, 783	71, 334
Saskatchewan	21, 217	20, 755	21, 390	25, 655	25, 493
Alberta	17, 674	19, 717	17, 029	19, 847	23, 254
British Columbia	90, 221	95, 722	105, 542	109, 917	122, 165
Yukon	552	1, 192	992	2, 263	1, 520
Canada²	4, 724, 311	4, 711, 226	5, 058, 243	5, 293, 253	5, 729, 199
Traveller's vehicle permits¹					
Atlantic Provinces	130, 751	148, 265	151, 219	152, 421	161, 286
Quebec	362, 425	374, 246	384, 156	393, 507	413, 016
Ontario	1, 200, 491	1, 236, 290	1, 343, 083	1, 362, 363	1, 534, 135
Manitoba	31, 129	26, 315	35, 480	38, 040	39, 971
Saskatchewan	14, 155	15, 715	16, 786	19, 288	21, 155
Alberta	34, 637	35, 812	37, 454	42, 743	44, 450
British Columbia	214, 805	221, 642	247, 801	262, 550	283, 846
Yukon	1, 561	1, 863	3, 622	7, 253	8, 255
Canada³	1, 989, 954	2, 060, 148	2, 219, 601	2, 278, 165	2, 506, 114
Commercial vehicles					
Atlantic Provinces	76, 260	79, 272	84, 394	89, 951	83, 707
Quebec	36, 750	44, 238	45, 307	43, 110	59, 019
Ontario	95, 844	112, 825	108, 366	138, 571	190, 197
Manitoba	4, 262	4, 505	6, 990	6, 801	7, 218
Saskatchewan	3, 414	5, 521	4, 769	5, 658	7, 927
Alberta	3, 155	3, 862	3, 924	3, 988	6, 013
British Columbia	8, 538	10, 980	14, 707	14, 606	17, 232
Yukon	678	366	333	1, 051	1, 176
Canada	228, 901	261, 569	268, 790	303, 736	372, 489

1. "Non-permit Class" and Traveller's Vehicle Permits are defined on page 46.

2. Includes 4,566 motorcycles, 22,164 bicycles and 73,736 taxis in 1953.

3. Includes 1,247 motorcycles, 1,737 bicycles and 3,228 other vehicles in 1953.

**TABLE 10. Number of Foreign Automobiles and Other Vehicles Entering Canada,
by Month of Entry, 1949-1953**

Month	1949	1950	1951	1952	1953
Non-permit class – Local traffic¹					
January	244,609	250,428	264,544	265,842	298,313
February	239,202	229,037	231,951	269,327	286,351
March	253,881	259,925	296,211	313,361	342,090
April	315,660	315,198	336,229	351,242	377,232
May	406,528	394,928	433,970	442,886	482,461
June	501,106	484,504	539,502	558,429	579,338
July	695,554	690,785	745,704	806,530	819,809
August	626,231	634,708	718,260	733,555	806,771
September	456,460	467,622	490,436	462,597	561,904
October	388,556	382,285	393,898	400,192	448,066
November	302,135	296,431	310,452	356,539	373,782
December	294,389	305,375	297,086	332,753	353,082
Total²	4,724,311	4,711,226	5,058,243	5,293,253	5,729,199
Traveller's vehicle permits¹					
January	32,590	36,185	40,941	38,113	47,422
February	35,826	39,006	38,935	52,439	57,448
March	46,160	47,711	62,718	62,515	71,587
April	83,510	87,058	86,360	96,379	106,709
May	153,988	144,640	148,286	179,463	183,509
June	221,002	237,867	290,453	289,088	297,616
July	453,045	471,823	489,058	501,019	544,420
August	426,302	437,145	503,956	534,262	546,185
September	264,467	277,388	281,212	232,580	305,212
October	141,089	143,124	147,558	140,607	169,530
November	76,120	80,104	76,040	88,016	99,192
December	55,855	58,097	54,084	63,684	77,284
Total³	1,989,954	2,060,148	2,219,601	2,278,165	2,506,114
Commercial vehicles					
January	14,993	18,817	20,213	22,594	30,773
February	14,908	17,596	19,153	22,037	30,667
March	17,609	20,278	21,607	22,614	31,568
April	16,266	18,878	21,201	21,922	29,455
May	18,584	21,935	24,746	25,126	31,436
June	19,591	23,628	25,777	24,442	33,342
July	20,572	23,481	23,764	25,482	32,635
August	23,163	25,410	24,010	27,677	32,513
September	22,085	24,148	24,207	27,760	31,404
October	21,431	24,049	22,607	28,806	29,936
November	19,918	21,941	21,381	26,424	27,448
December	19,781	21,408	20,124	28,852	31,312
Total	228,901	261,569	268,790	303,736	372,489

1. "Non-permit Class" and Traveller's Vehicle Permits are defined on page 46.

2. Includes 4,566 motorcycles, 22,104 bicycles and 73,736 taxis in 1953.

3. Includes 1,247 motorcycles, 1,737 bicycles and 3,228 other vehicles in 1953.

**TABLE 11. Number of Foreign Travellers Entering Canada from the United States,
by Province of Entry, 1949-1953**

Province of entry	1949	1950	1951	1952	1953
(a) Rail¹					
Atlantic Provinces	18,889	14,431	13,722	13,584	12,837
Quebec	198,552	163,862	160,180	158,982	143,159
Ontario	242,293	191,125	208,499	219,559	202,179
Manitoba	23,819	17,548	17,109	17,753	19,145
Saskatchewan	14,492	11,883	11,131	12,158	13,240
Alberta	1,594	1,474	1,251	1,107	1,593
British Columbia	51,670 ²	47,874	70,421	57,913	50,834
Yukon	—	9,323	9,794	10,160	7,586
Canada	551,309	457,520	492,107	491,216	450,573
(b) Boat					
Atlantic Provinces	23,020	21,170	21,944	20,797	20,394
Quebec	1,646	1,706	3,157	4,541	3,803
Ontario	141,385	92,897	125,084	154,627	166,489
Manitoba	—	—	—	—	—
Saskatchewan	—	—	—	—	—
Alberta	—	25	—	—	—
British Columbia	134,188	95,719	108,211	122,835	134,717
Yukon	4	6	—	34	1
Canada	300,243	211,523	258,396	302,834	325,404
(c) Bus³					
Atlantic Provinces	9,904	9,323	8,580	8,771	8,806
Quebec	55,450	40,534	37,465	41,540	41,961
Ontario	338,244	309,955	312,824	285,928	264,541
Manitoba	2,846	4,745	5,289	5,015	5,440
Saskatchewan	899	368	265	406	463
Alberta	2,617	2,450	2,665	2,898	3,161
British Columbia	39,197	39,088	39,861	29,998	27,561
Yukon	—	—	430	495	272
Canada	429,157	406,463	407,379	375,051	352,205
(d) Airplane					
Atlantic Provinces	8,742	10,157	9,284	8,939	9,663
Quebec	33,522	40,072	47,679	49,606	58,491
Ontario	42,601	47,893	59,556	69,018	84,428
Manitoba	6,447	7,306	6,062	6,393	8,761
Saskatchewan	248	337	683	846	1,285
Alberta	9,815	17,022	17,953	14,609	12,770
British Columbia	27,461	27,403	27,050	28,928	30,603
Yukon ⁴	6,910	8,232	6,907	6,790	7,414
Canada	135,746	158,422	175,174	185,129	213,415

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 12. Number of Foreign Travellers Entering Canada from the United States, by Month of Entry, 1949-1953

Month	1949	1950	1951	1952	1953
(a) Rail (Gross entries)					
January	95,561	84,982	83,199	89,382	89,109
February	71,482	68,493	65,899	80,810	71,832
March	68,837	61,891	76,054	70,337	71,000
April	78,448	76,816	74,929	74,283	77,859
May	89,093	72,384	82,279	89,022	82,274
June	117,313	113,593	102,411	118,006	102,340
July	151,982	144,234	125,991	122,139	114,984
August	128,503	109,661	127,735	122,247	112,935
September	105,642	105,664	98,573	86,823	87,044
October	96,132	80,625	93,140	82,570	73,659
November	77,557	74,589	78,984	71,818	62,448
December	100,402	99,608	106,667	103,034	80,625
Total	1,180,952	1,092,540	1,115,861	1,110,471	1,026,109
(b) Rail (Net entries)					
January	36,948	29,774	30,093	33,243	31,147
February	32,928	26,847	29,877	33,918	29,675
March	29,411	24,518	27,565	28,074	27,445
April	34,186	31,782	25,754	30,008	29,052
May	38,324	23,508	35,254	42,190	32,781
June	60,308	55,974	51,973	53,444	50,177
July	85,772	76,351	65,107	65,635	61,627
August	77,686	47,617	72,662	66,999	59,695
September	48,904	41,990	43,648	37,780	40,399
October	37,129	33,668	36,194	33,926	31,780
November	30,671	27,259	29,834	26,839	23,674
December	39,042	38,232	44,146	39,160	33,121
Total	551,309	457,520	492,107	491,216	450,573
(c) Boat					
January	1,936	1,348	1,318	1,133	1,240
February	1,627	1,545	1,163	1,802	1,264
March	2,761	1,743	1,613	1,774	1,843
April	3,616	4,212	2,879	2,321	2,631
May	18,548	6,353	7,137	10,963	14,494
June	39,790	31,177	34,835	36,955	46,349
July	90,207	70,269	83,916	97,446	102,434
August	95,727	63,331	87,917	108,608	94,583
September	34,404	21,545	28,082	30,819	39,340
October	6,637	5,523	4,875	5,245	11,158
November	2,513	2,017	2,447	2,326	6,501
December	2,477	2,460	2,214	3,442	3,567
Total	300,243	211,523	258,396	302,834	325,404

**TABLE 12. Number of Foreign Travellers Entering Canada from the United States,
by Month of Entry, 1949-1953 - Concluded**

Month	1949	1950	1951	1952	1953
(d) Bus^{1,2}					
January	12,558	11,446	14,102	12,481	11,649
February	13,908	12,442	12,397	15,855	11,112
March	13,691	13,885	19,159	12,730	11,178
April	17,837	19,107	18,342	20,710	15,377
May	31,793	33,830	33,106	34,251	27,131
June	54,012	48,598	43,542	45,379	39,599
July	95,325	91,439	88,687	82,768	73,007
August	82,308	81,840	82,599	76,268	71,453
September	50,377	42,664	39,202	26,392	36,780
October	25,548	21,521	24,264	20,930	23,577
November	16,522	14,569	15,750	14,509	15,040
December	15,278	15,122	16,229	12,778	16,302
Total	429,157	406,463	407,379	375,051	352,205
(e) Airplane					
January	5,814	7,408	9,638	9,817	10,598
February	6,032	7,549	9,298	9,500	11,148
March	7,748	8,657	10,880	11,209	12,554
April	8,985	11,051	11,816	12,449	13,775
May	12,866	14,449	15,193	14,248	18,163
June	16,092	17,794	18,377	19,432	24,981
July	18,267	19,858	21,777	23,099	26,447
August	17,297	20,424	21,230	24,619	26,917
September	15,132	16,947	19,193	20,148	22,826
October	11,016	13,665	15,772	15,974	18,256
November	8,220	9,960	11,198	12,129	13,507
December	8,277	10,660	10,802	12,505	14,243
Total	135,746	158,422	175,174	185,129	213,415

1. Exclusive of local bus traffic between border communities.

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

TABLE 13. Number of Canadian Automobiles and Other Vehicles Travelling in the United States by Province of Re-Entry into Canada, 1949-1953

Province of re-entry	1949	1950	1951	1952	1953
Length of stay – 24 Hours or less					
Atlantic Provinces	708,493	741,496	902,396	1,071,888	1,128,197
Québec	255,647	368,932	457,655	589,205	704,508
Ontario	762,970	837,120	1,177,829	1,368,502	1,488,384
Manitoba	53,893	57,026	88,115	115,966	125,330
Saskatchewan	32,502	32,989	41,741	55,101	57,265
Alberta	25,854	27,725	25,868	28,146	28,036
British Columbia	278,749	289,452	351,087	465,460	513,797
Yukon	3	42	10	212	405
Canada ¹	2,118,111	2,354,782	3,044,701	3,694,480	4,045,922
Length of stay – Over 24 hours					
Atlantic Provinces	17,684	21,007	28,780	31,698	44,816
Quebec	60,303	77,137	109,660	141,396	160,510
Ontario	120,814	151,855	219,886	263,158	281,225
Manitoba	20,821	21,573	32,649	44,498	51,059
Saskatchewan	15,197	16,719	20,929	31,011	35,461
Alberta	17,536	20,953	19,451	32,260	34,529
British Columbia	79,847	88,644	107,313	141,238	153,443
Yukon	4	7	20	167	212
Canada ²	332,206	397,895	538,688	685,426	761,255
Commercial vehicles					
Atlantic Provinces	60,837	76,553	83,786	91,690	93,575
Quebec	32,548	49,802	61,866	68,751	90,117
Ontario	65,490	71,948	118,984	136,040	112,547
Manitoba	5,261	6,360	12,424	16,975	20,222
Saskatchewan	6,407	7,586	10,396	13,731	14,702
Alberta	5,229	5,447	7,000	8,418	7,172
British Columbia	17,643	21,533	23,609	28,471	32,910
Yukon	49	29	15	95	121
Canada	193,464	239,258	318,080	364,171	371,366

1. Includes 9,162 motorcycles, 33,179 bicycles and 147,112 taxis in 1953.

2. Includes 1,296 motorcycles, 261 bicycles and 968 taxis in 1953.

TABLE 14. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Month of Re-Entry into Canada, 1949-1953

Month	1949	1950	1951	1952	1953
Length of stay - 24 Hours or less					
January	116, 110	130, 265	165, 051	198, 559	242, 225
February	109, 327	126, 339	144, 268	216, 613	230, 639
March	130, 750	148, 200	205, 536	250, 177	279, 485
April	160, 391	181, 864	234, 231	289, 605	322, 646
May	197, 556	206, 627	279, 373	319, 283	383, 474
June	198, 556	218, 359	298, 456	349, 662	376, 517
July	248, 819	270, 134	357, 098	413, 466	440, 589
August	230, 555	254, 900	342, 162	428, 392	468, 052
September	198, 195	217, 405	304, 002	336, 714	356, 604
October	203, 816	226, 960	274, 094	322, 878	353, 314
November	163, 838	187, 213	220, 575	297, 551	305, 716
December	160, 198	186, 516	219, 855	271, 580	286, 661
Total¹	2, 118, 111	2, 354, 782	3, 044, 701	3, 694, 480	4, 045, 922
Length of stay - Over 24 hours					
January	7, 457	8, 938	12, 559	13, 971	20, 340
February	6, 175	7, 751	11, 482	18, 489	20, 652
March	11, 825	12, 626	28, 403	26, 052	31, 751
April	23, 123	27, 526	28, 482	50, 195	57, 771
May	23, 462	22, 359	34, 450	46, 560	56, 357
June	28, 183	31, 052	43, 915	61, 189	60, 903
July	61, 955	67, 967	97, 772	112, 876	122, 580
August	60, 000	76, 830	103, 721	134, 654	148, 325
September	43, 371	52, 375	70, 493	81, 390	89, 395
October	34, 689	43, 662	54, 173	69, 816	76, 062
November	19, 349	25, 560	30, 119	40, 635	43, 146
December	12, 617	21, 249	23, 119	29, 599	33, 973
Total²	332, 206	397, 895	538, 688	685, 426	761, 255
Commercial Vehicles					
January	14, 448	16, 557	26, 027	30, 312	34, 113
February	14, 478	18, 658	27, 086	32, 021	36, 414
March	16, 862	20, 265	28, 362	31, 961	31, 373
April	14, 886	16, 079	23, 011	25, 370	27, 199
May	16, 153	19, 323	26, 746	30, 344	29, 102
June	17, 247	20, 137	27, 766	31, 055	29, 614
July	15, 086	20, 731	27, 224	32, 331	29, 888
August	17, 483	25, 432	27, 919	32, 739	29, 824
September	16, 069	21, 236	26, 082	30, 467	30, 739
October	17, 746	21, 213	27, 334	32, 246	32, 630
November	16, 802	19, 746	25, 815	27, 552	30, 432
December	16, 204	19, 881	24, 708	27, 773	30, 038
Total	193, 464	239, 258	318, 080	364, 171	371, 366

1. Includes 9,162 motorcycles, 33,179 bicycles and 147,112 taxis in 1953.

2. Includes 1,296 motorcycles, 261 bicycles and 968 taxis in 1953.

TABLE 15. Number of Canadians Returning from the United States by Province of Re-Entry into Canada, 1949-1953

Province of re-entry	1949	1950	1951	1952	1953
(a) Rail					
Atlantic Provinces	18,185	13,196	15,459	16,038	15,558
Quebec	175,446	153,814	163,379	169,981	150,098
Ontario	260,586	245,995	237,064	245,330	238,923
Manitoba	27,831	20,196	22,124	25,094	23,897
Saskatchewan	7,817	5,955	5,971	6,217	6,141
Alberta	977	770	511	222	38
British Columbia	41,272 ¹	57,179	80,070	90,091	76,869
Yukon	—	1,740	1,526	1,600	999
Canada	532,114	498,845	526,104	554,573	512,523
(b) Boat					
Atlantic Provinces	39,064	34,442	37,161	48,000	56,798
Quebec	1,086	4,418	1,711	3,872	2,032
Ontario	40,790	10,536	9,474	19,380	39,522
Manitoba	—	—	—	—	—
Saskatchewan	—	—	—	—	—
Alberta	—	10	—	—	—
British Columbia	26,741	17,157	20,955	24,363	28,763
Yukon	—	2	6	41	29
Canada	107,681	66,565	69,307	95,656	127,144
(c) Bus²					
Atlantic Provinces	12,960	14,670	17,702	18,815	17,840
Quebec	59,560	67,270	76,118	87,071	82,359
Ontario	380,175	390,676	391,689	364,492	333,135
Manitoba	10,029	17,522	20,257	23,186	21,823
Saskatchewan	1,123	1,176	933	756	580
Alberta	3,985	4,069	4,760	5,767	5,300
British Columbia	95,460	81,695	78,351	87,801	77,065
Yukon	—	—	42	110	120
Canada	563,292	577,078	589,852	587,998	538,222
(d) Airplane					
Atlantic Provinces	3,963	4,669	4,864	5,297	6,452
Quebec	22,005	31,106	41,516	49,468	60,560
Ontario	43,917	51,629	65,995	79,436	96,369
Manitoba	3,588	5,416	3,694	3,868	5,151
Saskatchewan	75	146	242	311	469
Alberta	1,326	2,104	3,381	5,138	5,903
British Columbia	15,504	16,051	19,244	21,493	24,721
Yukon	341	394	385	551	831
Canada	90,719	111,515	139,321	165,562	200,456

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

2. Exclusive of local bus traffic between border communities.

**TABLE 16. Number of Canadians Returning from the United States
by Month of Re-Entry into Canada, 1949-1953**

Month	1949	1950	1951	1952	1953
(a) Rail (Gross entries)					
January	43,365	47,910	42,600	43,679	41,410
February	31,095	28,560	29,937	35,942	32,041
March	33,095	31,014	48,781	39,940	34,669
April	50,606	44,903	38,186	59,039	49,992
May	41,185	32,015	38,963	41,871	39,200
June	40,583	40,813	39,420	41,418	35,919
July	63,410	55,136	56,506	55,763	54,922
August	62,795	48,996	59,096	63,980	61,106
September	50,020	43,656	49,547	47,391	41,824
October	44,495	46,284	45,577	46,155	46,920
November	32,622	36,423	35,910	36,297	34,504
December	38,843	43,135	41,581	43,098	40,016
Total	532,114	498,845	526,104	554,573	512,523
(b) Rail (Net entries)					
January	42,766	47,492	42,070	43,227	40,810
February	30,637	28,206	29,526	35,533	31,562
March	32,595	30,523	48,126	39,531	34,197
April	49,786	44,266	37,659	58,288	49,206
May	40,245	31,194	38,368	41,298	38,495
June	39,641	40,075	38,754	40,802	35,301
July	62,045	54,270	55,619	54,980	54,167
August	61,765	48,326	58,141	63,115	60,406
September	49,102	42,902	48,871	46,796	41,263
October	43,741	45,588	44,789	45,603	46,245
November	31,882	35,647	35,127	35,634	33,927
December	38,012	42,201	40,793	42,321	39,252
Total	522,217	490,690	517,843	547,128	504,831
(c) Boat					
January	2,618	3,198	3,288	3,010	5,067
February	2,363	2,661	3,080	3,439	4,354
March	2,506	3,404	3,628	3,310	4,647
April	4,279	3,021	4,014	4,283	5,793
May	4,667	3,729	4,811	6,255	8,135
June	10,303	6,634	5,987	9,070	11,773
July	29,580	12,169	10,310	18,246	20,505
August	26,238	11,855	12,413	19,572	25,473
September	12,683	6,752	8,035	10,461	14,840
October	4,716	4,927	5,091	6,435	11,716
November	3,820	3,767	4,138	6,066	7,724
December	3,908	4,448	4,512	5,509	7,117
Total	107,681	66,565	69,307	95,656	127,144

**TABLE 16. Number of Canadians Returning from the United States
by Month of Re-Entry into Canada, 1949-1953 — Concluded**

Month	1949	1950	1951	1952	1953
(d) Bus¹					
January	26,148	28,785	34,888	30,737	27,936
February	25,669	27,641	31,509	35,986	26,550
March	33,073	35,584	41,497	39,907	32,963
April	43,659	45,718	35,314	43,524	41,321
May	50,449	45,005	50,272	46,544	49,451
June	53,924	53,061	57,304	66,828	57,921
July	78,718	72,865	80,207	74,342	70,292
August	78,543	82,345	81,411	82,538	71,726
September	60,331	56,611	58,021	55,535	50,840
October	47,587	51,110	46,872	43,950	43,599
November	33,236	38,963	35,646	35,130	33,724
December	31,955	39,390	36,911	32,977	31,899
Total	563,292	577,078	589,852	587,998	538,222
(e) Airplane					
January	5,318	5,613	10,194	11,240	14,841
February	5,163	5,936	9,351	11,173	14,304
March	7,332	7,872	13,468	14,175	18,223
April	9,152	10,786	12,570	15,785	20,938
May	8,732	10,158	12,127	12,294	16,978
June	8,605	9,437	11,502	14,091	15,357
July	8,030	9,414	11,061	13,202	15,513
August	8,178	10,635	12,228	14,752	17,356
September	9,547	11,050	13,487	15,910	17,657
October	8,931	12,182	13,479	17,291	20,245
November	6,529	9,598	10,768	13,427	14,718
December	5,202	8,834	9,086	12,222	14,326
Total	90,719	111,515	139,321	165,562	200,456

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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