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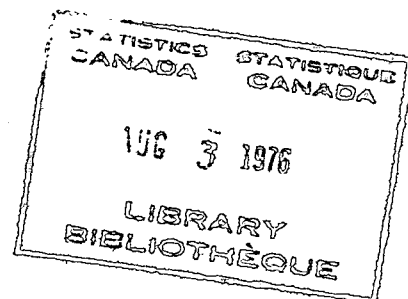
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TRAVEL BETWEEN CANADA
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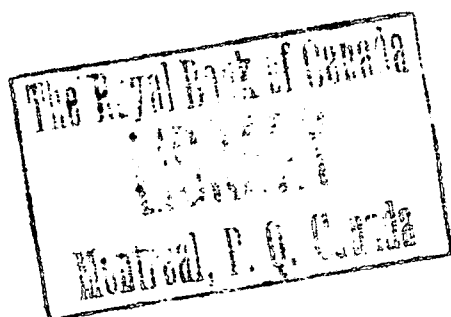


DOMINION BUREAU OF STATISTICS

International Trade Division

Balance of Payments Section

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1954

Published by Authority of

The Right Honourable C. D. Howe, Minister of Trade and Commerce

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TRAVEL BETWEEN CANADA AND OTHER COUNTRIES

1954

Leading Developments in Travel Between Canada and Other Countries

The most prominent change in travel between Canada and other countries during the past year was the increase of nearly 20 per cent in the number of Canadians visiting overseas countries. Expenditures by Canadians in overseas countries reached an unprecedented high of \$69 million in 1954, an increase of \$11 million or 19 per cent higher than the previous year. The increased spending in overseas countries contributed heavily to the aggregate debit balance in travel account with all countries which stands at an all time record of \$80 million. Receipts from overseas countries also gained during the year but at the more moderate rate of 10 per cent accounting for an increase of \$2 million. There was also a gain of approximately 10 per cent in the number of visits by residents of overseas countries.

Expenditures in Canada by residents of the United States were maintained at a level very close to the record of \$282 million in 1953, although the number of visits declined between 1 and 2 million during the year or nearly 6 per cent. In view of the

decline in the number of United States residents visiting Canada during the year, it should be noted that their expenditures were very close to the record, indicating heavier spending by some classifications. The increase of \$2 million in receipts from overseas countries counters a small decline in receipts from the United States leaving the aggregate approximately the same as the previous year.

The number of re-entries by Canadians returning from the United States was practically unchanged from the previous year. A decline of nearly 2 per cent in the first quarter was replaced by slight increases in the remainder of the year leaving the total nearly 32,000 higher than 1953. Expenditures by Canadians travelling in the United States amounted to \$313 million, an increase of approximately 2 per cent or \$6 million higher than the previous year. This increase was uniformly distributed between automobile and non-automobile types of transportation.

STATEMENT 1. Number and Expenditures of United States Travellers in Canada, 1951-1954

Type of transportation	Number of persons				Expenditures			
	1951	1952	1953	1954	1951	1952	1953	1954 ¹
	(Thousands)				(\$ Millions)			
Automobile:								
Non-permit or local traffic.....	9,000	9,085	9,557	9,720	18.8	18.6	21.9	22.8
Customs Permits.....	6,520	6,672	7,316	7,128	132.8	123.9	135.0	127.5
Repeat trips of permit holders	2,982	2,811	2,520	2,466	—	—	—	—
Total.....	18,502	18,568	19,393	19,314	151.6	142.5	156.9	150.3
Non-Automobile:								
Rail.....	1,116	1,111	1,026	941	43.6	45.9	43.9	46.2
Boat	259	303	326	347	10.5	14.2	14.2	16.8
Through bus.....	407	375	352	335	17.7	18.1	23.0	23.2
Plane	175	185	214	238	22.2	21.9	24.9	26.1
Other.....	4,421	5,735	6,714	5,238	12.4	14.4	19.3	18.1
Total	6,378	7,709	8,632	7,099	106.4	114.5	125.3	130.4
Grand Total	24,880	26,277	28,025	26,413	258.0	257.0	282.2	280.7

1. Subject to revision.

United States Travel Expenditures in Canada by Types of Transportation

An examination of United States travel expenditures in Canada during 1954 indicates that although the level of total expenditures was maintained, the pattern established the previous year did not continue. In 1953 automobile and non-automobile expenditures increased in the same proportion whereas in 1954 automobile expenditures declined but non-automobile were higher than the previous year. Expenditures of persons travelling in Canada by automobile were nearly \$7 million lower than the previous year, a decline of approximately 4 per cent, but persons travelling by other means of transportation spent \$5 million more than the previous year, a gain of 4 per cent.

The total number of non-resident automobiles entering Canada during 1954 was 8.1 million, a decline of over 1 per cent when compared with 1953. The non-permit or local class declined less than 1 per cent but the decrease in the number of automobiles travelling on customs permits amounted to more than 2 per cent. Although the volume of non-permit automobile traffic declined slightly during the year the expenditures were nearly \$1 million greater due to higher averages per car in the last six months of the year. Expenditures of the customs permit traffic declined to a greater extent than the volume due to lower averages per car particularly in July and August when the volume was heaviest.

STATEMENT 2. Average Declared Expenditure per Car of Non-Resident Motorists Travelling in Canada on Customs Permits, by Class of Permit, 1950-1954

Class of permit	1950	1951	1952	1953	1954
	\$	\$	\$	\$	\$
Commuter	311.90	288.16	320.25	301.23	302.60
Summer resident.....	299.11	345.66	322.36	315.79	368.29
Local.....	91.86	131.57	117.85	81.59	56.15
Other (See statement 3 for detail).....	60.29	57.25	51.92	53.63	52.16

Statement 2 reveals that average expenditures did not follow the same trend for all classes of customs permit travel. There was a substantial increase in expenditures reported by summer residents while reports for the local classification indicated that averages were considerably lower. More moderate changes were reported by commuters and the "other" classification. The volume of special

classifications was slightly higher in the aggregate but expenditures were somewhat lower due to lower expenditure per car reported by the local class and a decline in volume of the summer resident class. With the exception of the Atlantic provinces average expenditures of the important "other class" which contains most summer tourists entering by car were lower in 1954 as revealed in Statement 3.

STATEMENT 3. Average Declared Expenditure per Car of Non-Resident Motorists Travelling in Canada on Customs Permits¹ by Province of Exit 1950-1954

Province of Exit	1950	1951	1952	1953	1954
	\$	\$	\$	\$	\$
Atlantic Provinces	82.62	78.62	72.61	80.18	80.53
Quebec	62.52	59.87	55.07	57.05	52.25
Ontario	51.09	48.11	42.07	39.90	38.08
Manitoba	93.84	80.88	71.89	73.45	67.44
Saskatchewan.....	92.01	91.07	83.86	96.50	89.77
Alberta	143.57	126.53	114.31	116.23	109.34
British Columbia	80.38	84.91	84.11	93.29	89.62
Total (See table 1 for 1954 analysis).....	60.29	57.25	51.92	53.63	52.16

1. Exclusive of commuters, summer residents and locals.

Boat traffic accounted for a greater increase than other classifications within the non-automobile traffic. Expenditures of persons arriving by boat were \$2.6 million heavier than the previous year due to an increase in volume and higher averages per person. With the exception of 1946 and 1947 expenditures for this type of traffic were at an all time high of \$16.8 million. The average length of stay reported was some 20 per cent longer in 1954.

After a temporary decline in 1953 expenditures of travellers by rail advanced \$2.3 million to the highest figure since 1949. Expenditures reported were consistently higher for each quarter and averaged a 10 per cent increase over the previous year. After making deductions for intransit traffic across Southern Ontario the volume was approximately 4 per cent lower than in 1953.

Travellers arriving by aeroplane accounted for \$1.2 million of the increase in non-automobile expenditures. Averages reported were 6 per cent lower than the previous year but the number of

visitors entering Canada by this type of transportation was nearly 12 per cent greater. Shorter visits were reported by plane passengers but expenditures reached a record of \$26.1 million.

Travellers by bus accounted for a small portion of the increase over 1953 as expenditures showed little change. Averages reported were 3 per cent higher but the volume was 2 per cent lower. The average length of visit reported by bus travellers was practically unchanged from the previous year.

Travellers not referred to above are grouped as a residuary classification known as "Other Travellers". This group includes persons proceeding on foot and by ferry, taxi, motorcycle, bicycle and local bus. Expenditures for this group declined sufficiently to counter the increase reported for plane passengers. A substantial decrease was recorded in the number of other travellers, but average expenditures were slightly higher. 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

In order to simplify the analysis of automobile traffic to Canada the states have been grouped by regions as shown in Table 5. The North-Eastern States comprising the area from Pennsylvania to Maine remain as the most important group supplying nearly half the automobiles travelling on customs permits but the proportion they represent of the total declined from 48 per cent in 1950 to 45 per cent in 1954. The North-Western border states of Minnesota, Montana and North Dakota were the only group to increase their importance as a source of automobile traffic during the past year.

The importance of the different regions as a source of automobile expenditures is slightly different from their importance as a source of volume. In 1954 the North-Eastern and Great Lakes States contributed 77 per cent of the volume and 71 per cent of the expenditures, the same relationship as in the previous year. The North-Western States make up the same proportion of both volume and expenditures, namely, 4 per cent. The West Coast States made up 11 per cent of the volume and 14 per cent of expenditures, and the remaining states made up 11 per cent of the expenditures but only 8 per cent of the volume of traffic. Table 6 reveals an average expenditure of \$85.45 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 \$54.29; Great Lakes \$47.07; North-Western \$54.97 and the West Coast States \$70.20 per car.

The uniformity in range of average expenditures from year to year continued in 1954. With the exception of New Jersey and Wisconsin, 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 1950 to 1954. In contrast to the two states mentioned, the greatest variation for the state of Washington during the same period amounted to \$3.58. The uniformity thus reflected for the various states indicates some stability in travel behaviour by residents of each of the states and the influence of their proximity to the border upon the nature of their visits and expenditures.

The average length of stay for cars (including commuters, summer residents and locals) originating in the North-Eastern States amounted to 6.13 days in 1954, a slight increase from the year before. Expenditures per day, on the other hand, were slightly lower, averaging \$8.85 per car compared with \$9.22 in 1953. The average length of stay for cars originating in this area varied from 3.85 days for cars registered in New Hampshire to 7.35 days for cars from the state of New York. Average expenditure rates per car per day varied from \$3.24 for cars originating in Vermont to \$17.49 for cars registered in New Jersey. Average expenditure per car per day was lowest for this group of states but the average visit, with the exception of the residual states included in "other", was longer.

Cars originating from the area bordering the Great Lakes stayed 4.88 days in Canada and spent approximately \$9.64 per car per day in 1954. The length of stay varied from 4.40 days for Michigan cars to 6.17 days for cars registered in Ohio. Average expenditure rates per day varied from \$7.02 for cars from Michigan to \$14.13 for cars originating in Wisconsin. Average expenditure per car irrespective of a per car per day basis was lowest for this group due to their length of visit, being shorter than for all other groups.

The average length of stay was more uniform for automobiles from the North-Western States, varying from 5.07 days for cars registered in Minnesota to 5.53 days for cars from North Dakota. Average expenditure per car per day varied from \$7.69 for cars registered in North Dakota to \$11.85 for cars from Montana. Considering the three states as a unit the average length of visit in 1954 was 5.21 days and the average expenditure per car per day amounted to \$10.54.

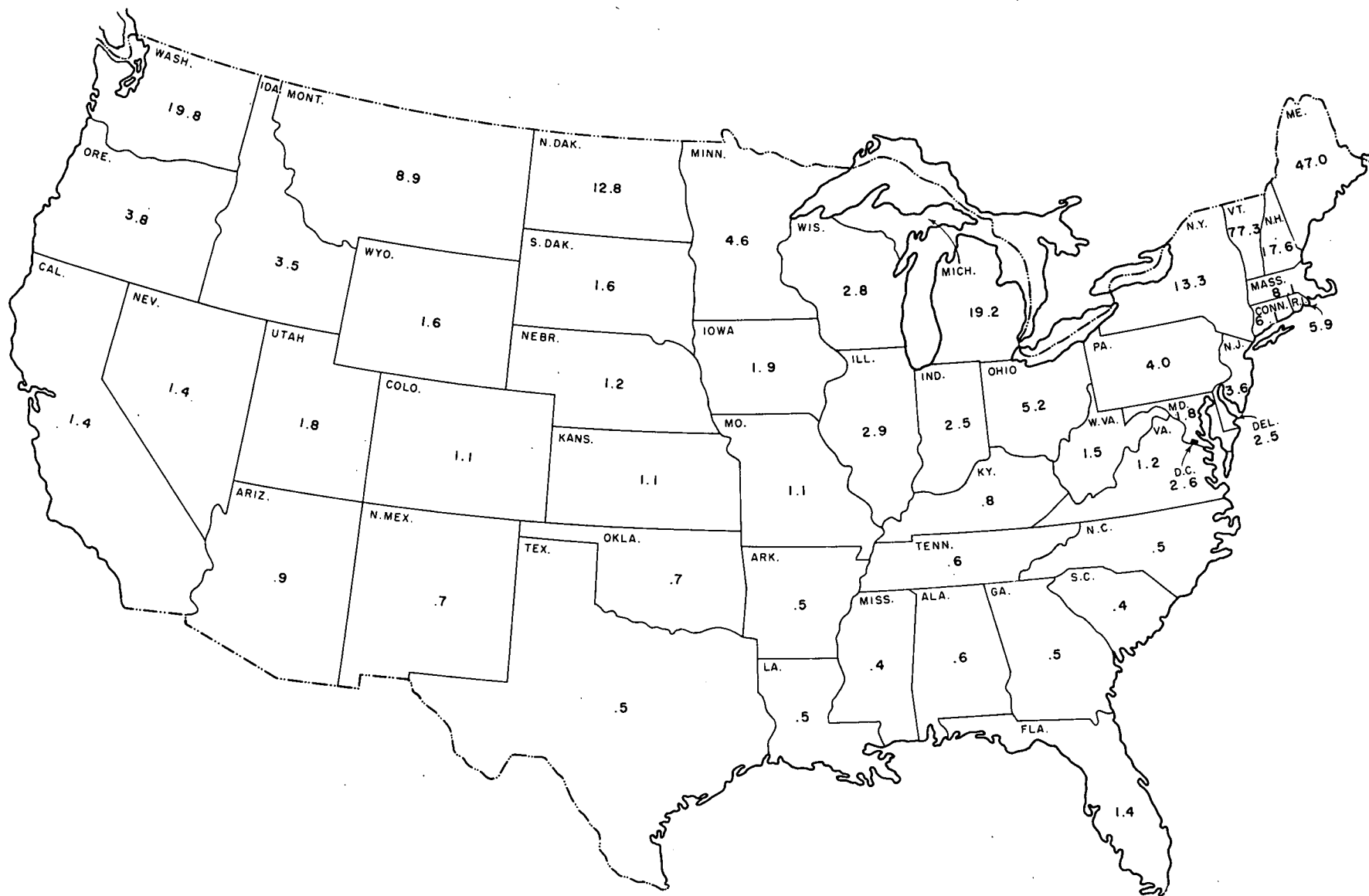
Cars from the West-Coast states of California, Oregon and Washington normally spend more per day than any of the other groups analyzed. Although the average expenditure per visit is lower than states included in the residue, the average per day is considerably higher. In 1954 the average length of visit for the group was 4.97 days and the average expenditure per car per day amounted to \$14.13. Length of stay varied from 3.99 days for cars from Washington to 7.04 days for cars from California. Expenditures per day varied from \$13.25 for Washington cars to \$16.29 for cars originating in Oregon. Although the average expenditure per car is higher for vehicles registered in California, on a per day basis it is higher for the Oregon cars. Cars originating in the states not specified above stayed 6.80 days in Canada and spent \$78.45 per

visit or \$11.53 per car per day. Further details on average expenditure per car per day for the states not specified are shown in Table 7.

Table 3 classifies all automobiles travelling on customs permits in Canada by province of entry and state or country of registration. Similar information appears in Table 4 but limited to visits lasting over 48 hours and excludes the special classes referred to as commuters, summer residents and locals. This group should have little effect on a comparison of the two tables as they constitute less than 1 per cent of the total. Visits recorded in Table 4 amounted to 43 per cent of the number listed in Table 3 indicating that the balance, namely, 57 per cent of the cars entering Canada on customs permits, remain less than 48 hours. This relationship between long and short-term visits has been constant during the past four years, with minor changes appearing in some of the provinces. In 1954 the proportion of long-term visits increased in the three Atlantic provinces appearing in column 1, and decreased in the prairie provinces of Manitoba, Saskatchewan and Alberta.

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. Normally states close to the border have a higher proportion of entries to registrations with entries from Vermont amounting to over 77 per cent of the registrations, followed by Maine with 47 per cent and Washington with nearly 20 per cent. The border states with the lowest proportion of entries to registrations are Wisconsin, Idaho, and Pennsylvania although Minnesota and Ohio also have a low percentage of registrations travelling in Canada. In 1953 the proportion of entries to registrations for all states stood at 5.3 per cent declining to 5.1 per cent of the registrations in 1954.

NON-RESIDENT AUTOMOBILES TRAVELLING ON CUSTOMS PERMITS IN CANADA AS PERCENTAGE OF PASSENGER CAR REGISTRATIONS, 1954



TOTAL STATES 5.1

Analysis by Ports of Entry and Exit Including Intransit Automobile Traffic

The analysis of the customs permits surrendered during the four months from June through September showed little change in the pattern of previous years. This includes the period during which most of the pleasure travel to Canada is concentrated. As pointed out in previous years this study 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. Figures presented in Statements 4 and 5 should be considered as minimum interregional and interprovincial 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 1951-1954

Route	Number of cars				Percentage of entries via all ports in Ontario			
	1951	1952	1953	1954	1951	1952	1953	1954
Between: St. Clair, Detroit River Ports and Fort Erie, Niagara Falls	268,861	268,927	298,995	286,282	27.8	27.8	27.9	27.4
Fort Erie, Niagara Falls and St. Lawrence River Ports in Ontario	35,046	36,270	39,823	36,124	3.6	3.7	3.7	3.5
St. Lawrence River Ports in Ontario and Province of Quebec	28,306	28,595	29,025	25,775	2.9	3.0	2.7	2.5
St. Clair, Detroit River Ports and St. Lawrence River Ports in Ontario	10,012	10,354	11,787	10,951	1.0	1.1	1.1	1.0
Sault Ste Marie and St. Clair, Detroit River Ports	8,583	8,374	10,369	10,343	0.9	0.9	1.0	1.0
Sault Ste Marie and Fort Erie, Niagara Falls	6,827	7,782	8,558	8,237	0.7	0.8	0.8	0.8
Total of above	357,635	360,302	398,557	377,712	36.9	37.3	37.2	36.2

1. Exclusive of commuters, summer residents and locals.

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 1951-1954

Province of Entry	American cars leaving Canada by a Province Other than that of Entry				Percentage of all cars leaving Province			
	1951	1952	1953	1954	1951	1952	1953	1954
Atlantic Provinces	6,334	6,872	7,266	6,929	6.7	7.1	7.5	6.7
Quebec	37,979	38,068	41,501	36,781	14.8	15.0	16.1	14.1
Ontario	57,618	57,067	62,734	55,965	6.0	5.9	5.9	5.5
Manitoba	5,047	5,622	5,713	5,832	21.2	21.8	22.0	19.8
Saskatchewan	1,502	1,798	2,057	2,236	12.4	13.6	15.4	17.1
Alberta	12,179	14,680	16,052	15,602	40.1	43.2	45.5	48.1
British Columbia	9,816	8,714	10,899	11,695	6.3	5.4	6.5	6.8
Total	130,475	132,821	146,222	135,040	8.5	8.5	8.7	8.3

1. Exclusive of commuters, summer residents and locals.

The popularity of the various routes shown in Statement 4 remained fairly constant during 1954 with the route between Fort Erie, Niagara Falls and the St. Clair-Detroit River Ports carrying the heaviest volume of traffic. Perhaps the chief significant change is the decline in importance of the main routes during the past year. In 1954 the routes referred to in Statement 4 accounted for 36.2 per cent of all cars entering Ontario compared with 37.2 per cent in 1953 and 37.3 per cent in 1952.

The trend in the minimum interprovincial travel was toward a decreasing number of cars leaving Canada by a province other than that of entry. In 1951 and 1952 approximately 8.5 per cent of all foreign cars left Canada by a province other than

that of entry in the four months from June to September inclusive. In 1953 around 8.7 per cent left by a different province but in 1954 the number declined to 8.3 per cent recording a decline in the minimum interprovincial travel and indicating the possibility of a decrease in interprovincial travel by this class of traffic.

Statement 6 reveals a further increase in the volume of intransit travel through Ontario in 1954. Although the steady increase in this type of traffic had been halted in 1953 with the proportion remaining at the 1952 level, the volume in 1954 rose slightly to 26.4 per cent of the total, the highest intransit figure on record. In 1945 the intransit traffic across Southern Ontario amounted to 20.5 per cent of the total.

STATEMENT 6. Number of Non-Resident One and Two-Day Automobiles Travelling on Customs Permits¹ Intransit Between Selected Border Points in Ontario, 1950-1954

Border points	1950	1951	1952	1953	1954
Fort Erie - Windsor	115,297	121,358	115,246	126,079	125,932
Niagara Falls - Windsor	92,148	102,816	110,061	123,225	112,065
Fort Erie - Sarnia	31,384	35,129	36,323	39,384	43,230
Niagara Falls - Sarnia	61,019	71,935	80,979	97,589	100,867
Total of above	299,848	331,238	342,609	386,277	382,094
Total number of cars¹ entering Ontario irrespective of length of visit	1,184,577	1,291,475	1,312,231	1,481,801	1,446,732
Intransit traffic as percentage of total traffic.....	25.3	25.6	26.1	26.1	26.4

1. Exclusive of commuters, summer residents and locals.

STATEMENT 7. Distribution of United States Travel Expenditures in Canada by Province of Entry, 1950-1954

Province of entry	Percentage of total				
	1950	1951	1952	1953	1954 ²
Atlantic Provinces ¹	8.7	8.6	7.8	8.1	7.9
Quebec	19.8	19.1	18.3	18.6	18.1
Ontario	50.4	49.8	50.6	51.5	50.5
Manitoba	2.9	2.4	2.6	2.5	2.6
Saskatchewan	1.4	1.5	1.7	1.8	1.9
Alberta	3.3	3.3	3.5	2.9	2.8
British Columbia	13.5	15.3	15.5	14.6	16.2
Total	100.0	100.0	100.0	100.0	100.0

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

Receipts from United States Travellers in Canada by Province of Entry

Although it is impossible to give an accurate breakdown of receipts from American travellers according to the province in which expenditures are made, estimates based on province of entry are presented in Statement 7. Data appearing in this statement are not intended to accurately measure expenditures within the province concerned and no allowance is made for Americans travelling from one province to another after they have entered Canada. The distribution is presented in the form of percentages of the total expenditures in order to

make comparisons with other years. In comparing 1954 with the previous year it will be noted that the provinces of Manitoba, Saskatchewan and British Columbia benefited by an increased share of the total while the remaining provinces accounted for a smaller portion. Statement 7 also reveals that the position of Saskatchewan has steadily improved during the five year period from 1950 through 1954. A comparison of the average length of stay for automobile traffic covered by customs permits and the average expenditure per car per day on a provincial basis appears in Statement 11.

Receipts from United States Travellers in Canada During 1954, Classified by Length of Stay in Canada

Short-term visits continue to account for between 84 and 85 per cent of the total volume of traffic entering Canada but their low average expenditure is responsible for diminishing their importance as a source of receipts from travel. In 1954 they contributed 21 per cent of the expenditures of United States travellers in Canada, the same proportion of the total as the previous year.

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 4.2 million visits were of over 48 hours duration accounting for nearly 16 per cent of the total but a decline of between 1 and 2 per cent in volume when compared with 1953. Expenditures of this group were down less than 1 per cent but their importance in the aggregate was maintained on a level with the previous year.

Tables 1 and 1A show the pattern of American automobile traffic in Canada for 1954 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 for automobiles staying 15 days and over in Canada during 1954 stood at 43.2 days an increase of over 2 days or nearly 6 per cent when compared with the previous year. This had the effect of increasing the average length of stay in the aggregate from 4.58 to 4.69 days the highest average since 1950. The average length of visit for groups staying 3-7 days and 8-14 days remained constant with the two previous years. An examination of the average length of visit during the past eight 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
1954	4.69

A higher portion of the traffic came within the one day and the fifteen day and over groups in 1954 and a smaller part in all other groups as revealed in Statement 9. In spite of the higher percentage of one day traffic the increased length of stay and higher proportion in the fifteen day and over classification was sufficient to counter the effect of the one day classification and give a

longer visit in the aggregate for all traffic. Although the length of stay increased in the fifteen day and over classification the average expenditure per day was considerably lower in 1954. Average expenditure per car per day was lower in all classes listed in Statement 10 varying from a decrease of nearly 10 per cent in the fifteen day and over classification to a decline of less than 1 per cent in the two day class.

STATEMENT 8. Expenditures of United States Travellers in Canada by Length of Stay, 1954

Mode of travel	Number of persons	% of grand total	Expenditures ¹	% of grand total
Short term traffic:				
Automobile:				
Non-permit or local traffic.....	9,719,903	36.80	22,795,343	8.12
Customs permit holders:				
Commuters.....	7,176	0.03	943,996	0.34
Locals.....	17,433	0.07	456,912	0.16
Repeat trips.....	2,465,613	9.33	—	—
Other:				
1 day's stay.....	2,681,225	10.15	6,407,692	2.28
2 day's stay.....	1,509,759	5.72	10,067,166	3.59
Rail, intransit.....	508,960	1.93	—	—
Bus, intransit.....	56,060	0.21	168,180	0.06
Aeroplane, intransit.....	8,351	0.03	25,053	0.01
Other travellers (pedestrians, local bus, etc.)...	5,237,187	19.83	18,145,294	6.47
Total.....	22,211,667	84.10	59,009,636	21.03
Long term traffic:				
Automobile:				
Customs permit holders:				
Summer Residents.....	18,681	0.07	3,068,949	1.09
Other:				
More than two day's stay.....	2,893,880	10.96	106,540,465	37.96
Rail.....	432,207	1.63	46,215,588	16.47
Bus.....	279,136	1.06	22,994,854	8.19
Aeroplane.....	230,117	0.87	26,035,394	9.28
Boat.....	346,877	1.31	16,773,688	5.98
Total.....	4,200,898	15.90	221,628,938	78.97
Grand Total.....	26,412,565	100.00	280,638,574	100.00

STATEMENT 9. Average Visit of Non-Resident Motorists Travelling in Canada on Customs Permits¹
Classified as a Per Cent of Total Entries, 1952-1954

Length of stay (Days)	Average length of stay			Per cent of total entries		
	1952	1953	1954	1952	1953	1954
1.....	1	1	1	34.8	35.1	35.4
2.....	2	2	2	21.4	21.8	21.7
3-7.....	4.3	4.3	4.3	30.6	30.1	29.9
8-14.....	9.9	9.9	9.9	9.2	9.1	9.0
15 and over.....	41.0	40.9	43.2	4.0	3.9	4.0
Total.....	4.62	4.58	4.69	100.0	100.0	100.0

1. Exclusive of commuters, summer residents and locals.

**STATEMENT 10. Average Expenditures of Non-Resident Motorists Travelling in Canada
on Customs Permits¹ Classified by Length of Visit, 1952-1954**

Length of stay (Days)	Percent of total expenditures			Average expenditure per car per day			Percent change in average exp. per car per day in 1954
	1952	1953	1954	1952	1953	1954	
	%	%	%	\$	\$	\$	%
1	5.0	5.1	5.2	7.53	7.55	7.43	- 1.6
2	8.0	7.8	8.0	9.68	9.41	9.33	- 0.9
3- 7.....	42.1	41.9	41.8	16.74	17.03	16.64	- 2.3
8-14.....	26.3	26.4	26.1	14.91	15.31	14.85	- 3.0
15 and over	18.6	18.8	18.9	5.92	6.13	5.54	- 9.6
Total.....	100.0	100.0	100.0	11.23	11.42	10.83	- 5.2

1. Exclusive of commuters, summer residents and locals.

Statement 11 presents an analysis of the automobile traffic in Canada by province of exit. Cars leaving Canada through ports in Saskatchewan remained longer in Canada than cars leaving by any other province although their expenditures were not as high as cars leaving through ports in Alberta. The greater length of visit not being accompanied by a corresponding increase in average expenditures accounted for an average expenditure per car per day of \$8.52, the lowest for any of the provinces. Cars leaving Canada through ports in Ontario and Quebec had been in Canada an average of 4.4 days

the shortest stay for any of the provinces. Although the length of visit in Ontario and Quebec was identical the average expenditures per car were lower in Ontario also the average expenditure per car per day. The high percentage of apparently in-transit traffic over routes in Southern Ontario is a decisive factor in lowering the average expenditure per car per day for the province. The highest average expenditure per car per day occurred in British Columbia, but the comparatively shorter visit had the effect of keeping the average for the province somewhat lower than the average for Alberta.

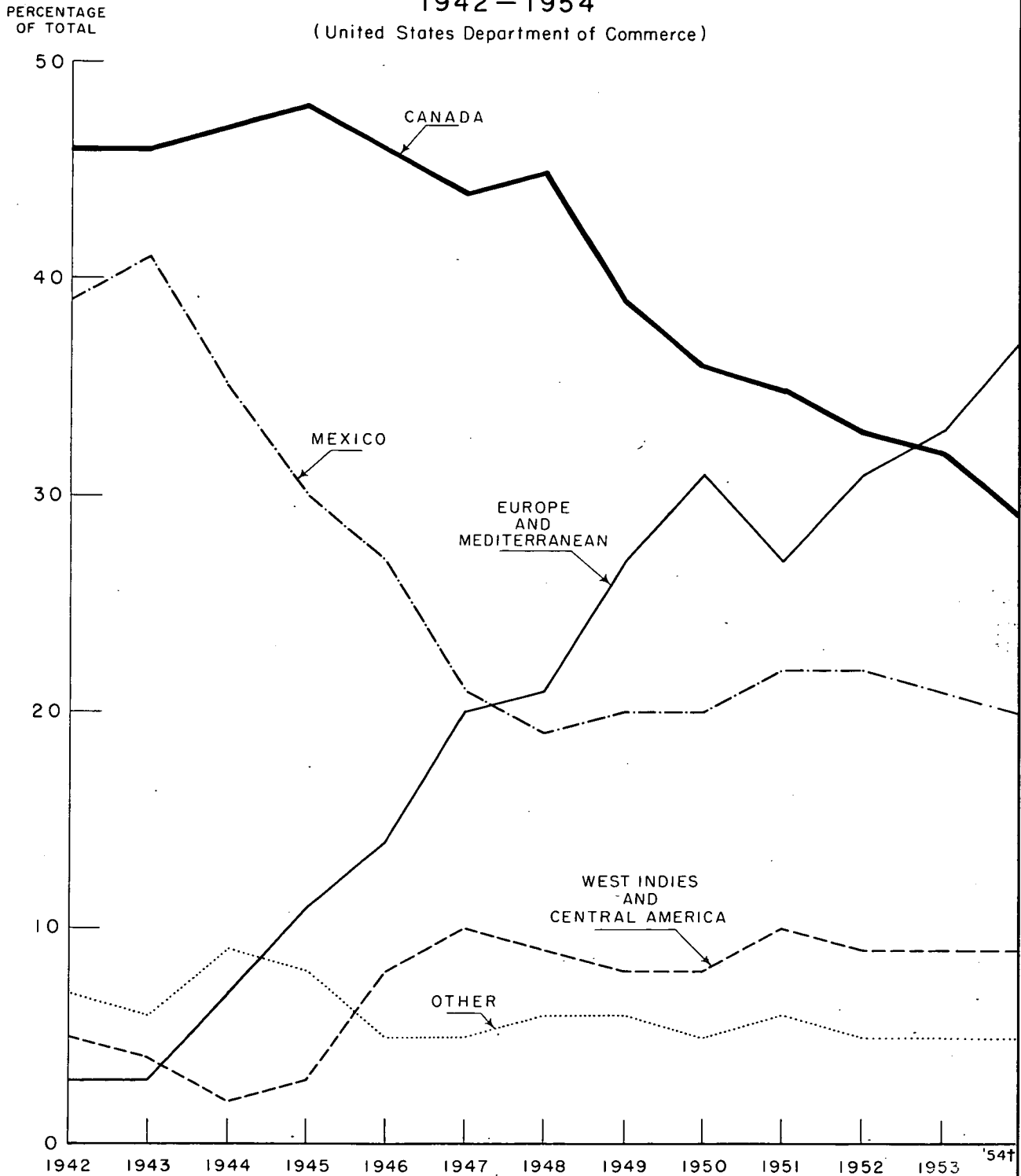
**STATEMENT 11. Average Expenditures of Non-Resident Motorists Travelling in Canada
on Customs Permits¹ Classified by Province of Exit, 1954**

Province of exit	Length of stay (Days)	Average expenditure per car per day
Atlantic Provinces	6.0	12.28
Quebec	4.4	12.37
Ontario	4.4	9.00
Manitoba	5.9	11.11
Saskatchewan.....	10.5	8.52
Alberta	7.6	15.02
British Columbia	4.8	16.16
Canada	4.7	10.83

1. Exclusive of commuters, summer residents and locals.

DISTRIBUTION OF TRAVEL EXPENDITURES*
IN FOREIGN COUNTRIES
BY RESIDENTS OF THE UNITED STATES
1942 - 1954

(United States Department of Commerce)



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

† DATA FOR 1954 ARE SUBJECT TO REVISION

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 1954 than any previous year according to the United States Department of Commerce. Expenditures on travel in countries outside the United States surpassed the previous record established in 1954 by \$63 million or approximately 7 per cent. As in the case of Canadian travel abroad there has been a continued growth in United States travel overseas while travel to border countries has remained comparatively stable. For the second year in succession Canada received a smaller portion of United States travel expenditures in other countries than Europe and the Mediterranean area, with the difference widening considerably.

In 1954 European and Mediterranean countries received 37 per cent of all expenditures on travel in other countries by residents of the United States

compared with 33 per cent in 1953. During the same year Canada received 30 per cent compared with 32 per cent in the previous year and Mexico received 20 per cent as compared with 21 per cent in 1953. The West Indies and Central America maintained their share at 9 per cent of the total and the remaining 5 per cent was divided between South America and other overseas countries.

Another factor influencing the expenditures by residents of the United States in other countries is the amount of money spent on travel within their own country. Although comparable statistics are not available there are clear indications of increased expenditures on travel within the United States. This development of travel by Americans at home cannot help but lead to the conclusion that expenditures on travel in Canada have not kept pace with expenditures on vacations and travel within the United States.

Method of Calculating International Travel Expenditures

Travel movements in Canada are of such a variety that any attempt to apply a rate of expenditure uniform to all types of traffic would give a product that would be very unreliable. This is because a high percentage of the travel in North America is of a short-term nature particularly in the flexible automobile classification, which ordinarily accounts for over two thirds of the non-resident border crossings between Canada and the United States. Only 15 per cent of this traffic remains over 48 hours in Canada and the percentage of motorists staying more than a week in Canada is between 4 and 5 per cent. The average length of stay for non-automobile traffic in Canada during 1954 was less than one week.

Travel of this nature between Canada and the United States should not of course be compared with overseas travel between North America and Europe as it is of an entirely different type. Travel to overseas destinations is usually taken by a higher income group and includes a much smaller percentage of family travel than the automobile crossings between Canada and the United States. Transportation costs alone are high in overseas travel and the duration of the visit is inclined to be longer and usually taken infrequently. In 1954 the average Canadian traveller to Europe stayed approximately two months and spent over \$500 abroad, exclusive of transportation, whereas, Canadians travelling in the United States by public means of transportation spent less than 12 days and the average length of stay abroad for Canadian automobiles was 1.5 days. The average length of stay for all American automobiles in Canada including the non-permit class is approximately two days. Factors like this must be carefully weighed

in all calculations of expenditures in Canada's international travel account. It should also be pointed out that data in this report refer to international travel and include all types of non-immigrant travellers resident in countries other than Canada. They include expenditures of persons travelling for holiday; vacation or health; business or education; visits to relatives or friends also commuters and summer residents. Persons travelling intransit are only included to the extent that international expenditures are involved.

In estimating travel expenditures in Canada by non-residents, separate average expenditure rates per person or per vehicle are applied to the volume of various types of relatively homogeneous traffic. Average expenditure rates are obtained by sample questionnaires and figures on volume of traffic are based on a count made by Canadian customs and immigration officers of all non-residents of Canada as they enter the country. The total number of border-crossings by non-residents in 1954 amounted to over 26 million persons. Due to the heterogeneous nature of the traffic it is necessary to sort out heavy spending categories from light spending categories and to apply suitable expenditure rates to the volume of each type of travel. If the traffic were uniform in character it would not be necessary to do this and an average expenditure rate could be applied to all persons. Unfortunately a procedure of this simplicity would be highly unsatisfactory if applied to traffic of such a wide variety. Non-resident traffic entering Canada is made up of many types of visitors, varying from the casual visitor who may spend an hour or two in Canada to visitors who spend several months or purchase ocean transportation from Canadian carriers.

Where possible, classifications of traffic already in use by Canadian customs and immigration officials are made use of and supplementary procedures are used where existing classifications do not provide a suitable breakdown of traffic. Separate records of arrivals are maintained by immigration officials according to country of last residence and type of transportation. This enables a segregation of overseas travellers, who normally stay longer in Canada, from United States travellers whose visits are shorter on average. The cost of ocean transportation paid to Canadian carriers is included when estimating expenditures of visitors from overseas countries in Canada.

Immigration officials classify entries from the United States according to port of entry and type of transportation as follows: train, boat, through bus, aeroplane and a residual classification including entries via automobile, commercial vehicle, local bus, pedestrians, etc. Automobile traffic is treated separately from the balance of the residual group and examined in detail. Customs regulations require the use of a traveller's vehicle permit for all vehicles which remain in Canada longer than 48 hours or which travel beyond the jurisdiction of the port of entry. This is the most important of all types of traffic and is subjected to a very thorough examination. Principal items appearing on the permits are transferred to mechanical tabulation cards which enables a detailed analysis of this type of traffic. Heavy spending groups such as commuters and summer residents are sorted out and appropriate rates of expenditure applied. Statement 2 shows the wide variation in average expenditure rates for the various types of automobile traffic travelling on customs permits and the necessity of treating heavy spending groups separately from the others. The remaining permits are subjected to a further breakdown by which the large number of cars staying one day and two days are handled separately from the smaller number which stay for longer visits. Table 1 reveals that well over 50 per cent of the foreign automobiles travelling on customs permits come within the one and two day class; also the average expenditures for this group are of such a nature, to necessitate treating the one and two day groups apart from the three days and over, in view of the volume involved. Average expenditure rates are compiled on a provincial basis in order to estimate a figure as accurate as possible, with Statement 3 revealing the necessity for treating each province individually. The source of the average expenditure rate is the question on the back of the traveller's vehicle permit, which asks how much was spent in Canada for all purposes such as: gas, oil, repairs, lodging, food, beverages, merchandise, amusements, etc. Although this is a voluntary question an answer is given on over 60 per cent or approximately 1.5 million permits covering some 4½ million travellers.

The remainder of the non-resident automobiles referred to as the non-permit class are in reality local traffic. They do not require a customs permit

but are restricted to travel within the jurisdiction of the port of entry and may not remain longer than 48 hours in Canada. The volume of this type of traffic is very heavy accounting for over 12 million persons in 1954 but the rate of spending is low due to the short visit and the local nature of the traffic, and is treated separately from the permit type. Separate samples of expenditures by this group of visitors have also been obtained directly.

Persons arriving by non-automobile carriers are classified by the type of transportation used: namely train, boat, through bus and plane. Sample expenditures are collected by the United States Department of Commerce on their return and the average rates for each type of traffic are furnished to the Dominion Bureau of Statistics along with other data collected. The rates obtained in this manner are then applied to the corresponding classification of traffic after additional adjustments are made on the volume figures.

More than half the non-residents entering Canada by rail are travelling intransit on American railroads and merely taking the most direct route between Detroit and Buffalo. These intransits in 1954 numbered 509,000 but their expenditures can be considered negligible as they have little opportunity to leave the trains and spend money. Boat traffic is exclusive of ferry traffic across rivers or other short distances of water separating Canada and the United States. It consists principally of passengers carried by the ships operating between Vancouver-Victoria and the United States on the Pacific Coast, also traffic entering Ontario and the Atlantic Provinces which is more seasonal in nature. Appropriate rates are used for each region according to the type of traffic, with further refinements on ports carrying special traffic. Bus traffic is exclusive of local bus traffic operating between border communities such as Windsor and Detroit. Passengers travelling across southern Ontario have more opportunity to spend money than intransit rail passengers and are credited with spending a nominal rate much lower than the regular bus traffic. With regard to plane traffic a small deduction is made for passengers flying intransit between the United States and Alaska. Intransit plane passengers are likewise given a rate much lower than the regular plane traffic. All United States travellers to Canada not already referred to are grouped into a residual class called "Other Travellers". It includes persons proceeding on foot or by ferry, taxi, motorcycle, bicycle or local bus. This group is also treated separately as the average rate of expenditure is much lower than for other types.

With regard to travel from overseas countries the number of persons is small compared to the volume of traffic from the United States. The average duration of stay, however, is much longer than visits from the United States and the cost of ocean transportation involves substantial expenditures. In 1954 approximately 34 per cent of the visitors from overseas countries arrived on Canadian carri-

ers. Average expenditures vary from a few hundred dollars from the West Indies to substantial amounts for residents of distant countries like Australia and New Zealand.

To summarize, it should be emphasized that any uniform system or simple average applied to such a heterogeneous mass of travellers (over 26 million border crossings in 1954) would give a figure that would be of little value.

Principles followed in estimating Canadian travel expenditures outside of Canada are essentially similar to those described above for estimating the travel expenditures in Canada of non-residents. In this case there is also a heavy volume of traffic of great diversity. Records of the number of Canadians returning from the United States and from overseas are collected for the various means of transportation by border officials. Here, too, in the case of automobiles the traffic is subjected to

a more extended examination because of its diversity. Records are kept showing the automobile traffic according to various categories of length of stay. Likewise the sampling of this group of expenditures is closely related to the length of visit and has been more extended than in the case of other groups of traffic which tend to be less heterogeneous. With Canadian traffic the sampling has all been conducted through Canadian official channels. In the case of automobile traffic, samples have been collected by Customs officials stationed at border points. In sampling other categories of movement across the border information is collected through a postcard questionnaire distributed at the border by Immigration officials to a selection of returning Canadians. In addition there is a further source of information on some of the characteristics of Canadian travel to the United States and overseas, also expenditures abroad, through questionnaires sent by mail to a selection of Canadians returning from the United States and from overseas.

Canadian Travellers in the United States

The number of re-entries by Canadians returning to Canada after visits to the United States in 1954 was practically unchanged from the previous year. Immigration officials reported 23.3 million re-entries via the International boundary during the year, an increase of approximately 32,000 visits when compared with 1953. A decline of nearly 2 per cent in the first quarter was replaced by slight increases in the remainder of the year, leaving the total 0.1 per cent higher than the preceding year.

Expenditures by residents of Canada in the United States reached a new record in 1954 when an estimated \$313 million was spent. The rate of increase over the previous year, however, was fairly moderate being \$6 million or nearly 2 per cent higher. The increase in expenditures by Canadians in the United States accompanied by a decrease of expenditures in Canada by non-residents, had the effect of increasing Canada's debit balance on travel account with the United States from \$25 million to \$33 million, the second largest debit balance on record.

STATEMENT 12. Expenditures of Canadian Travellers in the United States by Length of Stay, 1954

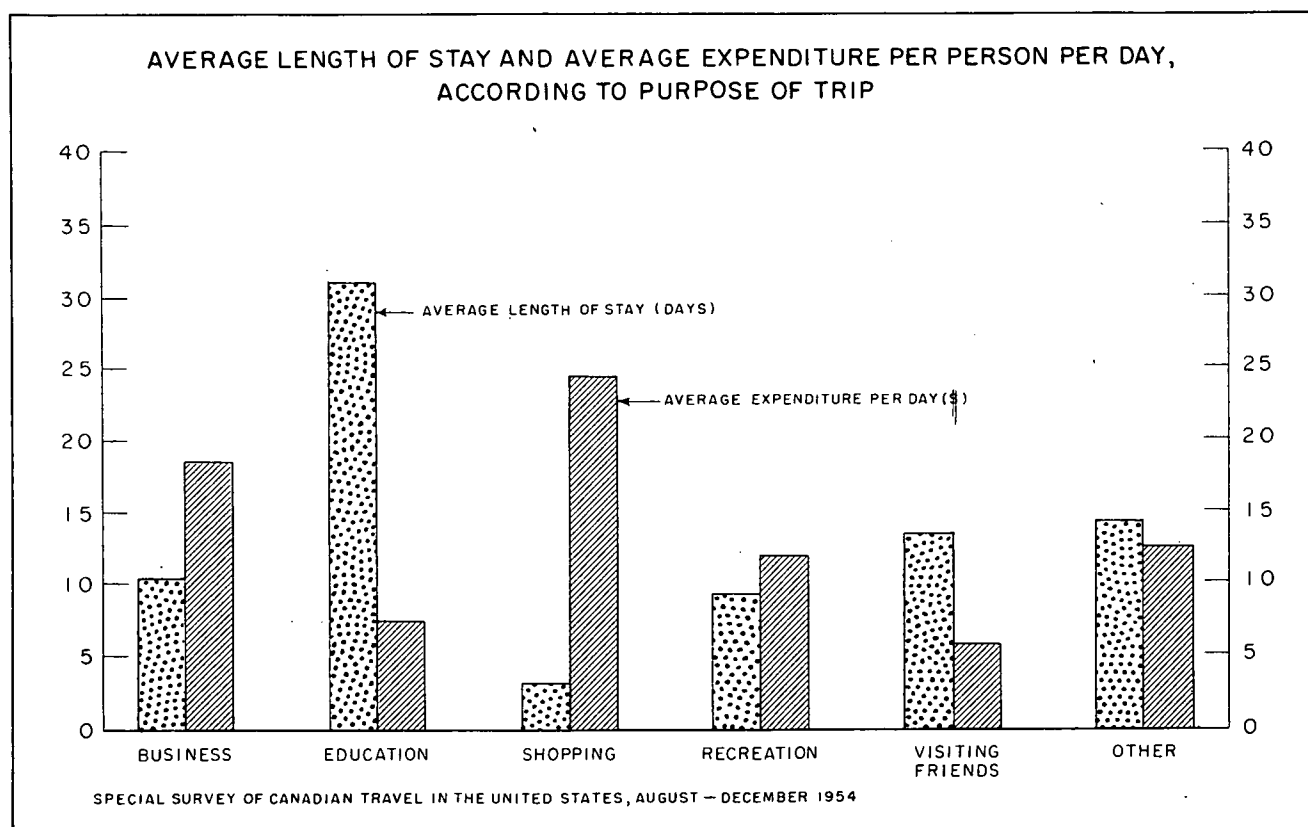
Mode of travel	Number of persons	% of grand total	Expenditures ¹	% of grand total
Short term traffic:				
Motorists:				
One day	11,358,592	48.66	17,457,507	5.57
Two days	971,973	4.16	34,013,037	10.86
Rail intransit	6,767	0.03	—	—
Other travellers (pedestrians, local bus, etc.)....	8,298,211	35.55	21,808,252	6.96
Total.....	20,635,543	88.40	73,278,796	23.39
Long term traffic:				
Motorists — more than two days.....	1,397,384	5.99	84,841,049	27.08
Rail.....	485,257	2.08	65,400,725	20.88
Through Bus	499,614	2.14	44,123,379	14.09
Aeroplane.....	212,457	0.91	39,875,543	12.73
Boat	113,128	0.48	5,733,757	1.83
Total.....	2,707,840	11.60	239,974,453	76.61
Grand Total	23,343,383	100.00	313,253,249	100.00

1. Subject to revision.

The gain in expenditures by Canadians in the United States was evenly distributed between the short-term and long-term categories. This is contrary to the trend of the previous year when 73 per cent of the increase over 1952 occurred in the short-term class and was concentrated in the two-day automobile classification. The increase in purchases declared under the \$100 customs exemption was an important item in the gains experienced in 1953, but this item declined \$6 million in 1954 to a level comparable with the \$66 million figure reported in 1952. The decline of \$6 million in the value of purchases declared (under the \$100 customs exemption) and a small gain in total Canadian expenditures on travel in the United States, would indicate a smaller portion of aggregate

expenditures was used for merchandise, a trend contrary to that of the previous year.

During the latter part of 1954 a study was made on some of the characteristics of Canadian travel to the United States to supplement information otherwise collected. In the period from August to December inclusive, 45,000 questionnaires were mailed to residents of Canada, who had visited the United States for more than a short casual visit. Over 35 per cent of the questionnaires were completed and returned showing: the length of stay in the United States; the type of transportation used for travelling; amount of money spent in the United States; the main purpose of the trip; port of entry into the United States and re-entry into Canada and state of destination.



Although some of the questionnaires reported more than one purpose of visit, final tabulations revealed that 39.4 per cent reported recreation as the purpose of the trip; followed by 29.9 per cent of the number reporting visits to friends and relatives. Shopping appears to have been merely incidental in the majority of cases. Approximately 21 per cent

reported shopping as the main purpose of the trip, and business appeared on only 5 per cent. Persons travelling by aeroplane show a higher percentage of business trips than with other types of transportation as revealed in Statement 13. Few persons reported education and miscellaneous reasons for taking the trip in all types of transportation.

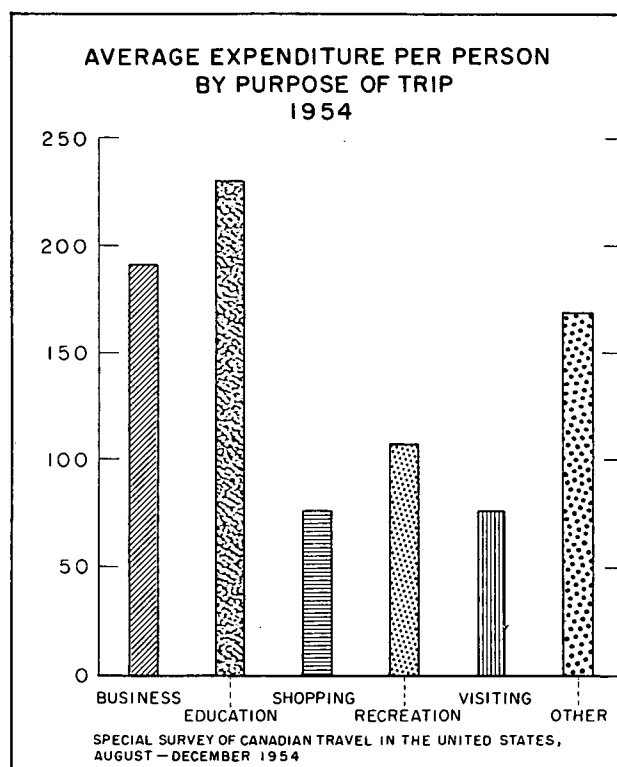
**STATEMENT 13. Purpose of Visit Reported by Canadians Returning from the United States
Special Survey, August-December 1954**

Type of transportation	Percentage of persons reporting main purpose of trip					
	Business	Education	Shopping	Recreation	Visiting relatives or friends	Other
	%	%	%	%	%	%
Rail	9.3	3.3	15.4	33.5	35.9	2.6
Bus	1.1	2.9	21.8	37.9	34.0	2.3
Aeroplane	19.3	2.1	15.2	23.4	35.6	4.4
Boat	4.3	1.1	26.5	43.8	24.2	0.2
Total non-automobile	7.5	3.0	17.6	34.7	34.7	2.5
Automobile	4.4	2.9	22.4	40.8	28.4	1.1
Grand total	5.1	2.9	21.3	39.4	29.9	1.4

In compiling average length of stay and average expenditure per person, forms reporting one purpose of visit were used. Questionnaires listing more than one purpose of visit were not used for comparisons according to purpose of visit. The average length of stay varied widely according to purpose of visit. Persons visiting the United States on shopping tours returned to Canada soon after the 48 hour time limit required for custom exemptions. The average length of stay reported by this group was 3.2 days while visits for educational purposes averaged 31.0 days. In view of the time of year the survey was conducted it is assumed that few university students would be included in the sample reporting education. Persons visiting the United States for miscellaneous purposes stayed an average of two weeks and persons visiting friends and relatives stayed between 13 and 14 days.

There was also a wide variation in average expenditures according to purpose of visit. The survey showed that visits for educational purposes had the highest average expenditures, although the average per person per-day was lower than most other types of visit. This condition was due chiefly to the greater length of stay. Canadians visiting the United States on business also had high average expenditures due to higher averages per day rather than greater length of stay. It is of interest to note that persons on shopping tours had the lowest average expenditure per visit reported for all purposes, but the highest average when calculated on a per person per day basis. Canadians visiting friends or relatives in the United States have the lowest average expenditures per day of all purposes queried and also low averages per visit. Charts 2 and 3 show comparative data on average expenditures and length of stay according to purpose of visit.

In addition to length of stay, purpose of visit and expenditures, Canadians were asked to give their destination in the United States. In order to



simplify the process of tabulation, the state rather than the town was used so that it might be presented in tabular form. On questionnaires listing more than one destination the state farthest removed from the International border was used in compilation. Table 8 gives the percentage of persons reporting their destination to states most frequently mentioned on the questionnaires. Data appearing for states lying close to the Canadian border should be accepted as minimum owing to the fact that Canadians must pass through states bordering Canada on their way to destinations farther south. In addi-

tion to the percentage of persons reporting the various states of destination, Table 8 gives a further breakdown of destinations by automobile and non-automobile transportation. States with large centres of population such as New York City and Chicago attract a higher proportion of the non-automobile traffic, whereas states like Montana and North Dakota without large cities attract a higher

proportion of their Canadian visitors from automobile travellers. Direct lines of transportation are usually available to the larger cities, but smaller cities and towns may be more accessible by automobile. Parking facilities and the volume of traffic may also be a factor influencing many Canadians to use non-automobile transportation to visit the larger cities in the United States.

Canadian Expenditures in the United States by Type of Transportation

The total re-entries of Canadian automobiles into Canada from the United States during 1954 amounted to 4.8 million, an increase of 4 per cent over the previous year. Expenditures of Canadian motorists increased over \$3 million or between 2 and 3 per cent. Most of the increase in automobile expenditures was in the two day class, amounting to \$2.2 million or 7 per cent more than in the year 1953. The additional expenditure in this category can be attributed to greater volume, as the average

per car was slightly lower than the preceding year. In 1954 the volume of two day automobile traffic amounted to a greater part of the total than in the previous year. Expenditures of the one day class recorded a greater percentage gain than the three day and over classifications due to an increase in volume and slightly higher averages. The average expenditure per car for Canadian automobiles staying three days or over in the United States was somewhat lower in 1954.

STATEMENT 14. Expenditures of Canadian Travellers in the United States by Types of Transportation Used to Re-enter Canada, 1950-1954

Type of transportation	1950	1951	1952	1953	1954 ¹
	(\$ Millions)				
Automobile.....	67.3	93.9	118.5	133.0	136.3
Train.....	47.0	58.2	75.2	61.6	65.4
Boat	3.5	3.9	3.8	5.1	5.8
Bus (Exclusive of local bus)	42.0	48.8	51.6	45.9	44.1
Aeroplane.....	13.8	22.1	26.1	39.9	39.9
Other (Pedestrians, local bus etc.)	19.1	19.0	18.4	21.8	21.8
Total.....	192.7	245.9	293.6	307.3	313.3

1. Subject to revision.

During 1954 a more detailed analysis was made on Canadian automobile traffic by length of stay as presented in Tables 9 and 10. This study revealed that the pattern for Canadian automobile traffic differs somewhat from the foreign automobiles travelling in Canada on traveller's vehicle permits as presented in Tables 1 and 1A. It should be noted, however, that the latter table does not include the substantial number of local visits by non-permit cars from the United States which mainly stay for less than one day. Over 83 per cent of the Canadian automobiles travelling in the United States return within twenty-four hours and 90 per cent re-enter Canada within 48 hours. Foreign automobiles travelling in Canada normally show a steadier decline but with some exceptions, in the proportion of the total as the length of stay increases; but Canadian automobiles show a more definite concentration in

the 7 day, 14 day, and 21 day groups; indicating possible vacations of one, two or three weeks duration. The pattern in number of persons per car also varies between Canadian and foreign automobiles. Foreign automobiles spending 24 hours or less in Canada carry the greatest number of persons per car when compared with other lengths of stay. Canadian automobiles on the other hand, with few exceptions, have a lower number of persons per car in the 24 hour category than in other classifications. The highest average number of persons per car in Canadian automobiles appeared in the 15 day classification indicating many family vacations in the United States of approximately two weeks duration. In the aggregate, Canadian automobiles carried close to the same number of persons per car as foreign automobiles travelling on customs permits.

The additional expenditures by Canadians in the United States during 1954 was evenly divided between automobile and non-automobile traffic. The volume of non-automobile traffic declined 1 per cent but expenditures advanced between 1 and 2 per cent. Re-entries by plane were the only type of non-automobile traffic to record an increase in volume but expenditures of this type of traffic were practically unchanged due to lower averages per person. Plane passengers spent longer periods abroad during 1954. Re-entries by rail declined in number but expenditures were nearly \$4 million

greater due to higher averages per person. Expenditures of passengers returning by bus were lower due to the decline in volume; the average per person being slightly higher in 1954. Visits by bus passengers were of shorter duration when compared with the previous year. Canadians returning by boat spent more per person, possibly due to longer visits, but the decrease in volume was sufficient to hold aggregate expenditures within a moderate increase over the previous year. Expenditures of the residuary classification known as "other travellers" showed little change from 1953.

Travel Between Canada and Overseas Countries

STATEMENT 15. Balance of Payments on Travel Account Between Canada and Overseas Countries, 1953-1954¹

Net Credits (+) Net Debits (-)

	All Overseas Countries		United Kingdom		Other Sterling Area		Other O.E.E.C. Countries		All Other Countries	
	1953	1954	1953	1954	1953	1954	1953	1954	1953	1954
Receipts.....	20	22	12	13	3	3	4	4	1	2
Payments	58	69	31	35	6	7	18	23	3	4
Net Balance.....	- 38	- 47	- 19	- 22	- 3	- 4	- 14	- 19	- 2	- 2

1. Subject to revision.

The customary debit balance in travel account between Canada and overseas countries reached an all-time high of \$47 million in 1954, the greatest spread between credits and debits on record. Although travel between Canada and overseas countries normally produces a debit balance, the difference between credits and debits has widened sharply during the past five years. The spread between credits and debits has increased year by year to a point four times greater than the difference recorded in 1949.

Expenditures in Canada by non-immigrant arrivals from overseas countries are estimated at \$22 million, an increase of 10 per cent over the previous record established in 1953. Included in these totals are transportation costs paid to Canadian carriers. Expenditures of overseas travellers in Canada are higher than the volume indicates, due to higher transportation costs and normally longer visits.

The number of non-resident travellers arriving direct from overseas countries through Canadian ports of entry in 1954 amounted to 23,900 of whom

12,700 or 53 per cent travelled by ship and the remaining 47 per cent representing 11,200 passengers arrived by air. Compared with the year 1953, the 1954 figure represents an increase of between 10 and 11 per cent, or approximately 2,300 entries. The number of arrivals by ship showed an increase of 12 per cent over the previous year, the reverse of the trend experienced in 1953 when passengers by ship declined 7 per cent. There was an increase of 9 per cent or an additional 900 persons arriving by plane when compared with the 1953 figure. Visitors arriving directly from overseas were supplemented by an estimated 18,000 who entered Canada via the United States. The total number of entries direct and by way of the United States amounted to 41,900, an increase of 10 per cent in the aggregate.

Data on the number of visitors direct from overseas using Canadian carriers as a means of transportation was compiled during 1954. Statement 16 reveals that 34 per cent of the visitors arrived in Canada via Canadian air and steamship lines, whereas 66 per cent were aboard foreign carriers.

STATEMENT 16. Number of Non-Immigrant Visitors Entering Canada Direct from Overseas Countries, by Type of Transportation, Principal Countries, 1954

Country of Residence	Arrivals by Aeroplane	Arrivals by Ship	Canadian Carriers	Foreign Carriers	Total
United Kingdom.....	5,394	8,286	5,623	8,057	13,680
Australia and New Zealand.....	560	780	602	738	1,340
Bermuda and B.W.I.	760	156	732	184	916
Other Commonwealth Countries	516	302	215	603	818
France	798	567	152	1,213	1,365
Holland.....	536	743	29	1,250	1,279
Germany	471	596	183	884	1,067
Greece	85	156	9	232	241
Switzerland	141	95	47	189	236
Belgium	105	129	23	211	234
Norway	80	123	18	185	203
Denmark	76	113	14	175	189
Italy	90	72	15	147	162
Austria	97	59	6	150	156
Eire.....	47	63	49	61	110
South America	546	88	104	530	634
West Indies (Not British).....	166	16	13	169	182
Mexico	115	11	82	44	126
Israel	63	43	6	100	106
Africa (Not British)	46	55	8	93	101
Other Countries.....	499	218	157	560	717
Total.....	11,191	12,671	8,087	15,775	23,862

Canadians travelled to overseas countries in ever increasing numbers during 1954. Residents of Canada returning via Canadian ports after visits to overseas countries numbered 73,600 in 1954, an increase of 20 per cent over the previous record established in 1953. Statement 17 shows the number of Canadians returning direct through the main ports of re-entry for the years 1950 through 1954. After making deductions for the number of re-entries by boat at Vancouver, Statement 17 reveals that the ports of Gander, Dorval, Malton and Vancouver accounted for some 50 per cent of the number of re-entries direct to Canada in 1954 and show an increase of 32 per cent over the previous year. In 1953 the same ports accounted for 45 per cent of the re-entries after making deductions for Canadians returning by boat at Vancouver. This indicates the increasing popularity of the aeroplane with Canadians as a means of overseas transportation. Other ports specified in Statement 17 are predominately boat traffic and accounted for 46 per cent of the total in 1954, an increase of 8 per cent over the previous year when they made up 51 per cent.

The ports specified in Statement 17 accounted for over 96 per cent of the Canadians returning direct from overseas during 1954. Canadian travellers returning from overseas countries via the United States are estimated at 22,000 making a total of 95,600, an increase of 15,100 visits in the aggregate or 19 per cent over the previous year.

Canadian travel expenditures in overseas countries amounted to \$69 million in 1954 to establish a new record of \$11 million or 19 per cent higher than the previous record of 1953. 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 \$31 million in 1953 to \$35 million in 1954, a gain of 13 per cent or \$4 million. Ex-

**STATEMENT 17. Residents of Canada Returning Direct from Overseas Countries,
Principal Ports of Re-entry, 1950-1954**

Port of re-entry	1950	1951	1952	1953	1954
Gander, Nfld.	4,853	4,084	6,799	9,457	8,529
Dorval, Que.	6,793	7,277	9,652	12,841	17,937
Malton, Ont.	3,882	3,370	3,602	4,158	7,036
Vancouver, B.C.	896	997	1,300	1,924	3,751
St. John's, Nfld.	916	917	1,055	1,080	944
Halifax, N.S.	4,573	3,592	4,393	4,208	4,017
St. John, N.B.	778	1,993	1,711	1,297	1,164
Quebec ¹ , Que.	19,541	19,936	24,827	24,796	27,673
Other Ports	1,569	1,999	1,473	1,721	2,507
Total All Ports	43,801	44,165	54,812	61,482	73,558

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

penditures in the O.E.E.C. countries of Europe showed a gain of \$5 million or 28 per cent. Expenditures in other commonwealth countries, are chiefly in Bermuda and the British West Indies

and were \$1 million higher than the previous year. Expenditures in the remaining countries are mainly in Latin America and accounted for \$4 million, an increase of \$1 million over 1953.

Quarterly Distribution of Travel Expenditures

An analysis of international travel expenditures by quarters is presented in Statement 18. Receipts are highly concentrated in the summer months with the third quarter of the year accounting for over 56 per cent of the total. As a result of this concentration in a comparatively short term the third quarter is the only period during the year when receipts exceed the payments. Receipts during 1954 were on practically the same level as the previous year with minor changes in the quarters. On a half-yearly basis receipts remained unchanged from 1953.

Payments are more evenly distributed over the year than receipts and although the third quarter is the most important, the seasonal peak is less pronounced. During the past four years receipts in the third quarter have not been sufficient to counter the deficits of the first, second and third quarters. Practically all of the increase in expenditures by Canadians during 1954 took place in the second half of the year. Statement 18 also illustrates an important feature when analyzing travel in Canada in that Canadian operators are expected to provide accommodation for over 55 per cent of our visitors during three months of the year, an uneconomical arrangement.

**STATEMENT 18. Quarterly Estimates of the Balance of Payments on Travel Account
Between Canada and Other Countries, 1950-1954¹**

	I Qr.	II Qr.	III Qr.	IV Qr.	Year
	(\$ Millions)				
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
1954	24	59	170	49	302

**STATEMENT 18. Quarterly Estimates of the Balance of Payments on Travel Account
Between Canada and Other Countries, 1950-1954¹ - Concluded**

	I Qr.	II Qr.	III Qr.	IV Qr.	Year
	(\$ Millions)				
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
1954	8.0	19.5	56.3	16.2	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
1954	66	98	131	87	382
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
1954	17.3	25.6	34.3	22.8	100.0

1. Subject to revision.

TABLE 1. Number of and Expenditures by Non-Resident Motorists Travelling on Customs Permits¹ Who Departed from Canada in 1954, Classified by Length of Visit

Day's stay	Number of permits	% of total permits	Average expenditure per car	Estimated expenditures	% of total expenditures	Number of car days	Average expenditure per car per day
			\$	\$			\$
1	851,843	35.38	7.43	6,329,193	5.18	851,843	7.43
2	522,423	21.70	18.66	9,748,413	7.97	1,044,846	9.33
3	282,515	11.73	45.89	12,964,613	10.60	847,545	15.30
4	176,109	7.31	66.75	11,755,276	9.61	704,436	16.69
5	113,883	4.73	87.28	9,939,708	8.13	569,415	17.46
6	79,734	3.31	104.27	8,313,864	6.80	478,404	17.38
7	67,466	2.80	120.79	8,149,218	6.67	472,262	17.26
8	72,114	3.00	129.43	9,333,715	7.63	576,912	16.18
9	45,063	1.87	142.35	6,414,718	5.25	405,567	15.82
10	29,640	1.23	150.61	4,464,080	3.65	296,400	15.06
11	21,183	0.88	158.67	3,361,107	2.75	233,013	14.42
12	17,498	0.73	162.99	2,851,999	2.33	209,976	13.58
13	15,877	0.66	172.64	2,741,005	2.24	206,401	13.28
14	15,806	0.66	174.01	2,750,402	2.25	221,284	12.43
15	16,735	0.70	177.61	2,972,303	2.43	251,025	11.84
16	9,958	0.41	185.10	1,843,226	1.51	159,328	11.57
17	6,280	0.26	194.37	1,220,644	1.00	106,760	11.43
18	4,516	0.19	192.41	868,924	0.71	81,288	10.69
19	3,616	0.15	198.81	718,897	0.59	68,704	10.46
20	3,178	0.13	203.91	648,026	0.53	63,560	10.20
21	3,001	0.12	221.14	663,641	0.54	63,021	10.53
22	2,981	0.12	214.58	639,663	0.52	65,582	9.75
23	2,159	0.09	225.69	487,265	0.40	49,657	9.81
24	1,810	0.08	216.91	392,607	0.32	43,440	9.04
25	1,543	0.06	207.50	320,173	0.26	38,575	8.30
26	1,441	0.06	219.01	315,593	0.26	37,466	8.42
27	1,486	0.06	220.27	327,321	0.27	40,122	8.16
28	1,544	0.06	204.89	316,350	0.26	43,232	7.32
29	1,683	0.07	202.21	340,319	0.28	48,807	6.97
30- 39	9,475	0.39	193.28	1,831,328	1.50	317,149	5.77
40- 49	3,896	0.16	261.76	1,019,817	0.83	172,385	5.92
50- 59	3,280	0.14	304.15	997,612	0.82	178,610	5.59
60- 69	2,772	0.12	296.87	822,924	0.67	177,415	4.64
70- 79	1,955	0.08	367.66	718,775	0.59	144,924	4.96
80- 89	1,627	0.07	396.11	644,471	0.53	137,426	4.69
90- 99	1,326	0.06	379.92	503,774	0.41	124,834	4.04
100-119	2,002	0.08	399.24	799,278	0.65	218,327	3.66
120-139	1,663	0.07	453.16	753,605	0.62	215,057	3.50
140-169	2,503	0.10	387.17	969,087	0.79	387,790	2.50
170-199	2,666	0.11	443.02	1,181,091	0.97	486,763	2.43
200-over	1,663	0.07	501.64	834,227	0.68	454,936	1.83
Totals	2,407,913	100.00	50.78	122,268,252²	100.00	11,294,487	10.83
Average length of stay						per car 4.69	

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 3 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 1954, 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.....	3.15	2,681,225	2,681,225	2.36
2.....	2.89	1,509,759	3,019,518	3.23
3.....	3.00	803,726	2,411,178	5.38
4.....	2.78	489,486	1,957,944	6.00
5.....	2.75	313,533	1,567,665	6.34
6.....	2.76	220,181	1,321,086	6.29
7.....	2.85	192,444	1,347,108	6.05
8.....	3.03	218,443	1,747,544	5.34
9.....	2.39	130,367	1,173,303	5.47
10.....	2.81	83,223	832,230	5.36
11.....	2.73	57,756	635,316	5.29
12.....	2.73	47,772	573,264	4.98
13.....	2.78	44,200	574,600	4.77
14.....	2.89	45,703	639,842	4.30
15.....	2.96	49,498	742,470	4.00
16.....	2.80	27,898	446,368	4.13
17.....	2.64	16,560	281,520	4.34
18.....	2.55	11,499	206,982	4.20
19.....	2.50	9,039	171,741	4.19
20.....	2.49	7,917	158,340	4.09
21.....	2.52	7,551	158,571	4.19
22.....	2.61	7,774	171,028	3.74
23.....	2.54	5,481	126,063	3.87
24.....	2.44	4,413	105,912	3.71
25.....	2.38	3,672	91,800	3.49
26.....	2.35	3,382	87,932	3.59
27.....	2.31	3,432	92,664	3.53
28.....	2.29	3,536	99,008	3.20
29.....	2.42	4,070	118,030	2.88
30- 39.....	2.32	22,016	736,924	2.49
40- 49.....	2.38	9,258	409,636	2.49
50- 59.....	2.37	7,761	422,620	2.36
60- 69.....	2.34	6,479	414,672	1.98
70- 79.....	2.34	4,577	339,293	2.12
80- 89.....	2.29	3,727	314,804	2.05
90- 99.....	2.27	3,011	283,465	1.78
100-119.....	2.35	4,713	513,974	1.56
120-139.....	2.37	3,939	509,386	1.48
140-169.....	2.34	5,866	908,820	1.07
170-199.....	2.29	6,111	1,115,757	1.06
200-over.....	2.32	3,866	1,057,596	0.79
Totals.....	2.94	7,084,864	30,567,199	4.00
Average length of stay			per person 4.31	

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-September 1954, Grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length 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.....	670	3,137	8,220	12,027
	Lake Erie Ports	—	—	5	5
	St. Clair and Detroit River Ports.....	421	2,297	2,231	4,949
	Sault Ste. Marie.....	63	691	846	1,600
	Total of above.....	1,154	6,125	11,302	18,581
	St. Lawrence River Ports	8,661	7,201	47,267	63,129
	All Ports in the Province of Quebec	771	3,009	10,440	14,220
	All Ports in Canada	10,589	16,398	70,265	97,252
(b) Fort Erie and Niagara Falls	St. Lawrence River Ports	1,313	7,571	15,213	24,097
	Lake Erie Ports	4	35	60	99
	St. Clair and Detroit River Ports.....	71,464	51,371	13,453	136,288
	Sault Ste. Marie.....	29	831	2,852	3,712
	Total of above.....	72,810	59,808	31,578	164,196
	Fort Erie and Niagara Falls.....	110,624	53,093	125,146	288,863
	All Ports in Canada	183,468	113,686	174,901	472,055
(c) Lake Erie Ports.....	St. Lawrence River Ports	—	2	13	15
	Fort Erie and Niagara Falls.....	—	70	99	169
	St. Clair and Detroit River Ports.....	90	10	82	182
	Sault Ste. Marie.....	—	—	6	6
	Total of above.....	90	82	200	372
	Lake Erie Ports	6	28	473	507
	All Ports in Canada	96	109	680	885
(d) St. Clair and Detroit River Ports	St. Lawrence River Ports	355	2,111	3,536	6,002
	Fort Erie and Niagara Falls.....	68,076	59,461	22,457	149,994
	Lake Erie Ports	65	41	65	171
	Sault Ste. Marie.....	2	268	5,501	5,771
	Total of above.....	68,498	61,881	31,559	161,938
	St. Clair and Detroit River Ports.....	86,985	29,276	79,838	196,099
	All Ports in Canada.....	155,524	91,589	123,546	370,659
(e) Sault Ste. Marie	St. Lawrence River Ports	82	734	1,010	1,826
	Fort Erie and Niagara Falls.....	60	979	3,486	4,525
	Lake Erie Ports	—	—	5	5
	St. Clair and Detroit River Ports.....	10	281	4,281	4,572
	Total of above.....	152	1,994	8,782	10,928
	Sault Ste. Marie.....	3,489	2,605	17,841	23,935
	All Ports in Canada	3,666	5,130	29,959	38,755
Section II. Traffic from Ontario to Other Provinces:					
St. Lawrence River Ports.....	All Ports in Quebec.....	771	3,009	10,440	14,220
All Ports in Ontario West of Kingston and East of Sault Ste. Marie (Includes Sault Ste. Marie).....	All Ports in Quebec.....	97	1,594	29,141	30,832
All Ports in Ontario	All Ports in Quebec.....	869	4,603	39,656	45,128
All Ports in Ontario	All Ports in Maritime Provinces.....	4	201	4,905	5,110
All Ports in Ontario	All Ports in Manitoba.....	94	1,192	3,682	4,968
All Ports in Ontario	All Ports in Maritimes, Quebec and Manitoba.....	967	5,996	48,243	55,206
All Ports in Ontario	All Ports in Ontario	358,089	228,962	388,045	975,096
All Ports in Ontario	All Ports in Canada	359,056	234,979	437,026	1,031,061

TABLE 2. Number of Non-Resident Automobiles Travelling on Customs Permits¹ Which Departed from Canada during the four months June-September 1954, Grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length 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	182	430	3,481	4,093
	All Ports in Ontario	6	262	2,562	2,830
	All Ports in Quebec and Ontario.....	188	692	6,043	6,923
	All Ports in the Maritime Provinces	33,461	11,680	44,262	89,403
	All Ports in Canada	33,649	12,372	50,311	96,332
Section IV. Traffic from Quebec to Other Provinces:					
All Ports in Quebec	All Ports in Ontario on the St. Lawrence River.....	1,049	2,685	7,821	11,555
	All Ports in Ontario West of Kingston and East of Sault Ste. Marie (Incl. Sault Ste. Marie)	47	1,172	17,180	18,399
	All Ports in Ontario	1,096	3,857	25,054	30,007
	All Ports in the Maritime Provinces	192	356	6,198	6,746
	All Ports in Ontario and the Maritime Provinces.....	1,288	4,213	31,252	36,753
	All Ports in Quebec	62,646	46,389	101,564	210,599
	All Ports in Canada	63,934	50,592	132,854	247,380
Section V. Traffic from Manitoba to Ontario:					
All Ports in Manitoba	All Ports in Ontario	62	941	3,470	4,473
	All Ports in Manitoba	8,016	4,293	10,879	23,188
	All Ports in Canada	8,111	5,311	15,598	29,020
Section VI. Traffic between the Prairie Provinces:					
All Ports in Manitoba	All Ports in Saskatchewan	33	69	624	726
	All Ports in Alberta.....	—	8	293	301
	All Ports in Saskatchewan and Alberta	33	77	917	1,027
All Ports in Saskatchewan	All Ports in Manitoba	33	59	708	800
	All Ports in Alberta.....	3	21	632	656
	All Ports in Manitoba and Alberta....	36	80	1,340	1,456
	All Ports in Saskatchewan	2,207	2,036	6,808	11,051
	All Ports in Canada.....	2,243	2,131	8,913	13,287
All Ports in Alberta.....	All Ports in Manitoba	—	7	276	283
	All Ports in Saskatchewan	13	62	534	609
	All Ports in Manitoba and Saskatchewan	13	69	810	892
	All Ports in Alberta.....	5,591	3,385	11,349	20,325
	All Ports in Canada.....	5,775	4,537	25,615	35,927
Section VII. Traffic between the Prairie Provinces and British Columbia:					
All Ports in the Prairie Provinces	All Ports in British Columbia	171	1,083	14,000	15,254
	All Ports in the Prairie Provinces....	15,896	9,940	32,103	57,939
	All Ports in Canada.....	16,129	11,979	50,126	78,234
All Ports in British Columbia.....	All Ports in the Prairie Provinces...	108	618	10,808	11,534
	All Ports in British Columbia	37,313	37,101	81,993	156,407
	All Ports in Canada.....	37,421	37,719	92,962	168,102

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 1954, Classified by United States Federal States or Countries of Registration

	Nfld. P.E.I. N.S.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C. & Y.T.	Total
	(1)								
Alabama	3	288	387	2,713	62	35	124	402	4,014
Arizona	—	39	122	1,126	52	74	285	930	2,628
Arkansas	—	118	95	1,159	46	30	117	386	1,951
California	7	801	1,989	17,480	1,206	803	5,036	42,112	69,434
Colorado	—	127	216	2,066	199	273	1,164	1,846	5,891
Connecticut	119	7,650	22,679	15,901	42	18	133	318	46,860
Delaware	8	175	722	1,756	13	—	27	70	2,771
Dist. of Columbia	23	315	1,229	2,640	25	7	87	115	4,441
Florida	5	1,236	2,954	11,178	166	77	393	790	16,799
Georgia	6	365	627	2,947	69	20	134	367	4,535
Idaho	—	59	75	717	64	96	1,064	5,851	7,926
Illinois	26	1,106	2,827	66,800	1,962	612	2,606	2,610	78,549
Indiana	10	598	1,110	30,836	339	123	625	802	34,443
Iowa	2	149	425	12,989	1,251	656	924	1,033	17,429
Kansas	3	187	315	4,439	772	428	809	1,318	8,271
Kentucky	3	206	345	5,361	58	26	109	223	6,331
Louisiana	1	181	334	2,052	104	57	212	407	3,348
Maine	6	88,702	19,726	3,242	14	7	22	77	111,796
Maryland	49	945	2,960	9,101	39	23	141	259	13,517
Massachusetts	495	24,648	50,531	28,316	61	28	286	441	104,806
Michigan	18	1,310	3,092	468,662	1,120	436	1,463	1,773	477,874
Minnesota	3	278	593	28,099	15,576	1,542	2,023	1,544	49,658
Mississippi	1	149	140	861	53	42	78	279	1,603
Missouri	5	309	573	9,495	628	180	763	1,113	13,066
Montana	—	20	58	648	306	4,530	10,973	2,565	19,100
Nebraska	1	100	189	3,158	709	446	633	801	6,037
Nevada	—	25	35	340	25	18	133	613	1,189
New Hampshire	6	2,243	22,891	3,551	13	6	43	112	28,865
New Jersey	216	4,705	20,702	33,603	120	52	421	523	60,342
New Mexico	1	165	91	698	66	54	210	414	1,699
New York	400	9,361	117,024	388,411	258	126	989	1,429	517,998
North Carolina	6	420	975	3,766	29	39	111	302	5,648
North Dakota	—	33	60	1,477	16,351	7,054	574	395	25,944
Ohio	47	1,916	4,514	140,803	348	182	1,047	1,231	150,088
Oklahoma	3	135	210	2,351	310	286	551	786	4,632
Oregon	—	138	167	1,708	187	255	908	22,932	26,295
Pennsylvania	155	4,124	13,465	102,054	164	79	686	1,012	121,739
Rhode Island	37	1,812	8,640	4,538	8	7	32	62	15,136
South Carolina	7	256	354	1,441	26	14	64	173	2,335
South Dakota	—	110	67	1,389	830	515	372	325	3,608
Tennessee	8	211	379	4,038	71	27	150	344	5,228
Texas	2	1,046	857	6,793	522	419	1,689	2,996	14,324
Utah	1	28	59	964	47	56	1,301	1,348	4,304
Vermont	7	556	85,526	3,308	12	3	27	63	89,502
Virginia	26	856	2,142	7,528	75	45	196	615	11,483
Washington	—	88	235	2,707	277	445	1,970	169,012	174,734
West Virginia	1	137	291	5,186	14	12	38	88	5,767
Wisconsin	3	355	798	26,175	1,219	491	1,058	959	31,058
Wyoming	—	20	41	373	64	192	626	504	1,820
Total U.S.	1,720	158,801	393,836	1,476,944	45,972	20,946	43,427	275,170	2,416,816
Other countries (2)	6	50	212	774	59	42	757	8,124	10,024
Grand total	1,726	158,851	394,048	1,477,718	46,031	20,988	44,184	283,294	2,426,840

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 9,060, Argentina 15, Australia 2, Austria 2, Bahamas 7, Belgium 4, Bermuda 11, Brazil 2, British Honduras 1, British West Indies 5, Cuba 26, Denmark 1, Ecuador 1, England 73, Finland 1, France 37, Germany 16, Guam 6, Guatemala 2, Haiti 5, Hawaiian Islands 443, Honduras 1, Ireland 1, Italy 2, Jamaica 5, Japan 9, Java 2, Mexico 100, Netherlands 19, Netherlands Antilles 20, New Zealand 4, Nicaragua 1, North Ireland 1, Pakistan 1, Panama Canal Zone 107, Philippine Islands 2, Peru 1, Puerto Rico 2, Scotland 2, South Africa 2, Switzerland 6, Trinidad 1, Uruguay 1, Venezuela 11, Virgin Islands 2, Sweden 1.

TABLE 4. Number of Non-Resident Automobiles Which Entered Canada on Customs Permits¹ Through Provinces Indicated, and Which Departed in 1954 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.....	3	75	213	582	39	23	97	192	1,229	31
Arizona.....	—	23	81	419	39	58	208	516	1,344	51
Arkansas.....	—	36	57	284	23	18	94	95	607	31
California.....	7	459	1,420	6,261	958	698	3,935	27,753	41,491	60
Colorado.....	—	51	129	581	126	186	878	896	2,847	48
Connecticut.....	119	4,383	14,383	5,485	36	13	112	150	25,181	54
Delaware.....	8	142	494	727	6	—	26	35	1,438	52
Dist. of Col.	23	250	924	1,425	21	6	71	84	2,804	63
Florida.....	5	730	1,914	5,140	128	63	338	536	8,854	53
Georgia.....	6	127	387	955	48	16	110	197	1,846	41
Idaho.....	—	14	29	191	44	71	691	3,025	4,065	51
Illinois.....	26	649	2,142	33,118	1,507	533	2,113	1,498	41,586	53
Indiana.....	10	302	768	14,145	243	110	487	368	18,433	48
Iowa.....	2	93	289	7,342	815	576	691	492	10,300	59
Kansas.....	2	83	201	1,767	505	270	548	541	3,917	47
Kentucky.....	3	99	204	2,151	41	16	84	90	2,688	42
Louisiana.....	1	77	257	606	65	39	167	236	1,448	43
Maine.....	6	16,641	11,152	847	13	6	17	36	28,718	26
Maryland.....	49	706	2,033	4,334	33	21	115	158	7,449	55
Massachusetts.....	484	21,111	34,142	9,047	51	24	252	290	65,401	62
Michigan.....	18	878	2,306	121,703	1,015	404	1,245	1,080	128,649	27
Minnesota.....	3	119	386	13,090	5,776	1,270	1,584	907	23,135	47
Mississippi.....	1	47	81	258	30	25	58	133	633	39
Missouri.....	5	150	411	4,147	381	135	587	492	6,308	48
Montana.....	—	11	31	176	184	2,398	5,336	1,391	9,527	50
Nebraska.....	1	31	123	1,520	486	370	488	346	3,365	56
Nevada.....	—	10	22	115	21	16	101	398	683	57
New Hampshire.....	6	1,723	10,636	891	11	6	39	53	13,365	46
New Jersey.....	212	3,547	13,937	16,339	105	39	368	331	34,878	58
New Mexico.....	1	47	60	189	38	28	159	202	724	43
New York.....	398	7,261	53,882	141,893	222	113	872	895	205,536	40
North Carolina.....	6	217	601	1,553	19	20	86	141	2,643	47
North Dakota.....	—	18	49	765	5,975	3,229	437	200	10,673	41
Ohio.....	47	1,164	3,148	85,267	275	159	872	760	91,692	61
Oklahoma.....	3	50	129	945	199	127	418	315	2,186	47
Oregon.....	—	59	99	558	121	221	673	15,653	17,384	66
Pennsylvania.....	153	2,674	9,218	55,147	127	69	590	550	68,528	56
Rhode Island.....	35	1,360	6,414	1,322	6	6	25	34	9,202	61
South Carolina.....	7	78	230	497	17	11	56	74	970	42
South Dakota.....	—	30	32	634	564	403	281	181	2,125	59
Tennessee.....	8	98	257	1,062	42	17	124	165	1,773	34
Texas.....	2	309	552	2,175	315	253	1,276	1,411	6,293	44
Utah.....	1	14	37	223	37	41	923	840	2,116	49
Vermont.....	7	408	10,744	914	11	3	19	32	12,138	14
Virginia.....	26	496	1,438	3,230	52	31	170	245	5,688	50
Washington.....	—	51	162	767	203	368	1,400	72,269	75,220	43
West Virginia.....	1	62	169	2,760	12	11	28	41	3,084	53
Wisconsin.....	3	135	566	12,975	872	408	829	493	16,281	52
Wyoming.....	—	7	23	88	45	138	436	236	978	54
Total U.S.	1,698	67,105	187,467	566,610	21,902	13,071	30,514	137,056	1,025,423	42
Other countries³	4	37	156	331	45	36	729	6,886	8,224	82
Grand total	1,702	67,142	187,623	566,941	21,947	13,107	31,243	143,942	1,033,647	43
Long term visits as % of long and short term visits	99	42	48	38	48	62	71	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 7,535, Argentina 12, Australia 1, Austria 2, Bahamas 7, Bermuda 11, Belgium 3, Brazil 2, British Honduras 1, British West Indies 4, Cuba 18, Denmark 1, Ecuador 1, England 52, France 28, Germany 9, Guam 5, Guatemala 2, Haiti 2, Hawaiian Islands 299, Honduras 1, Jamaica 5, Japan 7, Java 2, Mexico 85, Netherlands 20, Netherlands Antilles 19, New Zealand 3, Nicaragua 1, Pakistan 1, Panama Canal Zone 60, Philippine Islands 1, Peru 1, Puerto Rico 2, Scotland 2, South Africa 1, Sweden 1, Switzerland 3, Trinidad 1, Uruguay 1, Venezuela 10, Virgin Islands 2.

**TABLE 5. Number of Non-Resident Automobiles Travelling in Canada on Customs Permits
Which Departed in the Years 1950-1954**

Classified by U.S. Federal States' of Registration

State of origin	1950	1951	1952	1953	1954
North Eastern:					
Connecticut	34,808	40,149	42,079	47,727	46,860
Maine.....	121,566	113,102	113,076	114,984	111,796
Massachusetts	92,538	104,088	100,716	106,936	104,806
New Hampshire	23,698	25,511	25,813	28,774	28,865
New Jersey.....	48,365	55,288	55,539	62,232	60,342
New York	444,848	465,754	472,686	517,471	517,998
Pennsylvania.....	110,292	120,528	119,745	134,280	121,739
Rhode Island	13,961	14,991	14,970	16,482	15,136
Vermont.....	91,398	88,160	87,168	95,715	89,502
	981,474	1,027,571	1,031,792	1,124,601	1,097,044
% of Total.....	48.1	46.7	45.8	45.4	45.2
Great Lakes:					
Illinois	63,376	69,979	73,532	80,240	78,549
Indiana	27,849	31,530	32,097	36,536	34,443
Michigan.....	383,404	427,731	428,668	481,916	477,874
Ohio.....	128,249	143,042	145,038	158,806	150,088
Wisconsin.....	24,993	27,714	28,856	31,638	31,058
	627,871	699,996	708,191	789,136	772,012
% of Total.....	30.7	31.8	31.4	31.9	31.8
North Western:					
Minnesota.....	32,747	34,708	38,420	43,600	49,658
Montana.....	14,299	15,017	16,589	17,981	19,100
North Dakota	18,934	23,307	24,559	25,109	25,944
	65,980	73,032	79,568	86,690	94,702
% of Total.....	3.2	3.3	3.5	3.5	3.9
West Coast:					
California.....	56,986	59,535	64,342	71,620	69,434
Oregon.....	21,098	25,416	26,238	26,980	26,295
Washington.....	150,367	162,734	166,452	177,540	174,734
	228,451	247,685	257,032	276,140	270,463
% of Total.....	11.2	11.3	11.4	11.2	11.2
Other:					
	139,182	151,838	177,346	198,775	192,619
% of Total.....	6.8	6.9	7.9	8.0	7.9
Total	2,042,958	2,200,122	2,253,929	2,475,342	2,426,840

TABLE 6. Average Expenditure Per Car Declared by Non-Resident Permit-Holding Motorists¹ by U.S. Federal States of Registration, 1950-1954

State of registration	Average declared expenditure per car				
	1950	1951	1952	1953	1954
North Eastern:					
Connecticut	82.63	78.76	67.63	71.32	67.74
Maine	22.20	22.08	20.90	22.08	23.21
Massachusetts	91.52	85.03	79.45	83.06	80.90
New Hampshire	51.16	51.27	46.66	47.93	43.83
New Jersey	95.71	89.52	81.50	93.91	91.22
New York	59.22	58.11	51.83	53.34	51.76
Pennsylvania	84.58	82.09	74.78	78.08	77.84
Rhode Island	83.75	78.73	69.70	76.35	67.63
Vermont	13.65	15.16	14.14	14.12	13.75
Great Lakes:					
Illinois	94.02	89.48	83.56	79.67	69.32
Indiana	74.27	68.62	64.80	67.02	61.65
Michigan	37.60	33.82	30.49	30.32	30.87
Ohio	92.41	88.93	79.65	78.80	79.40
Wisconsin	86.61	81.06	76.88	79.25	67.57
North Western:					
Minnesota	78.50	72.82	66.56	66.65	59.07
Montana	73.48	70.74	59.27	64.95	61.20
North Dakota	55.66	51.48	45.50	47.65	42.54
West Coast:					
California	113.24	110.28	99.47	102.41	103.41
Oregon	97.11	103.32	92.74	99.82	97.22
Washington	50.06	53.55	50.18	53.76	52.93
Other	100.11	92.42	86.84	87.34	85.45

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 1954, 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	Average expenditure per car per day
	%	\$	\$	(days)	\$
Alabama	0.6	55.38	222,295	4.70	11.78
Arizona	0.9	95.80	251,762	8.48	11.30
Arkansas	0.5	55.13	107,559	5.47	10.08
California	1.4	103.41	7,180,170	7.04	14.69
Colorado	1.1	78.00	459,498	5.67	13.76
Connecticut	6.1	67.74	3,174,296	4.75	14.26
Delaware	2.5	82.50	228,608	5.33	15.49
Dist. of Columbia	2.6	106.62	473,499	7.32	14.56
Florida	1.4	102.45	1,721,058	12.66	8.09
Georgia	0.5	65.55	297,269	6.57	9.98
Idaho	3.5	64.81	513,684	6.97	9.29
Illinois	2.9	69.32	5,445,017	5.44	12.75
Indiana	2.5	61.65	2,123,411	4.85	12.71
Iowa	1.9	86.96	1,515,626	5.69	15.28
Kansas	1.1	80.29	664,079	5.97	13.45
Kentucky	0.8	59.41	376,125	5.27	11.26
Louisiana	0.5	96.81	324,120	7.63	12.69
Maine	47.0	23.21	2,594,785	5.11	4.54
Maryland	1.8	85.19	1,151,513	5.37	15.87
Massachusetts	8.1	80.90	8,478,805	5.84	13.86
Michigan	19.2	30.87	14,751,970	4.40	7.02
Minnesota	4.6	59.07	2,933,298	5.07	11.66
Mississippi	0.4	75.27	120,658	7.55	9.97
Missouri	1.1	82.61	1,079,382	6.47	12.77
Montana	8.9	61.20	1,168,920	5.16	11.85
Nebraska	1.2	94.42	570,014	5.95	15.88
Nevada	1.4	117.83	140,100	10.06	11.71
New Hampshire	17.6	43.83	1,265,153	3.85	11.38
New Jersey	3.6	91.22	5,504,397	5.22	17.49
New Mexico	0.7	84.32	143,260	7.30	11.54
New York	13.3	51.76	26,811,576	7.35	7.05
North Carolina	0.5	70.93	400,613	7.78	9.12
North Dakota	12.8	42.54	1,103,658	5.53	7.69
Ohio	5.2	79.40	11,916,987	6.17	12.87
Oklahoma	0.7	102.62	475,336	7.49	13.70
Oregon	3.8	97.22	2,556,400	5.97	16.29
Pennsylvania	4.0	77.84	9,476,164	5.13	15.16
Rhode Island	5.9	67.63	1,023,648	5.33	12.69
South Carolina	0.4	66.15	154,460	6.63	9.98
South Dakota	1.6	88.49	319,272	5.61	15.76
Tennessee	0.6	56.56	295,696	5.02	11.26
Texas	0.5	88.62	1,269,393	6.96	12.73
Utah	1.8	76.80	330,547	4.96	15.50
Vermont	77.3	13.75	1,230,653	4.24	3.24
Virginia	1.2	75.03	861,569	6.08	12.34
Washington	19.8	52.93	9,248,671	3.99	13.25
West Virginia	1.5	79.24	456,977	5.37	14.76
Wisconsin	2.8	67.57	2,098,589	4.78	14.13
Wyoming	1.6	102.76	187,023	7.06	14.55

1. Including commuters, summer residents and locals.

**TABLE 8. State of Destination Reported by Canadians;
Special Survey August-December 1954**

State of destination	Grand total	Automobile	Non-Automobile
	%	%	%
New York	24.27	22.61	29.50
Washington	16.74	17.79	13.43
Michigan	9.01	9.05	8.86
California	5.28	4.64	7.30
Massachusetts	5.10	5.02	5.34
Montana	4.75	6.11	0.49
Minnesota	3.70	3.61	4.00
North Dakota	3.39	4.21	0.78
Maine	3.36	3.73	2.20
Illinois	2.73	1.67	6.07
Florida	2.62	2.38	3.40
Oregon	2.54	2.57	2.46
Ohio	2.02	2.11	1.72
New Jersey	1.58	1.18	2.83
Vermont	1.52	1.67	1.03
Pennsylvania	1.37	1.33	1.48
Connecticut	0.93	0.82	1.27
Dist. of Columbia	0.82	0.68	1.28
New Hampshire	0.76	0.82	0.56
Idaho	0.72	0.89	0.17
Virginia	0.69	0.77	0.46
Wyoming	0.52	0.64	0.13
Oklahoma	0.51	0.63	0.13
Wisconsin	0.50	0.52	0.44
Other	4.57	4.55	4.67
Total	100.00	100.00	100.00

TABLE 9. Number of Canadian Motorists Returning to Canada in 1954, Classified by Length of Visit

Day's stay	Number of automobiles	% of total automobiles	Number of persons	Average persons per car
1	3,968,820	83.360	11,358,592	2.86
2	329,094	6.912	971,973	2.95
3	141,157	2.965	430,770	3.05
4	79,448	1.669	238,927	3.01
5	36,754	0.772	111,563	3.04
6	25,364	0.533	78,345	3.09
7	64,830	1.362	199,324	3.07
8	10,587	0.222	32,409	3.06
9	5,810	0.122	17,396	2.99
10	17,915	0.376	52,522	2.93
11	3,433	0.072	10,290	3.00
12	4,985	0.105	15,100	3.03
13	1,563	0.033	4,743	3.03
14	29,404	0.618	88,314	3.00
15	2,832	0.059	9,071	3.20
16	1,513	0.032	4,544	3.00
17	858	0.018	2,577	3.00
18	1,327	0.028	3,754	2.83
19	436	0.009	1,222	2.80
20	830	0.017	2,385	2.87
21	11,224	0.236	32,007	2.85
22	222	0.005	660	2.97
23	226	0.005	675	2.99
24	242	0.005	648	2.68
25	353	0.007	981	2.78
26	170	0.004	474	2.79
27	108	0.002	304	2.81
28	1,468	0.031	4,197	2.86
29	84	0.002	218	2.60
30- 39	8,931	0.188	25,167	2.82
40- 49	2,595	0.054	7,070	2.72
50- 59	186	0.004	493	2.65
60- 69	2,941	0.062	8,048	2.74
70- 79	452	0.009	1,143	2.53
80- 89	35	0.001	103	2.94
90- 99	1,728	0.036	4,425	2.56
100-119	141	0.003	364	2.58
120-139	1,062	0.022	2,517	2.37
140-169	716	0.015	1,776	2.48
170-199	816	0.017	1,929	2.36
200-over	377	0.008	929	2.46
Totals	4,761,037	100.000	13,727,949	2.88

TABLE 10. Number of Canadian Automobiles Returning to Canada in 1954. Classified by Length of Visit, by Province of Re-Entry

Day's stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	B.C. and Y.T.
1.....	1,105,838	674,211	1,463,376	135,570	62,083	29,025	498,717
2.....	10,265	44,086	169,088	21,331	11,921	11,236	61,167
3.....	7,609	28,807	50,704	11,152	7,276	6,968	28,641
4.....	4,936	18,810	28,867	5,031	3,080	3,827	14,897
5.....	2,298	9,490	11,462	2,691	1,567	2,102	7,144
6.....	3,120	6,420	8,354	1,310	777	1,457	3,926
7.....	5,345	21,421	23,013	2,828	1,231	1,448	9,544
8.....	1,443	2,012	3,254	682	466	638	2,092
9.....	545	1,076	1,546	425	320	465	1,433
10.....	2,421	4,239	5,972	845	539	664	3,235
11.....	254	578	900	249	215	333	904
12.....	920	889	1,292	288	212	355	1,029
13.....	140	274	285	140	115	185	424
14.....	889	8,015	10,642	1,579	755	815	6,709
15.....	306	1,287	455	115	111	160	398
16.....	243	197	423	91	83	144	332
17.....	46	155	181	56	72	112	236
18.....	75	248	364	111	76	114	339
19.....	29	46	85	40	44	69	123
20.....	34	142	248	45	73	86	202
21.....	236	2,545	4,364	666	401	387	2,625
22.....	6	28	42	20	26	43	57
23.....	8	23	43	23	22	36	71
24.....	9	42	56	22	17	27	69
25.....	11	59	108	32	16	42	85
26.....	8	23	35	14	15	27	48
27.....	6	13	30	16	9	12	22
28.....	64	347	643	90	33	49	242
29.....	7	6	34	5	5	8	19
30-39.....	238	2,238	3,504	499	368	459	1,625
40-49.....	55	630	999	163	113	134	501
50-59.....	1	40	85	10	10	8	32
60-69.....	72	839	1,109	127	118	157	519
70-79.....	4	102	143	33	35	34	101
80-89.....	—	8	10	4	1	—	12
90-99.....	45	331	728	90	118	93	323
100-119.....	1	17	45	14	19	20	25
120-139.....	31	144	419	69	143	83	173
140-169.....	7	120	279	38	101	50	121
170-199.....	19	121	443	48	60	28	97
200-over.....	8	61	152	30	25	34	67
Totals.....	1,147,592	830,140	1,793,782	186,592	92,671	61,934	648,326

TABLE 11. Balance of Payments on Travel Account Between Canada and Other Countries, 1926-1954(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.....	282	307	- 25	20	58	- 38	302	365	- 63
1954 ²	280	313	- 33	22	69	- 47	302	382	- 80

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

2. Subject to revision.

TABLE 12. Number of Foreign Automobiles and Other Vehicles Entering Canada, by Province of Entry, 1950-1954

Entering by ports in	1950	1951	1952	1953	1954
Non-permit class – Local traffic¹					
Atlantic Provinces	865,466	890,596	967,478	1,009,549	1,014,429
Quebec	276,231	287,626	289,369	348,679	315,117
Ontario	3,378,024	3,670,008	3,806,941	4,127,205	4,119,909
Manitoba	54,119	65,060	71,783	71,334	66,571
Saskatchewan	20,755	21,390	25,655	25,493	23,789
Alberta	19,717	17,029	19,847	23,254	24,912
British Columbia	95,722	105,542	109,917	122,165	120,510
Yukon	1,192	992	2,263	1,520	1,536
Canada ²	4,711,226	5,058,243	5,293,253	5,729,199	5,686,773
Traveller's vehicle permits¹					
Atlantic Provinces	148,265	151,219	152,421	161,286	163,034
Quebec	374,246	384,156	393,507	413,016	396,783
Ontario	1,236,290	1,343,083	1,362,363	1,534,135	1,492,378
Manitoba	26,315	35,480	38,040	39,971	46,499
Saskatchewan	15,715	16,786	19,288	21,155	20,863
Alberta	35,812	37,454	42,743	44,450	44,894
British Columbia	221,642	247,801	262,550	283,846	278,376
Yukon	1,863	3,622	7,253	8,255	8,017
Canada ³	2,060,148	2,219,601	2,278,165	2,506,114	2,450,844
Commercial vehicles					
Atlantic Provinces	79,272	84,394	89,951	83,707	77,259
Quebec	44,238	45,307	43,110	59,019	64,008
Ontario	112,825	108,366	138,571	190,197	178,228
Manitoba	4,505	6,990	6,801	7,218	10,478
Saskatchewan	5,521	4,769	5,658	7,927	7,464
Alberta	3,862	3,924	3,988	6,013	4,570
British Columbia	10,980	14,707	14,606	17,232	22,645
Yukon	366	333	1,051	1,176	1,019
Canada	261,569	268,790	303,736	372,489	365,671

1. "Non-permit Class" and Traveller's Vehicle Permits are defined on page 49.

2. Includes 4,120 motorcycles, 13,259 bicycles and 85,973 taxis in 1954.

3. Includes 1,298 motorcycles, 1,762 bicycles and 3,400 other vehicles in 1954.

TABLE 13. Number of Foreign Automobiles and Other Vehicles Entering Canada, by Month of Entry, 1950-1954

Month	1950	1951	1952	1953	1954
Non-permit class — Local traffic¹					
January	250,428	264,544	265,842	298,313	310,994
February	229,037	231,951	269,327	286,351	292,040
March	259,925	296,211	313,361	342,090	315,682
April	315,198	336,229	351,242	377,232	382,137
May	394,928	433,970	442,886	482,461	502,268
June	484,504	539,502	558,429	579,338	579,387
July	690,785	745,704	806,530	819,809	853,426
August	634,708	718,260	733,555	806,771	785,499
September	467,622	490,436	462,597	561,904	533,970
October	382,285	393,898	400,192	448,066	432,533
November	296,431	310,452	356,539	373,782	358,980
December	305,375	297,086	332,753	353,082	339,857
Total²	4,711,226	5,058,243	5,293,253	5,729,199	5,686,773
Traveller's vehicle permits¹					
January	36,185	40,941	38,113	47,422	48,736
February	39,006	38,935	52,439	57,448	59,617
March	47,711	62,718	62,515	71,587	67,218
April	87,058	86,360	96,379	106,709	107,022
May	144,640	148,286	179,463	183,509	194,685
June	237,867	290,453	289,088	297,616	275,154
July	471,823	489,058	501,019	544,420	562,223
August	437,145	503,956	534,262	546,185	515,149
September	277,388	281,212	232,580	305,212	289,904
October	143,124	147,558	140,607	169,530	162,213
November	80,104	76,040	88,016	99,192	96,945
December	58,097	54,084	63,684	77,284	71,978
Total³	2,060,148	2,219,601	2,278,165	2,506,114	2,450,844
Commercial vehicles					
January	18,817	20,213	22,594	30,773	28,677
February	17,596	19,153	22,037	30,667	28,309
March	20,278	21,607	22,614	31,568	32,494
April	18,878	21,201	21,922	29,455	28,185
May	21,935	24,746	25,126	31,436	30,152
June	23,628	25,777	24,442	33,342	31,524
July	23,481	23,764	25,482	32,635	30,794
August	25,410	24,010	27,677	32,513	29,315
September	24,148	24,207	27,760	31,404	30,048
October	24,049	22,607	28,806	29,936	31,178
November	21,941	21,381	26,424	27,448	31,589
December	21,408	20,124	28,852	31,312	33,406
Total	261,569	268,790	303,736	372,489	365,671

1. "Non-permit Class" and Traveller's Vehicle Permits are defined on page 49.

2. Includes 4,120 motorcycles, 13,259 bicycles and 85,973 taxis in 1954.

3. Includes 1,298 motorcycles, 1,762 bicycles and 3,400 other vehicles in 1954.

TABLE 14. Number of Foreign Travellers Entering Canada from the United States, by Province of Entry, 1950-1954

Province of entry	1950	1951	1952	1953	1954
(a) Rail¹					
Atlantic Provinces.....	14,431	13,722	13,584	12,837	12,433
Quebec.....	163,862	160,180	158,982	143,159	135,830
Ontario.....	191,125	208,499	219,559	202,179	195,556
Manitoba.....	17,548	17,109	17,753	19,145	18,006
Saskatchewan.....	11,883	11,131	12,158	13,240	12,183
Alberta.....	1,474	1,251	1,107	1,593	1,611
British Columbia.....	47,874	70,421	57,913	50,834	48,121
Yukon.....	9,323	9,794	10,160	7,586	8,467
Canada.....	457,520	492,107	491,216	450,573	432,207
(b) Boat					
Atlantic Provinces.....	21,170	21,944	20,797	20,394	19,486
Quebec.....	1,706	3,157	4,541	3,803	3,304
Ontario.....	92,897	125,084	154,627	166,489	193,982
Manitoba.....	—	—	—	—	—
Saskatchewan.....	—	—	—	—	—
Alberta.....	25	—	—	—	—
British Columbia.....	95,719	108,211	122,835	134,717	130,102
Yukon.....	6	—	34	1	3
Canada.....	211,523	258,396	302,834	325,404	346,877
(c) Bus²					
Atlantic Provinces.....	9,323	8,580	8,771	8,806	8,822
Quebec.....	40,534	37,465	41,540	41,961	41,997
Ontario.....	309,955	312,824	285,928	264,541	239,042
Manitoba.....	4,745	5,289	5,015	5,440	5,801
Saskatchewan.....	368	265	406	463	199
Alberta.....	2,450	2,665	2,898	3,161	3,060
British Columbia.....	39,088	39,861	29,998	27,561	36,218
Yukon.....	—	430	495	272	57
Canada.....	406,463	407,379	375,051	352,205	335,196
(d) Aeroplane					
Atlantic Provinces.....	10,157	9,284	8,939	9,663	10,861
Quebec.....	40,072	47,679	49,606	58,491	63,764
Ontario.....	47,893	59,556	69,018	84,428	94,831
Manitoba.....	7,306	6,062	6,393	8,761	10,959
Saskatchewan.....	337	683	846	1,285	1,278
Alberta.....	17,022	17,953	14,609	12,770	11,762
British Columbia.....	27,403	27,050	28,928	30,603	36,662
Yukon ³	8,232	6,907	6,790	7,414	8,351
Canada.....	158,422	175,174	185,129	213,415	238,468

1. After deducting intransit passengers across Southern Ontario.

2. Exclusive of local bus traffic between border communities by including intransit traffic.

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

**TABLE 15. Number of Foreign Travellers Entering Canada from the United States,
by Month of Entry, 1950-1954**

Month	1950	1951	1952	1953	1954
(a) Rail (Gross entries)					
January.....	84,982	83,199	89,382	89,109	67,775
February.....	68,493	65,899	80,810	71,832	60,524
March.....	61,891	76,054	70,337	71,000	56,356
April.....	76,816	74,929	74,283	77,859	67,428
May.....	72,384	82,279	89,022	82,274	72,355
June.....	113,593	102,411	118,006	102,340	88,898
July.....	144,234	125,991	122,139	114,984	114,667
August.....	109,661	127,735	122,247	112,935	112,481
September.....	105,664	98,573	86,823	87,044	85,828
October.....	80,625	93,140	82,570	73,659	68,642
November.....	74,589	78,984	71,818	62,448	63,762
December.....	99,608	106,667	103,034	80,625	82,451
Total.....	1,092,540	1,115,861	1,110,471	1,026,109	941,167
(b) Rail (Net entries)					
January.....	29,774	30,093	33,243	31,147	27,908
February.....	26,847	29,877	33,918	29,675	27,476
March.....	24,518	27,565	28,074	27,445	24,748
April.....	31,782	25,754	30,008	29,052	27,534
May.....	23,508	35,254	42,190	32,781	31,519
June.....	55,974	51,973	53,444	50,177	43,571
July.....	76,351	65,107	65,635	61,627	62,719
August.....	47,617	72,662	66,999	59,695	59,654
September.....	41,990	43,648	37,780	40,399	39,854
October.....	33,668	36,194	33,926	31,780	29,200
November.....	27,259	29,834	26,839	23,674	24,910
December.....	38,232	44,146	39,160	33,121	33,114
Total.....	457,520	492,107	491,216	450,573	432,207
(c) Boat					
January.....	1,348	1,318	1,133	1,240	1,381
February.....	1,545	1,163	1,802	1,264	1,539
March.....	1,743	1,613	1,774	1,843	1,541
April.....	4,212	2,879	2,321	2,631	3,174
May.....	6,353	7,137	10,963	14,494	16,116
June.....	31,177	34,835	36,955	46,349	45,290
July.....	70,269	83,916	97,446	102,434	113,749
August.....	63,331	87,917	108,608	94,583	108,175
September.....	21,545	28,082	30,819	39,340	42,783
October.....	5,523	4,875	5,245	11,158	8,103
November.....	2,017	2,447	2,326	6,501	2,865
December.....	2,460	2,214	3,442	3,567	2,161
Total.....	211,523	258,396	302,834	325,404	346,877

**TABLE 15. Number of Foreign Travellers Entering Canada from the United States,
by Month of Entry, 1950-1954 - Concluded**

Month	1950	1951	1952	1953	1954
(d) Bus^{1,2}					
January.....	11,446	14,102	12,481	11,649	12,380
February.....	12,442	12,397	15,855	11,112	12,157
March	13,885	19,159	12,730	11,178	11,215
April.....	19,107	18,342	20,710	15,377	15,189
May	33,830	33,106	34,251	27,131	29,923
June	48,598	43,542	45,379	39,599	39,034
July.....	91,439	88,687	82,768	73,007	75,506
August	81,840	82,599	76,268	71,453	62,807
September.....	42,664	39,202	26,392	36,780	31,893
October.....	21,521	24,264	20,930	23,577	19,361
November	14,569	15,750	14,509	15,040	12,611
December	15,122	16,229	12,778	16,302	13,120
Total.....	406,463	407,379	375,051	352,205	335,196
(e) Aeroplane					
January.....	7,408	9,638	9,817	10,598	11,806
February.....	7,549	9,298	9,500	11,148	12,238
March	8,657	10,880	11,209	12,554	13,538
April.....	11,051	11,816	12,449	13,775	15,404
May	14,449	15,193	14,248	18,163	20,481
June	17,794	18,377	19,432	24,981	26,803
July.....	19,858	21,777	23,099	26,447	30,836
August	20,424	21,230	24,619	26,917	28,407
September.....	16,947	19,193	20,148	22,826	25,359
October.....	13,665	15,772	15,974	18,256	20,868
November	9,960	11,198	12,129	13,507	16,308
December	10,660	10,802	12,505	14,243	16,420
Total.....	158,422	175,174	185,129	213,415	238,468

1. Exclusive of local bus traffic between border communities.

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

TABLE 16. Number of Canadian Automobiles and Other Vehicles Travelling in the United States by Province of Re-Entry into Canada, 1950-1954

Province of re-entry	1950	1951	1952	1953	1954
Length of stay — 24 hours or less					
Atlantic Provinces	741,496	902,396	1,071,888	1,128,197	1,210,512
Quebec	368,932	457,655	589,205	704,508	688,549
Ontario	837,120	1,177,829	1,368,502	1,488,384	1,501,664
Manitoba	57,026	88,115	115,966	125,330	136,014
Saskatchewan.....	32,989	41,741	55,101	57,265	62,604
Alberta	27,725	25,868	28,146	28,036	29,399
British Columbia	289,452	351,087	465,460	513,797	503,077
Yukon	42	10	212	405	1,332
Canada¹	2,354,782	3,044,701	3,694,480	4,043,922	4,133,151
Length of stay — Over 24 hours					
Atlantic Provinces	21,007	28,780	31,698	44,816	41,832
Quebec	77,137	109,660	141,396	160,510	156,955
Ontario	151,855	219,886	263,158	281,225	331,080
Manitoba	21,573	32,649	44,498	51,059	51,086
Saskatchewan.....	16,719	20,929	31,011	35,461	30,613
Alberta	20,953	19,451	32,260	34,529	32,961
British Columbia	88,644	107,313	141,238	153,443	149,618
Yukon	7	20	167	212	200
Canada²	397,895	538,688	685,426	761,255	794,345
Commercial vehicles					
Atlantic Provinces	76,553	83,786	91,690	93,575	89,703
Quebec	49,802	61,866	68,751	90,117	99,731
Ontario	71,948	118,984	136,040	112,547	101,908
Manitoba	6,360	12,424	16,975	20,222	25,646
Saskatchewan.....	7,586	10,396	13,731	14,702	13,819
Alberta	5,447	7,000	8,418	7,172	7,364
British Columbia	21,533	23,609	28,471	32,910	31,171
Yukon	29	15	95	121	152
Canada	239,258	318,080	364,171	371,366	369,494

1. Includes 9,458 motorcycles, 26,210 bicycles and 128,664 taxis in 1954.

2. Includes 1,219 motorcycles, 170 bicycles and 739 taxis in 1954.

TABLE 17. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Month of Re-Entry into Canada, 1950-1954

Month	1950	1951	1952	1953	1954
Length of stay — 24 hours or less					
January	130,265	165,051	198,559	242,225	225,882
February	126,339	144,268	216,613	230,639	236,210
March	148,200	205,536	250,177	279,485	271,830
April	181,864	234,231	289,605	322,646	334,083
May	206,627	279,373	319,283	383,474	396,567
June	218,359	298,456	349,662	376,517	381,040
July	270,134	357,098	413,466	440,589	488,972
August	254,900	342,162	428,392	468,052	470,042
September	217,405	304,002	336,714	356,604	372,287
October	226,960	274,094	322,878	353,314	362,777
November	187,213	220,575	297,551	305,716	308,705
December	186,516	219,855	271,580	286,661	284,756
Total¹	2,354,782	3,044,701	3,694,480	4,045,922	4,133,151
Length of stay — Over 24 hours					
January	8,938	12,559	13,971	20,340	20,454
February	7,751	11,482	18,489	20,652	21,826
March	12,626	28,403	26,052	31,751	30,760
April	27,526	28,482	50,195	57,771	58,475
May	22,359	34,450	46,560	56,357	66,465
June	31,052	43,915	61,189	60,903	62,326
July	67,967	97,772	112,876	122,580	131,502
August	76,830	103,721	134,654	148,325	145,830
September	52,375	70,493	81,390	89,395	91,442
October	43,662	54,173	69,816	76,062	75,468
November	25,560	30,119	40,635	43,146	49,567
December	21,249	23,119	29,599	33,973	40,230
Total²	397,895	538,688	685,426	761,255	794,345
Commercial Vehicles					
January	16,557	26,027	30,312	34,113	34,780
February	18,658	27,086	32,021	36,414	37,817
March	20,265	28,362	31,961	31,373	35,195
April	16,079	23,011	25,370	27,199	26,401
May	19,323	26,746	30,344	29,102	28,629
June	20,137	27,766	31,055	29,614	30,402
July	20,731	27,224	32,331	29,888	30,763
August	25,432	27,919	32,739	29,824	31,566
September	21,236	26,082	30,467	30,739	27,977
October	21,213	27,334	32,246	32,630	29,652
November	19,746	25,815	27,552	30,432	27,417
December	19,881	24,708	27,773	30,038	28,895
Total	239,258	318,080	364,171	371,366	369,494

1. Includes 9,458 motorcycles, 26,210 bicycles and 128,664 taxis in 1954.

2. Includes 1,219 motorcycles, 170 bicycles and 739 taxis in 1954.

TABLE 18. Number of Canadians Returning from the United States by Province of Re-Entry into Canada, 1950-1954

Province of re-entry	1950	1951	1952	1953	1954
(a) Rail					
Atlantic Provinces	13,196	15,459	16,038	15,558	14,014
Quebec	153,814	163,379	169,981	150,098	155,912
Ontario	245,995	237,064	245,330	238,923	218,789
Manitoba	20,196	22,124	25,094	23,897	24,905
Saskatchewan	5,955	5,971	6,217	6,141	5,467
Alberta	770	511	222	38	16
British Columbia	57,179	80,070	90,091	76,869	71,682
Yukon	1,740	1,526	1,600	999	1,239
Canada	498,845	526,104	554,573	512,523	492,024
(b) Boat					
Atlantic Provinces	34,442	37,161	48,000	56,798	42,191
Quebec	4,418	1,711	3,872	2,032	1,683
Ontario	10,536	9,474	19,380	39,522	39,934
Manitoba	—	—	—	—	—
Saskatchewan	—	—	—	—	—
Alberta	10	—	—	—	—
British Columbia	17,157	20,955	24,363	28,763	29,320
Yukon	2	6	41	29	—
Canada	66,565	69,307	95,656	127,144	113,128
(c) Bus¹					
Atlantic Provinces	14,670	17,702	18,815	17,840	16,453
Quebec	67,270	76,118	87,071	82,359	74,678
Ontario	390,676	391,689	364,492	333,135	304,653
Manitoba	17,522	20,257	23,186	21,823	21,729
Saskatchewan	1,176	933	756	580	596
Alberta	4,069	4,760	5,767	5,300	5,065
British Columbia	81,695	78,351	87,801	77,065	76,405
Yukon	—	42	110	120	35
Canada	577,078	589,852	587,998	538,222	499,614
(d) Aeroplane					
Atlantic Provinces	4,669	4,864	5,297	6,452	6,732
Quebec	31,106	41,516	49,468	60,560	66,104
Ontario	51,629	65,995	79,436	96,369	98,984
Manitoba	5,416	3,694	3,868	5,151	5,436
Saskatchewan	146	242	311	469	506
Alberta	2,104	3,381	5,138	5,903	5,188
British Columbia	16,051	19,244	21,493	24,721	28,851
Yukon	394	385	551	831	656
Canada	111,515	139,321	165,562	200,456	212,457

1. Exclusive of local bus traffic between border communities.

**TABLE 19. Number of Canadians Returning from the United States
by Month of Re-Entry into Canada, 1950-1954**

Month	1950	1951	1952	1953	1954
(a) Rail (Gross entries)					
January	47,910	42,600	43,679	41,410	38,944
February	28,560	29,937	35,942	32,041	28,613
March	31,014	48,781	39,940	34,669	35,652
April	44,903	38,186	59,039	49,992	48,263
May	32,015	38,963	41,871	39,200	39,484
June	40,813	39,420	41,418	35,919	32,928
July	55,136	56,506	55,763	54,922	51,869
August	48,996	59,096	63,980	61,106	58,560
September	43,656	49,547	47,391	41,824	41,960
October	46,284	45,577	46,155	46,920	42,861
November	36,423	35,910	36,297	34,504	35,095
December	43,135	41,581	43,098	40,016	37,795
Total	498,845	526,104	554,573	512,523	492,024
(b) Rail (Net entries)					
January	47,492	42,070	43,227	40,810	38,434
February	28,206	29,526	35,533	31,562	28,146
March	30,523	48,126	39,531	34,197	35,189
April	44,266	37,659	58,288	49,206	47,540
May	31,194	38,368	41,298	38,495	38,883
June	40,075	38,754	40,802	35,301	32,475
July	54,270	55,619	54,980	54,167	51,207
August	48,326	58,141	63,115	60,406	57,947
September	42,902	48,871	46,796	41,263	41,505
October	45,588	44,789	45,603	46,245	42,360
November	35,647	35,127	35,634	33,927	34,483
December	42,201	40,793	42,321	39,252	37,088
Total	490,690	517,843	547,128	504,831	485,257
(c) Boat					
January	3,198	3,288	3,010	5,067	4,123
February	2,661	3,080	3,439	4,354	2,932
March	3,404	3,628	3,310	4,647	2,821
April	3,021	4,014	4,283	5,793	5,182
May	3,729	4,811	6,255	8,135	6,484
June	6,634	5,987	9,070	11,773	13,427
July	12,169	10,310	18,246	20,505	23,811
August	11,855	12,413	19,572	25,473	22,443
September	6,752	8,035	10,461	14,840	13,239
October	4,927	5,091	6,435	11,716	8,139
November	3,767	4,138	6,066	7,724	4,853
December	4,448	4,512	5,509	7,117	5,674
Total	66,565	69,307	95,656	127,144	113,128

**TABLE 19. Number of Canadians Returning from the United States
by Month of Re-Entry into Canada, 1950-1954 — Concluded**

Month	1950	1951	1952	1953	1954
(d) Bus¹					
January.....	28,785	34,888	30,737	27,936	27,346
February.....	27,641	31,509	35,986	26,550	24,584
March	35,584	41,497	39,907	32,963	29,442
April	45,718	35,314	43,524	41,321	38,299
May	45,005	50,272	46,544	49,451	45,094
June	53,061	57,304	66,828	57,921	53,934
July.....	72,865	80,207	74,342	70,292	68,293
August	82,345	81,411	82,538	71,726	70,776
September.....	56,611	58,021	55,535	50,840	46,844
October.....	51,110	46,872	43,950	43,599	38,520
November	38,963	35,646	35,130	33,724	29,936
December	39,390	36,911	32,977	31,899	26,546
Total.....	577,078	589,852	587,998	538,222	499,614
(e) Aeroplane					
January.....	5,613	10,194	11,240	14,841	16,506
February.....	5,936	9,351	11,173	14,304	14,851
March	7,872	13,468	14,175	18,223	19,928
April	10,786	12,570	15,785	20,938	22,060
May	10,158	12,127	12,294	16,978	18,727
June	9,437	11,502	14,091	15,357	15,893
July.....	9,414	11,061	13,202	15,513	16,137
August.....	10,635	12,228	14,752	17,356	17,074
September.....	11,050	13,487	15,910	17,657	19,960
October.....	12,182	13,479	17,291	20,245	19,736
November	9,598	10,768	13,427	14,718	16,520
December	8,834	9,086	12,222	14,326	15,065
Total.....	111,515	139,321	165,562	200,456	212,457

1. Exclusive of local bus traffic between border communities.

Classification Definitions used in this Report.

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).

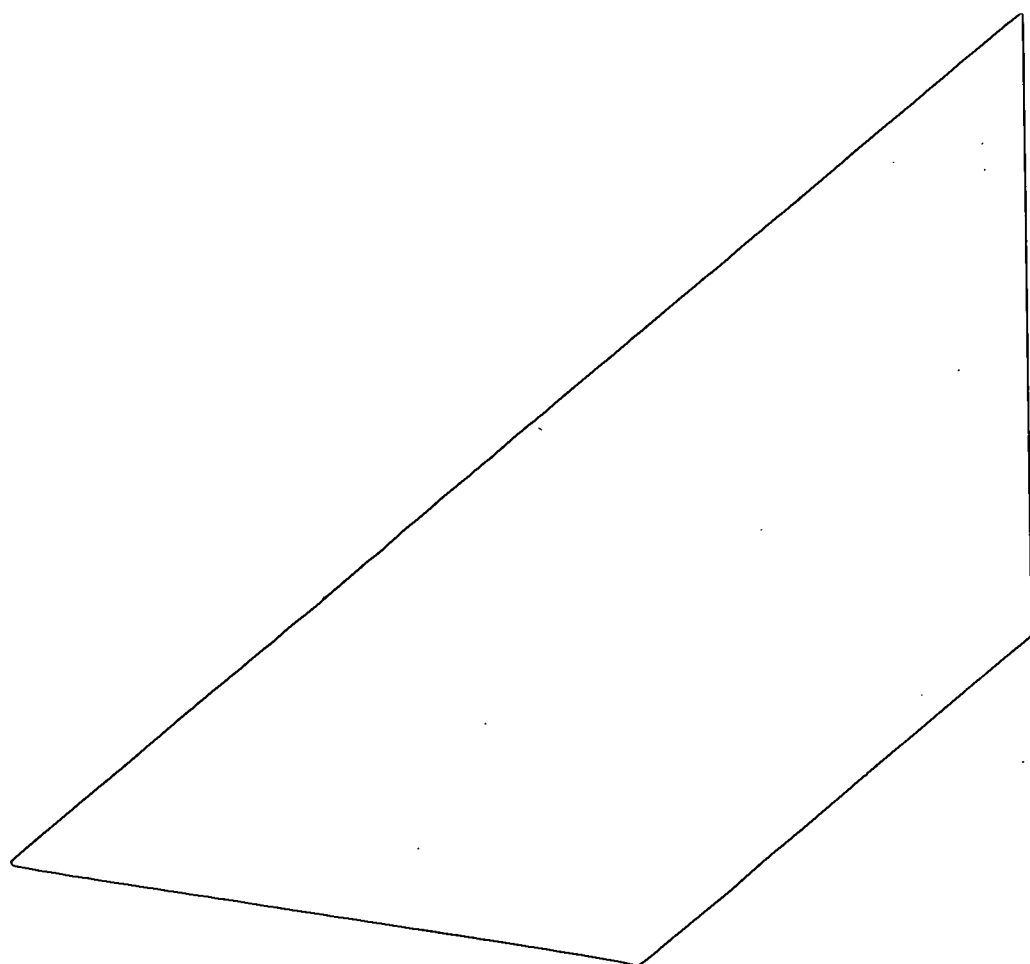
These permits are usually valid for periods of 60 days or 6 months, but more than 50 per cent of all permits issued each year are used for visits of less than 48 hours.

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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