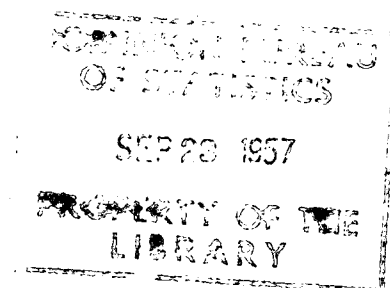


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CANADA

**TRAVEL BETWEEN CANADA
AND
OTHER COUNTRIES
1956**



DOMINION BUREAU OF STATISTICS

International Trade Division

Balance of Payments Section

DOMINION BUREAU OF STATISTICS

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AND
OTHER COUNTRIES
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TRAVEL BETWEEN CANADA AND OTHER COUNTRIES

1956

Leading Developments in Travel between Canada and Other Countries

Travel between Canada and other countries reached a new record in 1956, approximately 3 per cent higher than the previous record established in 1955. A substantial expansion in travel to other countries by Canadians was responsible for this record in volume during the past year. Visits to Canada by residents of other countries numbered 27.7 million while Canadians reciprocated with 27.2 million visits to other countries during the same period. The aggregate volume of all travel amounted to 54.9 million visits during 1956 as compared with 53.2 million in the previous year.

The total number of entries into Canada by people from other countries declined over 2 per cent or approximately 614,300 visits during the year. Some 616,900 fewer visits from the United States were recorded but an additional 2,600 entries were reported direct from overseas countries when compared with 1955.

Expenditures in Canada by travellers from other countries reached an all-time record in 1956 in spite of the small decline in the number of visits. Visitors from all countries left approximately \$337 million in Canada during the past year, an additional \$9 million when compared with 1955 or an increase of nearly 3 per cent. Receipts from residents of the United States advanced to a new record of \$309 million, some \$6 million or 2 per cent higher than the previous record, although 2 per cent fewer visits were reported. Receipts from overseas countries reached \$28 million during the past year, a new record for this segment of travel. Receipts from residents of overseas countries were 12 per cent higher than in 1955 although the increase in the number of visits amounted to about 9 per cent. In the aggregate, per-

sons from other countries spent more per visit while travelling in Canada during 1956.

The expansion in travel to other countries by residents of Canada gained momentum during 1956. A comparison with the previous year showed a gain of 9 per cent in the number of visits by Canadians to other countries, whereas, the same comparison in 1955 revealed an increase of 6 per cent over 1954. The number of visits to other countries by Canadians advanced from 24.8 million in 1955 to 27.2 million in 1956, the change amounting to an increase of over 2 million visits during the year. Percentage-wise, the interest in travel to overseas countries continued to be more predominant in 1956. During the past three years, travel by residents of Canada to overseas countries has maintained a rate of expansion amounting to a 20 per cent increase each year.

Expenditures on travel in other countries by residents of Canada also reached a new record in 1956. Canadians spent nearly half of one billion dollars travelling in other countries during the past year, an increase of \$49 million or 11 per cent more than the previous year. Compared with an increase of 3 per cent in our receipts, the momentum in travel by Canadians has extended the gap between debits and credits to a point \$40 million in excess of the previous record debit balance established in 1955. The debit balance on travel account with the United States increased from \$60 million in 1955 to \$82 million in 1956, and with overseas countries from \$61 million in 1955 to \$79 million in 1956. The total debit balance on account with all countries stands at \$161 million for the past year, the highest on record.

STATEMENT 1. Number and Expenditures of United States Travellers in Canada, 1953-1956

Type of Transportation	Number of Persons				Expenditures			
	1953	1954	1955	1956	1953	1954	1955	1956 ¹
	(Thousands)				(\$ Millions)			
Automobile:								
Non-permit or local traffic	9,557	9,720	10,923	11,939	21.9	22.8	28.5	35.4
Customs permits	7,316	7,128	7,315	7,241	135.0	127.5	136.9	137.2
Repeat trips of permit holders	2,520	1,795	2,594	3,210	—	—	—	—
Total	19,393	18,643	20,832	22,390	156.9	150.3	165.4	172.6
Non-Automobile:								
Rail	1,026	941	940	882	43.9	46.2	41.5	43.7
Boat	326	347	370	399	14.2	16.8	13.0	15.7
Through bus	352	335	340	339	23.0	23.2	22.3	22.0
Plane	214	239	288	315	24.9	26.0	37.3	36.6
Other	6,714	5,908	5,513	3,342	19.3	20.7	23.4	18.7
Total	8,632	7,770	7,451	5,277	125.3	132.9	137.5	136.7
Grand total	28,025	26,413	28,283	27,667	282.2	283.2	302.9	309.3

1. Subject to revision.

United States Travel Expenditures in Canada by Types of Transportation

An examination of the pattern of expenditures by residents of the United States in Canada during 1956, according to type of transportation, shows that the increase over 1955 appeared in the automobile classification. A comparison of the two years reveals expenditures of more than \$172 million in 1956 by persons using automobiles for transportation as against \$165 million in 1955, an increase of about \$7 million or approximately 4 per cent. Expenditures by persons using transportation other than automobiles was practically unchanged from 1955, the decline amounting to less than \$1 million. This decline for non-automobile transportation had a minor effect on the increase appearing for automobile travellers, leaving the net gain for all types of transportation some \$6 million higher than in the previous year.

The number of non-resident automobiles entering Canada during 1956 totalled 8.4 million, an increase of around 241,000 entries or about 3 per cent. The non-permit or local class of vehicles increased by about 5 per cent but the number of foreign vehicles entering on travellers' vehicle permits was between 1 and 2 per cent lower than the record for this category which was established in 1955. On a quarterly basis there was an advance in the number of travellers' vehicle permits issued of nearly 6 per cent in the first quarter of the year and between 3 and 4 per cent in the last quarter. A decline of 3 per cent was recorded in the second and third quarters but, since this decline appeared in the quarters when the number of entries is heaviest, the aggregate for the year shows a decrease. The months of July and August accounted for some 43 per cent of the total number of entries for the year on travellers' vehicle permits.

Several factors have been suggested as contributing to the decline in the number of visits to Canada by residents of the United States using travellers' vehicle permits. Of all the factors influencing the number of United States residents who might have visited Canada, perhaps unfavourable weather in the spring and summer months was foremost in deterring them. During the summer months of 1956 there were no heat waves in the United States which, under normal conditions, stimulate travel to Canada. The steel strike may have had a minor effect on the number of visits to Canada by discouraging persons who were directly affected from travelling far from home. This would be more noticeable in the industrial regions where the steel mills are located. The presidential nominations may also have had a minor effect in keeping some persons closer to home for their vacations.

Statement 1 shows that expenditures of automobiles entering Canada on travellers' vehicle permits revealed little change from the previous year, the increase amounting to less than 1 per cent. In comparison with 1955 higher averages per vehicle were declared in the second and third quarters in combination with a decrease in the number of visits, leaving little change in total expenditures for the period when the volume is heaviest. Lower averages per visit were reported in the fourth quarter of the year but the increase in volume had a counter effect on total expenditures leaving the aggregate for the three months practically unchanged. A change of trend in the first quarter has little effect on the pattern for the year as the volume of traffic in this quarter represents a small percentage of the aggregate for all quarters and thus a change must be very substantial in order to influence the pattern for the year.

STATEMENT 2. Average Declared Expenditures Per Car of Non-Resident Motorists Travelling in Canada on Customs Permits, by Class of Permit, 1952-1956

Class of permit	1952	1953	1954	1955	1956 ¹
	\$	\$	\$	\$	\$
Commuter	320.25	301.23	302.60	294.10	273.95
Summer resident	322.36	315.79	368.29	417.05	419.03
Local	117.85	81.59	56.15	49.10	52.96
Other (See statement 3 for detail)	51.92	53.63	52.16	54.79	56.74

1. Subject to revision.

Statement 2 shows average expenditures for the various classes of customs permit travel. Commuters reported somewhat lower averages as compared with 1955 but all the other classifications reported average expenditures slightly higher than the previous year. There was a substantial increase in the number of commuters recorded during 1956 but the de-

crease in the number of summer residents amounted to 13 per cent. Expenditures of the summer residents are of more significance than the other special classes of travellers' permits, but were lower in 1956 due to the decrease in volume. There was little change in the number of local permits issued during the year but higher averages per visit were

responsible for moderate increases in the expenditures of this group. The important "other class" contains over 99 per cent of the vehicles travelling in Canada on customs permits and normally includes about 97 per cent of the expenditures of this group.

Statement 3 shows the average expenditures declared by the "other class" of customs permit motorists by province of exit and, in comparison with 1955, reveals higher averages for all provinces with the exception of Quebec, Saskatchewan and Alberta. Trends for the year by province of exit varied from a decline of 8 per cent per visit in

Alberta to a gain of nearly 8 per cent in the province of Manitoba. The average of the declarations made in all provinces was between 3 and 4 per cent higher than the previous year. Expenditures of the non-permit or local classification of automobile traffic were substantially higher in 1956 due to an increase in the number of visits and higher average expenditure per visit. An increase of 19 per cent in average expenditure per visit in the third quarter, when the number of entries is heaviest, was instrumental in raising the average for the year. Considerable increases in the number of entries in the first and fourth quarters also contributed to the gain in total expenditures of this group for the year.

STATEMENT 3. Average Declared Expenditure Per Car of Non-Resident Motorists Travelling in Canada on Customs Permits¹, by Province of Exit, 1952-1956

Province of Exit	1952	1953	1954	1955	1956 ²
	\$	\$	\$	\$	\$
Atlantic Provinces	72.61	80.18	80.53	83.52	88.39
Quebec	55.07	57.05	52.25	55.12	54.09
Ontario	42.07	39.90	38.08	42.66	43.26
Manitoba	71.89	73.45	67.44	68.31	73.48
Saskatchewan	83.86	96.50	89.77	99.45	97.49
Alberta	114.31	116.23	109.34	109.43	100.75
British Columbia	84.11	93.29	89.62	86.22	87.08
Total (See table 1 for 1956 analysis).....	51.92	53.63	52.16	54.79	56.74

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

Expenditures of the non-automobile visitors declined more moderately during the year than the number of visits. A substantial decrease in the number of visits was recorded for non-automobile traffic but expenditures for this class are practically unchanged from 1955, the decrease amounting to less than 1 per cent. Most of the change in the aggregate expenditures of non-automobile visitors can be traced to the residual classification referred to as "Other Travellers" where the reduction in volume was quite pronounced. The average expenditure per visit, however, advanced about 11 per cent leaving the total receipts for this group of visitors some 20 per cent below the record established in 1955. Expenditures of the residual classification are estimated at \$18.7 million for the year 1956 as compared with \$23.4 million in 1955, a drop of nearly \$5 million for the year.

Visitors entering Canada from the United States by rail spent about 5 per cent more in 1956 due to higher expenditures per visit in the third quarter when the volume of traffic is highest. A decline of 1 per cent was recorded in the number of visits during the first quarter of the year. This decline became progressively greater throughout the year until the fourth quarter when the number of

visits was 20 per cent below the previous year. The average expenditure per visit was lower in the first quarter, practically unchanged in the second quarter and somewhat higher in the fourth quarter.

Residents of the United States entering Canada by boat spent about 21 per cent more during 1956 due to higher expenditures per visit and an advance in the volume of traffic. The increase in the average expenditure per visit was quite substantial in the fourth quarter but the advance in the number of visits was more pronounced in the third quarter which normally accounts for around 70 per cent of the entries by boat for the year.

Visitors from other countries using long-distance bus for transportation spent about the same amount as the previous year, the small decline amounting to less than \$1 million or around 1 per cent. Entries by bus were practically unchanged, the decrease amounting to around 1,100 visits for the year and the average expenditure per visit for the year was almost as high as that recorded in 1955.

More persons entered Canada by plane during 1956 but expenditures per visit were somewhat lower. An advance of around 9 per cent in the num-

ber of entries was not sufficient to counter the drop in the average amount spent on each visit. Average expenditures were lower throughout the year but

more pronounced in the second and fourth quarters. Total expenditures for the year were about 2 per cent lower than in 1955.

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

Practically all of the non-permit cars and approximately 79 per cent of the automobiles entering Canada from other countries originate in the states forming the northern boundary of the United States. The importance of the border states as a source of entries on travellers' vehicle permits has remained practically unchanged during the past three years. The border states supplemented by Oregon and California on the Pacific coast, Massachusetts, Rhode Island, Connecticut and New Jersey on the Atlantic Seaboard, normally account for 92 per cent of the cars entering Canada on customs permits. Faster cars, better roads and an extension of holiday practices in the United States have all contributed to the expansion of travel by automobile and have gradually reduced the importance of obstacles such as distance and time available which formerly acted as factors in deterring the expansion of travel by automobile. In 1956 automobile registrations in the United States totalled 54,133,572 as compared with some 2,478,000 crossings into Canada on customs permits, leaving a great tourist potential.

The analysis of the origin of automobile traffic entering Canada from the United States on customs permits is simplified by grouping the states as they appear in Table 5. The importance of each group varies little from year to year as shown by the relative stability during the past five years. The North-Eastern States comprising the area from Maine to Pennsylvania remained the most important group, supplying over 46 per cent of the automobiles entering Canada on customs permits. This area contributed more entries in 1956 than in any other year of the period shown in Table 5 and advanced in order of importance from 45.3 per cent of the total in 1955 to 46.6 per cent in 1956. In 1951 this area contributed 46.7 per cent of the total but had gradually diminished in order of importance during the intervening years. The states bordering on the Great Lakes furnished some 30.4 per cent of the cars entering on customs permits during 1956, approximately 1.3 per cent lower than in 1955. In 1956 the states bordering on the Great Lakes contributed the lowest percentage of the total entries on travellers' vehicle permits of any of the post-war years. The West Coast States accounted for 11 per cent and the North-Western States accounted for 4 per cent of the traffic. States not specified in Table 5 supply about 8 per cent of the automobiles entering Canada on customs permits.

The importance of the different regions as a source of receipts from travel is slightly different from their importance as a source of volume. The North-Eastern and Great Lakes States contributed 77 per cent of the volume and 71 per cent of the

expenditures in 1956, the same relationship as the previous three years. The North-Western States have made up 4 per cent of both volume and expenditures during the years 1954-1956 inclusive. The West Coast States of California, Oregon and Washington have made up 11 per cent of the volume and 14 per cent of the expenditures during the past three years. The remaining states and other countries not specified in Table 5 accounted for 11 per cent of the expenditures and 8 per cent of the volume in 1956, the same proportions as in the previous year. Table 6 shows an average expenditure of \$92.27 per car in 1956 for the states and other countries not specified. Average expenditures for this group have been climbing steadily during the past three years.

The uniformity from year to year in the average expenditure per car continued in 1956 as shown in Table 6. With the exception of New Jersey, Illinois and Wisconsin, the average rate of expenditure from year to year for each of the states shown in Table 6 varied less than \$9 per visit during the five-year period from 1952 to 1956. With the exception of Illinois and New Jersey, the range between low and high averages over the same five-year period has been less than \$13 per visit. During the same period the widest variation from year to year for the state of Ohio has been \$1.05 and \$1.58 for the state of New York. The range between the low and high average over the five-year period has been \$1.58 for the state of New York and \$1.67 for the state of Ohio. The uniformity reflected for the various states indicates stability in travel behaviour by residents of each of the states and reliability of the sample used in estimating receipts from residents of other countries travelling in Canada.

The average length of stay in Canada for cars (including commuters, summer residents and locals) originating in the North-Eastern States amounted to 6.60 days in 1956, a slight increase over the previous year. Expenditures per day were practically unchanged from 1955 and averaged \$8.50 per car. The average length of stay for cars from this area varied from 3.61 days for cars registered in Vermont to 7.81 days for cars from the state of New York. In 1955 the same states showed the shortest and longest visits for this area. Average expenditure rates per car per day varied from \$4.30 for cars originating in Maine to \$16.06 for cars registered in New Jersey. For the past two years cars originating in New Jersey reported the highest expenditure per car per day. In 1955 cars from the state of Vermont rather than the state of Maine reported the lowest expenditure per car per day for the group. Average expenditure per car per day was lowest in

the North-Eastern States as a group; but, with the exception of the residual classification referred to as "other", the length of stay was longer.

Cars originating in the area bordering the Great Lakes stayed an average of 5.21 days and spent approximately \$9.74 per car per day. The length of visit to Canada varied from 4.58 days for cars registered in Michigan to 6.65 days for cars registered in Ohio. Average expenditure rates varied from \$6.95 per day for cars from the state of Michigan to \$15.31 for cars from Wisconsin. Average expenditure per visit irrespective of the per day basis continued to be low for this group of states due to the length of stay in Canada being shorter than for all other groups.

The average length of stay remained more uniform for automobiles from the North-Western States, varying from 5.79 days for cars registered in Montana to 6.07 days for cars registered in Minnesota. Average expenditure per car per day varied from \$7.42 for cars registered in North Dakota to \$11.22 for cars originating in Minnesota. Considering the three states as a unit, the average length of visit in 1956 was 5.98 days and the average expenditure per car per day amounted to \$10.05.

Cars from states on the West Coast had the highest average expenditure per car per day of all groups. Although the average expenditure per visit was lower than for states included in the residual classification, the average expenditure per day was considerably higher. In 1956 the average length of stay for cars in this group was 5.28 days, a slight increase over 1955. The average expenditure per car per day also advanced slightly from \$13.33 in 1955 to \$13.47 in 1956. The length of stay varied from 4.12 days for cars registered in Washington to 7.97 days for cars registered in California. Expenditures per day varied from \$12.85 for Washington cars to \$15.55 for cars registered in Oregon. Cars originating in the states or other countries not listed in Tables 5 and 6 stayed 9.08 days in 1956 compared to 8.02 days in 1955. Expenditures per visit were the highest of all groups amounting to \$92.27 or approximately \$10.16 per car per day. Further details on length of visit and average expenditures for the states not referred to individually are shown in Table 7.

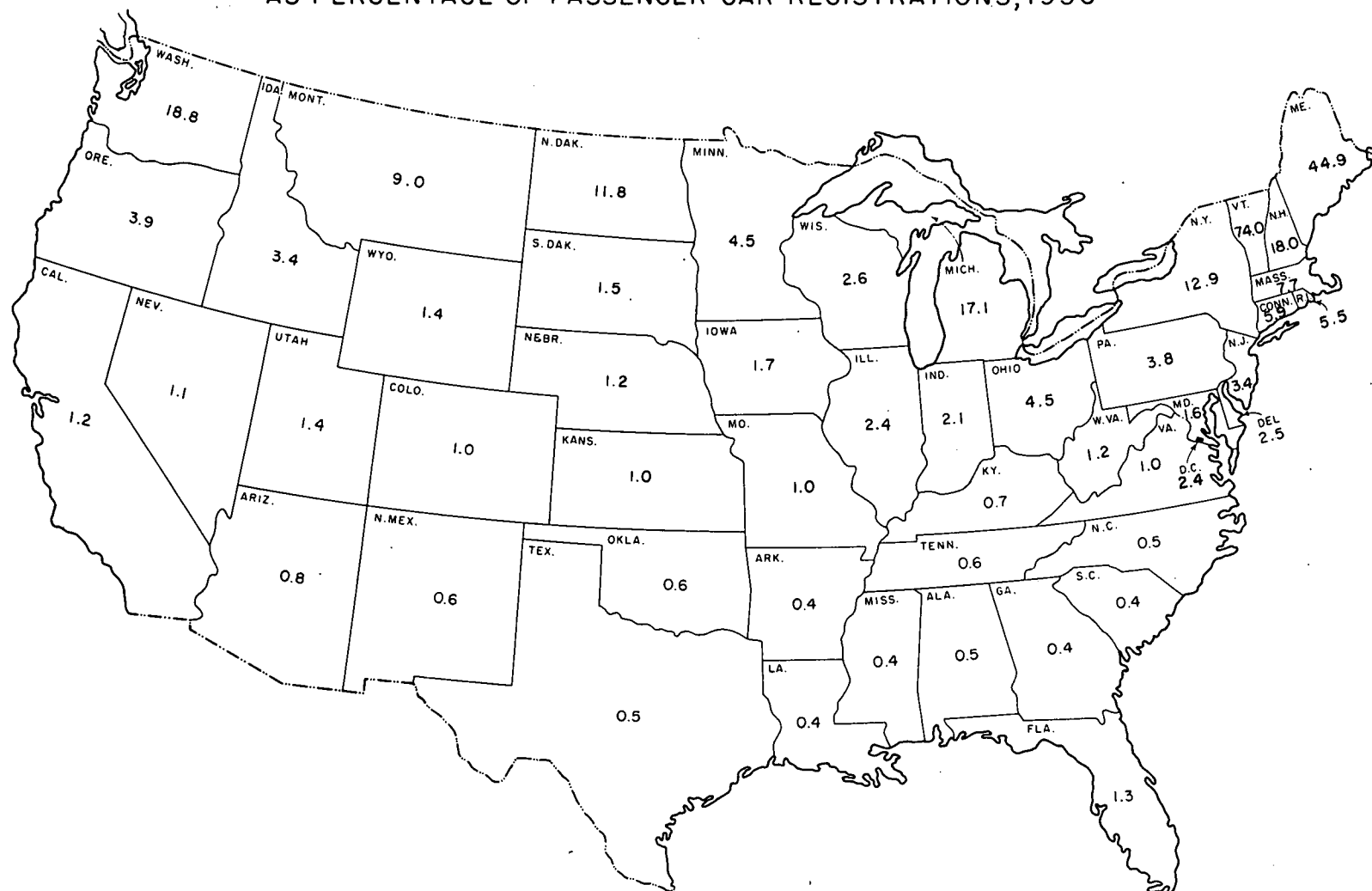
Table 3 classifies all automobiles travelling on customs permits in Canada by province of entry and state or country of registration. Similar information appears in Table 4 but is limited to visits lasting more than 48 hours and excludes the special classes of commuters, summer residents and locals. The special classes amount to less than 1 per cent of the total and would have little effect in making a comparison of the two tables. Visits recorded in Table 4 amount to 43 per cent of the total and the remaining 57 per cent of the cars entering on travellers' vehicle permits were in Canada less than 48 hours. The relationship between long-term and short-term visits has not changed in the past six years,

with the exception of minor changes within some of the provinces. In 1956 there was a higher proportion of long-term visits in Manitoba, British Columbia and the Yukon Territory, but a lower proportion of long-term visits in New Brunswick, Quebec, Saskatchewan and Alberta.

The relationship between short-term visits and visits lasting over two days was not uniform for all the states in 1956. The state of Vermont continues to show the highest percentage of short-term traffic of all the states in the union. Only 14 per cent of the cars originating in Vermont spent over 48 hours in Canada while the corresponding percentages for Maine and Michigan were 27 and 28 respectively. Table 4 shows that 27 of the states have more than 50 per cent of their vehicles in the long-term classification and the states of Colorado, Kansas, Minnesota and Oklahoma send vehicles that are evenly divided between long-term and short-term traffic. More than 50 per cent of the vehicles from the remaining 18 states return from Canada within 48 hours but included in this group are the states of New York, Michigan and Washington which normally contribute nearly 50 per cent of the total entries into Canada on travellers' vehicle permits. The percentage of long-term traffic for the three states contributing nearly half of the entries was as follows: New York 38 per cent, Michigan 28 per cent and Washington 43 per cent. The state of Oregon contributed the highest percentage of automobiles staying over 48 hours but the average length of visit was shorter than for some of the other states due, perhaps, to a heavier concentration of vehicles staying less than one week but more than 48 hours. Some 67 per cent of the cars from Oregon stayed more than 48 hours in Canada as compared with the other extremity of only 14 per cent from Vermont staying over 48 hours in Canada. Oregon was followed by the District of Columbia, Iowa and Nevada each with 64 per cent of their entries in the long-term classification. The percentage of automobiles staying more than 48 hours in the aggregate of all states is influenced by the heavy volume of traffic from the states of New York, Michigan and Washington, each with a relatively low percentage of long-term traffic.

On Map 1 the number of cars travelling on customs permits in Canada is shown as a percentage of the number of automobiles registered in each state. States close to the border normally have a higher proportion of entries to registrations and states a long distance from the border usually have a lower proportion of entries to registrations. Although the states of Michigan and New York contributed around 41 per cent of the cars travelling in Canada on customs permits or more than 1,000,000 vehicles in 1956, the total registrations in these two states for the same year were over 7,000,000. Michigan and New York did not contribute as high a percentage of entries to registrations as some of the other border states. Entries on travellers' vehicle permits from the state of Vermont were 74 per cent of the registrations and entries from Maine amounted

NON-RESIDENT AUTOMOBILES TRAVELLING ON CUSTOMS PERMITS IN CANADA AS PERCENTAGE OF PASSENGER CAR REGISTRATIONS, 1956



TOTAL STATES 4.5

to 45 per cent. Data on Map 1 also shows that entries from the state of Washington amounted to 19 per cent of the registrations, 18 per cent in New Hampshire and 17 per cent in Michigan. Although there were 4.3 million automobiles registered in New York state in 1956, only 13 per cent or some 468,600 vehicles entered Canada on customs permits during the year. The border states with the lowest proportion of entries to registrations were Wisconsin, Idaho and Pennsylvania although Ohio

and Minnesota also have a low proportion of entries to registrations. Normally the border states with a lower percentage of registrations travelling in Canada have a higher proportion of long-term traffic than the states with a higher percentage of entries to registrations. Ordinarily the border states with the lower percentage of entries to registrations also have higher average expenditures per visit due, no doubt, to the greater proportion of long-term visits.

Analysis of Automobile Traffic by Ports of Entry and Exit

Although no direct record is kept of the movement of American automobiles within Canada, the ports of entry and exit from Canada are known for all motorists travelling on customs permits. An examination of the customs permits according to port of entry with corresponding port of exit, discloses some of the routes within Canada which attract the greatest number of American motorists. In previous years this study was confined to the four month period from June to September inclusive,

but in 1956 the study was extended to cover the twelve months from January to December. The information recorded from this study is intended to represent minimum data on interprovincial or inter-regional travel. It does not include cars entering or leaving by the same province after visiting other provinces, or cars entering and leaving by the same region in Ontario after visiting other regions within the province.

STATEMENT 4. Percentage Distribution of Vehicles by Province of Exit for Non-Resident Automobiles Travelling in Canada on Customs Permits¹, Three Days or Over, 1956

Province of Entry	Province of Exit							
	Maritimes	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	B.C.	Yukon
	%	%	%	%	%	%	%	%
Maritimes	91.53	5.06	3.39			0.02		
Quebec	3.39	82.25	14.34			0.02		
Ontario	0.87	7.51	90.75	0.66		0.21		
Manitoba	0.06		16.48	73.50	3.56	3.17	3.23	
Saskatchewan		2.66		8.60	74.90	7.36	6.48	
Alberta		2.25		3.39	2.86	43.06	35.67	12.77
British Columbia		0.25		0.37	0.30	6.40	89.62	3.06
Yukon		0.78		1.89	2.14	39.96	50.43	4.80

1. Exclusive of commuters, summer residents and locals.

Well-defined preferences on the part of American motorists appear regarding the direction in which motor tours through Canada should be taken. During the year 1956 a total of 5,376 cars entered Canada through ports in the Maritime provinces and returned to the United States through ports in the province of Quebec, whereas 8,611 vehicles entered Canada through ports in the province of Quebec and returned to the United States through ports in the Maritime provinces. Although information on the length of stay within each province is not available, some 77 per cent of the cars travelling from the Maritimes to Quebec remained in Canada for 3 days or over and 75 per cent of the cars entering through Quebec and returning through the Maritimes spent 3 days or

longer in Canada. About 3 per cent of all automobiles entering Canada (on travellers' vehicle permits) through ports in the Maritimes returned by ports on the border between Quebec and the United States. Although more vehicles travelled in the opposite direction, percentage-wise only 2 per cent of the vehicles entering Canada through ports in Quebec returned to the United States by ports in the Maritime provinces. The most popular route used by residents of the United States for travel between the Maritimes and Quebec appears to be between St. Stephen in New Brunswick and Blackpool in Quebec. Some 14 per cent of the cars travelling from the Maritimes through Quebec, which remained in Canada for 3 days or longer, entered

through St. Stephen and returned to the United States via Blackpool. Traffic in the opposite direction, staying 3 days or longer, accounted for 11 per cent of the cars entering through Quebec ports and returning through ports in the Maritimes. Entries at St. Stephen and exits at Rock Island accounted for between 8 and 9 per cent of the traffic from the Maritimes through Quebec, and travel in the opposite direction represents about the same proportion of travel from Quebec to the Maritimes. Traffic entering Canada through St. Stephen, St. Leonard and Edmundston and returning via Blackpool, Rock Island and Armstrong accounted for 46 per cent of the traffic which entered through the Maritimes and returned through ports in the province of Quebec. Travel in the opposite direction accounted for 48 per cent of the vehicles which entered through ports in the province of Quebec and returned via ports in the Maritime provinces.

The interchange of entries and exits between Ontario and Quebec accounts for a substantial segment of the number of Americans travelling in these provinces. During 1956 some 33,380 foreign vehicles entered Canada on customs permits through ports in the province of Quebec and returned to the United States through ports in the province of Ontario. This represents some 8 per cent of the vehicles entering on travellers' vehicle permits. Approximately 82 per cent of these motorists stayed in Canada for 3 days or longer. Travel in the opposite direction was somewhat heavier as 50,939 vehicles entered Canada through ports in Ontario and returned through ports in Quebec. Automobiles returning through Quebec represented between 3 and 4 per cent of all entries into Ontario on travellers' vehicle permits. Some 85 per cent of the vehicles travelling in this direction remained in Canada for 3 days or over. Of the 43,483 cars (3 days and over) entering Canada through ports in Ontario and leaving

through ports in Quebec, some 31,938 entered through ports west of Kingston and east of Sault Ste. Marie (including Sault Ste. Marie) and 12,001 entered through the St. Lawrence river ports. Corresponding with the interchange of travel between the Maritimes and Quebec, the ports of Blackpool, Rock Island and Armstrong also account for most of the exits in Quebec which enter through ports in Ontario. The ports in Ontario appearing most frequently in the interchange between Quebec and Ontario were Niagara Falls, Windsor and Lansdowne. The ports referred to in each province accounted for about 45 per cent of all combinations of travel between the two provinces in the 3 days and over classification. Entries through the three ports in Quebec and returning through the three Ontario ports amounted to 11,418 during the year and traffic in the opposite direction totalled 20,449. To carry the analysis one step further, some 6,200 or 54 per cent of the entries through the three ports in Quebec returned to the United States through Niagara Falls, and 9,955 or 49 per cent of the entries through the three ports in Ontario returned to the United States through Blackpool. From this analysis it will be seen that the volume of traffic between Quebec and Ontario travelling on routes between Blackpool and Niagara Falls is heavier than on any other combination of ports. In 1956 some 3,518 automobiles in the 3 days and over classification entered Canada at Blackpool and returned through Niagara Falls, and 5,462 vehicles entered Canada through Niagara Falls and returned to the United States through the port of Blackpool.

Within the province of Ontario which normally accounts for about 60 per cent of the entries into Canada on travellers' vehicle permits, there are several well-defined routes that appear to be travel-

STATEMENT 5. Number of Non-Resident One and Two-Day Automobiles Travelling on Customs Permits¹ Intransit Between Selected Border Points in Ontario, 1952-1956

Border points	1952	1953	1954	1955	1956
Fort Erie - Windsor	115, 246	126, 079	125, 932	137, 551	111, 370
Niagara Falls - Windsor	110, 061	123, 225	112, 065	106, 723	95, 470
Fort Erie - Sarnia	36, 323	39, 384	43, 230	48, 125	46, 893
Niagara Falls - Sarnia	80, 979	97, 589	100, 867	102, 758	93, 864
Total of above	342, 609	386, 277	382, 094	395, 157	347, 597
Total number of cars¹ leaving Ontario irrespective of length of visit	1, 312, 231	1, 481, 801	1, 446, 732	1, 500, 851	1, 443, 950
Intransit traffic as percentage of total traffic	26. 1	26. 1	26. 4	26. 3	24. 1

1. Exclusive of commuters, summer residents and locals.

led by foreign motorists. A survey of the routes within the province reveals that the highways between Fort Erie and Niagara Falls on the east and the St. Clair and Detroit River ports on the west of southern Ontario, appear to carry the heaviest volume of traffic. Table 2 shows that some 656,100 automobiles left Canada during 1956 after having entered through Fort Erie and Niagara Falls. Of this number some 417,500 or more than 63 per cent returned to the United States by way of Fort Erie and Niagara Falls and 189,200 or 29 per cent returned through the St. Clair and Detroit River ports. Some 56 per cent of the cars travelling from Fort Erie and Niagara Falls to the St. Clair and Detroit River ports made the trip in one day which indicates that a high percentage of this traffic must be intransit across southern Ontario between two points in the United States. The number of one-day cars leaving through all other ports including Fort Erie and Niagara Falls amounted to 35 per cent. The trip across southern Ontario involves a journey of around 250 miles which can easily be accomplished in less than one day and thus save the motorist more than 100 miles as compared with the route south of Lake Erie.

Traffic in the opposite direction, entering Canada through ports on the St. Clair and Detroit Rivers and returning through Fort Erie and Niagara Falls, is also quite heavy. Table 2 also reveals

that some 551,400 foreign vehicles returned to the United States during 1956 after having entered Canada through the St. Clair and Detroit River ports. Of this number some 324,100 automobiles or 59 per cent returned to the United States through the same group of ports, and 200,900 or 36 per cent crossed southern Ontario and left Canada through Fort Erie and Niagara Falls. Some 53 per cent of the cars travelling east from the St. Clair and Detroit River ports to Fort Erie and Niagara Falls made the trip within one day, indicating there is also a high percentage of intransit travel in this direction. The number of one-day cars leaving through all other ports, including ports along the St. Clair and Detroit Rivers, amounted to 45 per cent. Further detail on travel across southern Ontario appears in Statement 6 showing the importance of the volume of intransit travel through this section of the province. Declarations of expenditures made on travellers' vehicle permits indicate that persons travelling intransit across southern Ontario spend less than persons with the same length of stay not travelling intransit. No doubt, the substantial amount of intransit travel through Ontario is a factor influencing the average expenditure per vehicle as shown in Statement 3. It would appear that Ontario has a higher percentage of intransit travel when compared with other provinces, consequently it is to be expected that the average expenditure per vehicle should be lower.

STATEMENT 6. Selected Routes Within Ontario Followed by Non-Resident Automobiles Travelling on Customs Permits¹ Which Departed from Canada During the Four Months June-September, 1953-1956

Route	Number of Cars				Percentage of entries via all ports in Ontario			
	1953	1954	1955	1956	1953	1954	1955	1956
Between: St. Clair, Detroit River Ports and Fort Erie, Niagara Falls	298,995	286,282	296,912	260,556	27.9	27.4	28.0	25.3
Fort Erie, Niagara Falls and St. Lawrence River Ports in Ontario	39,823	36,124	35,704	33,529	3.7	3.5	3.4	3.3
St. Lawrence River Ports in Ontario and Province of Quebec	29,025	25,775	25,630	25,763	2.7	2.5	2.4	2.5
St. Clair, Detroit River Ports and St. Lawrence River Ports in Ontario	11,787	10,951	10,679	9,621	1.1	1.0	1.0	0.9
Sault Ste. Marie and St. Clair, Detroit River Ports	10,369	10,343	11,940	10,912	1.0	1.0	1.1	1.1
Sault Ste. Marie and Fort Erie, Niagara Falls	8,558	8,237	9,255	8,336	0.8	0.8	0.9	0.8
Total of above	398,557	377,712	390,120	348,717	37.2	36.2	36.8	33.9

1. Exclusive of commuters, summer residents and locals.

The route between Fort Erie—Niagara Falls and the St. Lawrence River ports also carries a substantial number of foreign vehicles involving, as it does, a trip north of Lake Ontario and perhaps a visit to Ontario's largest city or some of the tourist resorts in Central Ontario. Automobiles using this route for entry and exit in both directions totalled 37,800 in 1956. Unlike the traffic crossing southern Ontario, some 68 per cent of the traffic over this route is classified in the 3 days and over group, indicating that it may be of more importance as a source of travel receipts to the province than the volume would indicate.

A comparison of the number of automobiles travelling in both directions over the six most popular routes within Ontario appears in Statement 6. This statement shows the number of permit-holding cars, exclusive of commuters, summer residents and locals, which followed these routes during the four-month period of June through September for the years 1953-1956. This period covers the principal touring season in which most of the pleasure travel to Canada is concentrated. The statement shows that the number of automobiles using the routes referred to carried a smaller percentage of the total entries into Ontario than in previous years. An exception to this statement is the route between ports on the St. Lawrence River and the province of Quebec which carried a higher percentage in 1956 due perhaps, to persons wishing to view seaway operations on the St. Lawrence River. Statement 8 includes automobiles leaving Canada, by a province other than that of entry, indicating little change for Canada in this respect during the past three years although some changes have appeared within the different provinces.

Travel between ports in Ontario, east of Fort William and Port Arthur, with the ports in the extreme western part of the province has not developed to any extent, no doubt, because of the distance in-

volved and the condition of many parts of the highway through the northern part of the province. During 1956 a total of 827 vehicles entered through ports in Ontario east of Port Arthur and returned to the United States mainly through Pigeon River after staying in Canada for 3 days or longer. Travel in the opposite direction was somewhat heavier and entries through Fort Frances, Pigeon River and Rainy River having ports of exit east of Fort William and Port Arthur totalled 1,082.

The exchange of foreign vehicles between Ontario and Manitoba is mainly through ports in Ontario west of Fort William and Port Arthur. Table 2 shows that during the year some 5,126 cars entered Canada through ports in Ontario and returned to the United States through ports in the province of Manitoba. Nearly 75 per cent of the motorists travelling in this direction reported visits of 3 days and over. Travel in the opposite direction totalled 4,919 during the year but the number reporting long-term visits of 3 days or over amounted to around 80 per cent. The number of motorists reporting long-term visits in the exchange of travel between Ontario and Manitoba was practically equal. Over 97 per cent of the traffic from Ontario to Manitoba, amounting to 3,822 long-term cars, entered Canada through the ports of Fort Frances, Pigeon River and Rainy River and 72 per cent of this was through the port of Fort Frances. The most popular route is from Fort Frances to Emerson with 61 per cent of the long-term traffic via Manitoba showing this route. Long-term traffic in the opposite direction amounted to 3,918 vehicles with almost 99 per cent of these returning through the three ports west of Fort William and Port Arthur. The port of Fort Frances accounted for 80 per cent of the returning vehicles which entered through Manitoba. The port of Emerson accounted for 70 per cent of the vehicles entering through Manitoba and returning to the United States through the three ports in Ontario west of Port Arthur.

STATEMENT 7. Non-Resident Automobiles Travelling on Customs Permits¹, Percentage of Volume, Classified According to Length of Stay in Canada by Province of Entry, 1956

Province of entry	Length of stay in Canada		
	1 day	2 days	3 days and over
	%	%	%
Maritimes	35.80	13.64	50.56
Quebec	31.60	20.98	47.42
Ontario	39.50	21.68	38.82
Manitoba	28.53	18.44	53.03
Saskatchewan	20.71	15.64	63.65
Alberta	19.57	13.31	67.12
British Columbia and Yukon Territory	24.58	23.33	52.09
Canada	35.34	20.94	43.72

1. Exclusive of commuters, summer residents and locals.

Residents of the United States wishing to visit Alaska usually travel intransit through Alberta and British Columbia but the length of time required for this journey is much greater than the trip across southern Ontario. While a trip across Ontario involves approximately 250 miles, automobiles proceeding to Alaska from other states must travel well over 2,000 miles in Canada. Although the purpose of trip may be intransit to or from Alaska, the length of time required would involve lodging for perhaps two or more nights in Canada and thus expenses would be much higher than the intransit travel through Ontario. Instead of depressing the average expenditures for the provinces involved, intransit travel to Alaska may have the opposite effect and contribute to the high averages for Alberta and British Columbia as shown in Statement 3.

Throughout the year 1956 some 8,500 cars entered through ports in Alberta or British Columbia and left via the Yukon Territory after staying 3 days or longer in Canada. Over 98 per cent of these cars left Canada through the port of Snag Creek on the Alaska highway. The most popular route appears between Coutts in Alberta and Snag Creek in the Yukon Territory. Some 38 per cent of the cars intransit to Alaska used this route during the year and 28 per cent entered through Huntingdon or Aldergrove in British Columbia and left Canada via

Snag Creek. Travel in the opposite direction usually represents the return trip from Alaska to states south of the international boundary. The return trip follows much the same pattern with Snag Creek to Coutts being the most popular route although a considerable number of the permits show Huntingdon as the port of exit.

On a provincial basis, traffic to the Yukon is about evenly divided between Alberta and British Columbia. Nearly 4,200 cars entered Canada through ports in Alberta during 1956 and left through the Yukon Territory. Some 78 per cent of this number travelled the route from Coutts to Snag Creek and 73 per cent of the travel in the opposite direction used the same route.

More than 4,300 cars entered through ports in British Columbia and left Canada through the Yukon Territory. Some 31 per cent of this number travelled between Huntingdon and Snag Creek and 24 per cent travelled between Aldergrove and Snag Creek. Travel in the opposite direction followed a somewhat different pattern as 46 per cent used the route from Snag Creek to Huntingdon. The route carrying the second greatest number of cars in the opposite direction was between Snag Creek and Osoyoos which accounted for 14 per cent of the total entering through the Yukon and returning through all ports in British Columbia.

STATEMENT 8. Minimum Inter-Provincial Travel by Non-Resident Automobiles Travelling on Customs Permits¹ Which Departed from Canada During the Four Months June to September, 1953-1956.

Province of entry	American Cars leaving Canada by a province other than that of entry				Percentage of all cars leaving province			
	1953	1954	1955	1956	1953	1954	1955	1956
Atlantic Provinces	7,266	6,929	7,580	7,127	7.5	6.7	7.2	6.4
Quebec	41,501	36,781	36,483	35,624	16.1	14.1	13.9	13.0
Ontario	62,734	55,965	56,867	54,569	5.9	5.5	5.5	5.4
Manitoba	5,713	5,832	6,685	6,706	22.0	19.8	21.9	21.9
Saskatchewan.....	2,057	2,236	2,736	2,971	15.4	17.1	22.8	22.6
Alberta	16,052	15,602	16,191	17,803	45.5	48.1	48.7	52.1
British Columbia	10,899	11,695	11,739	12,645	6.5	6.8	6.5	6.8
Total	146,222	135,040	138,281	137,445	8.7	8.3	8.3	8.3

1. Exclusive of commuters, summer residents and locals.

The exchange of travel between Alberta and British Columbia also warrants closer examination. Statement 4 shows that only 43 per cent of the long-term foreign automobiles entering Alberta during the year 1956 returned to the United States through ports in Alberta, and close to 36 per cent returned

through ports in British Columbia. The route between Carway and Kingsgate is used by 35 per cent of the motorists entering through Alberta and returning via British Columbia, while 20 per cent travel between Coutts and Kingsgate. Although Statement 4 shows that approximately 36 per cent

of the automobiles entering Canada through Alberta leave through ports in British Columbia and 6 per cent of the number entering through British Columbia leave through ports in Alberta, the discrepancy in the number of vehicles is not so wide as the percentages indicate. In 1956 the number of vehicles in the 3 days and over classification, entering Canada through Alberta and leaving through ports in British Columbia amounted to 11,700 and traffic in the opposite direction totalled 9,065 cars. This analysis, however, does not include vehicles that

may enter Canada through the port of Kingsgate in particular, proceed to destinations in Alberta for a vacation and return to the United States through the same port or other ports within the province of entry. The same factor would apply to traffic in the opposite direction. Of the automobiles entering Canada through ports in British Columbia and returning through ports in Alberta, approximately 37 per cent travel from Kingsgate to Carway and 21 per cent travel from Kingsgate to Coutts.

Receipts from United States Travellers by Province of Entry

It has already been explained in previous reports that there is insufficient information on the movements of American travellers within Canada to give an accurate breakdown of receipts according to the province in which the expenditures are made. Information available on customs permits makes it possible to ascertain the number of such motorists leaving Canada by a province other than that of entry, but there is no way of determining what part of the expenditure was made in the province of entry and what part was made in the province of exit. The information collected on province of destination from the special survey described elsewhere in this report seems to indicate that the net effects

of interprovincial crossings are perhaps not too serious in the case of some provinces, although of more significance in others. When percentages are extended to the number of vehicles the probabilities are that, although some regions may gain a little on the balance of the international automobile traffic, the discrepancy is not as great as might be expected. Less information is available on the provincial distribution of non-automobile types of transportation although it is apparent that for the province of Alberta in particular many persons using rail transportation for travelling in that province enter Canada through border points in other provinces.

STATEMENT 9. Distribution of United States Travel Expenditures in Canada by Province of Entry, 1952-1956

Province of entry	Percentage of total				
	1952	1953	1954	1955	1956 ²
Atlantic Provinces ¹	7.8	8.1	7.9	7.7	7.9
Quebec	18.3	18.6	18.1	17.4	18.3
Ontario	50.6	51.5	50.5	53.6	51.5
Manitoba.....	2.6	2.5	2.6	2.7	3.0
Saskatchewan	1.7	1.8	1.9	1.5	1.6
Alberta	3.5	2.9	2.8	3.0	2.8
British Columbia	15.5	14.6	16.2	14.1	14.9
Total	100.0	100.0	100.0	100.0	100.0

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

In Statement 9 estimates of expenditures are distributed by province on the basis of port of entry. Data appearing in this statement, however, are not intended to measure accurately expenditures made within the province. To facilitate a comparison between annual data, the distribution is presented in the form of percentages of the total expenditures each year. The statement shows that generally the provinces remained in the same order of importance each year. During the past five years on the basis of port of entry the province of Ontario has received at least 50 per cent of the receipts each year. In

comparing 1956 with the previous year it can be seen that the expenditures of visitors entering through the Atlantic Provinces, Quebec, Manitoba, Saskatchewan and British Columbia have formed a higher percentage of the aggregate while the expenditures of entries into the remaining provinces accounted for a smaller portion of the total. A comparison of the average length of stay for automobile traffic covered by customs permits and the average expenditure per car appears in Statement 13 and is of interest when examining the estimate of the breakdown of expenditures on a provincial basis.

Receipts from United States Travellers in Canada During 1956, Classified by Length of Stay in Canada

The total number of entries into Canada by residents of the United States in 1956 amounted to over 27 million. Many classes of travellers are represented in this figure, ranging from residents of border communities who may enter Canada many times during the year for visits of short duration, to others who may stay for weeks or months. Short-term visits are numerous, particularly in the Windsor-Detroit area and the St. Stephen-Calais region where close social and economic relationships exist. In many communities close to the border an

interdependence with the neighbouring locality on the other side exists, resulting in heavy local traffic between Canadian and American centres, most of which is of a short-term nature. Short-term visits have amounted to approximately 85 per cent of the volume for several years but their low average expenditure is responsible for curtailing their importance as a source of receipts from travel. In 1956 they contributed 24 per cent of the total receipts from foreign travellers in Canada, a slightly higher proportion than in 1955.

STATEMENT 10. Expenditures of United States Travellers in Canada by Length of Stay, 1956

Mode of Travel	Number of persons	Per cent of grand total	Expenditures	Per cent of grand total
		%	\$	%
Short-term traffic:				
Automobile:				
Non-permit or local traffic	11,939,200	43.15	35,379,500	11.43
Customs permit holders:				
Commuters	9,900	0.04	1,102,700	0.36
Locals	22,200	0.08	580,000	0.19
Repeat trips	3,209,400	11.60	—	—
Other:				
1 day's stay	2,730,800	9.87	7,104,600	2.30
2 days' stay	1,465,600	5.30	10,773,600	3.48
Rail, intransit	479,800	1.73	—	—
Bus, intransit	49,800	0.18	149,500	0.05
Aeroplane, intransit	10,900	0.04	32,600	0.01
Other travellers (pedestrians, local bus etc.)	3,341,500	12.08	18,690,100	6.04
Total	23,259,100	84.07	73,812,600	23.86
Long-term traffic:				
Automobile:				
Customs permit holders:				
Summer Residents	17,300	0.06	2,870,300	0.93
Other:				
More than 2 days' stay	2,995,200	10.83	114,822,000	37.11
Rail	402,400	1.45	43,723,400	14.13
Bus	289,100	1.05	21,900,000	7.08
Aeroplane	303,900	1.10	36,554,700	11.82
Boat	399,500	1.44	15,675,200	5.07
Total	4,407,400	15.93	235,545,600	76.14
Grand Total	27,666,500	100.00	309,358,200	100.00

In Statement 10 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". Some 4.4 million visits were of over 48 hours duration and accounted for 16 per cent of the total, a small increase over the previous year. Expenditures of this group advanced by 1.4 per cent and represented a slightly smaller proportion of the total than in 1955.

The pattern of American automobile travel in Canada for vehicles required to apply for travellers' vehicle permits appears in Tables 1 and 1A for the year 1956. The method of compilation makes it possible to examine this type of traffic according

to length of visit in considerable detail. Motorists entering Canada on travellers' vehicle permits normally contribute about 45 per cent of the receipts from residents of the United States travelling in Canada. When compared with similar tables for previous years, data appearing in Tables 1 and 1A show little change in general behaviour. The average length of stay for automobiles staying 3-7 days and 8-14 days has been the same for the past four years. The average length of stay for the group staying 15 days or longer declined slightly from 50.8 days in 1955 to 50.7 days in 1956.

In 1956 there was a continuation of the trend toward a higher proportion of the traffic in the

**STATEMENT 11. Average Visit of Non-Resident Motorists Travelling in Canada on Customs Permits¹
Classified as a Per Cent of Total Entries, 1954-1956**

Length of stay (Days)	Average length of stay			Per cent of total entries		
	1954	1955	1956	1954	1955	1956
				%	%	%
1	1	1	1	35.4	35.5	35.3
2	2	2	2	21.7	21.4	20.9
3- 7	4.3	4.3	4.3	29.9	29.9	30.1
8-14	9.9	9.9	9.9	9.0	9.0	9.3
15 and over	43.2	50.8	50.7	4.0	4.2	4.4
Total	4.69	5.08	5.22	100.0	100.0	100.0

1. Exclusive of Commuters, summer residents and locals.

group staying 15 days or longer accompanied by a higher percentage in the groups staying 3-7 days and 8-14 days inclusive. The higher percentages of the volume appearing in the long-term classifications automatically reduced the percentage of one-day entries by 0.2 per cent and the two-day entries by 0.5 per cent. The higher proportion of traffic appearing in the long-term groups had the effect of extending the average length of visit to 5.22 days in 1956 as compared with 5.08 days in 1955. The increase in the length of visit amounts to nearly 3 per cent, leaving the average length of visit for the automobile classification appearing in Tables 1 and 1A, the highest it has been since 1948. An examination of the average length of visit during the past 10 years (excluding special groups such as summer residents, 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
1955	5.08
1956	5.22

Statement 12 shows the importance of each group from an expenditure viewpoint. The group staying from 3-7 days accounts for 41 per cent of the expenditures made by motorists as recorded in Tables 1 and 1A. Next in order of importance is the group staying from 8-14 days which contributed 26 per cent of the receipts from motorists recorded in the referred tables, although they account for only 9 per cent of the volume. The last group appearing in Statement 12, namely, persons staying over 15 days contributed 20 per cent of the receipts but only 4 per cent of the volume as compared with the first group with one day's stay which contribute only 5 per cent of the receipts but makes up 35 per cent of the volume. Motorists with 2 days' stay contribute 8 per cent of the receipts and account for 21 per cent of the volume. The average expenditure per car per day is also noted in Statement 12. The most significant change in the trend of average expenditures from the previous year was in the one-day class where an increase of 9 per cent was reported, although no change was recorded in 1955 when compared with 1954. The average expenditure per car per day advanced 6 per cent in the two-day classification and 2 per cent for the group staying from 3-7 days. There was a decline of nearly 5 per cent in the average expenditure per car per day for motorists staying 15 days or longer and a decrease of 1 per cent per car per day for motorists staying from 8-14 days.

Statement 13 shows a comparison on the length of stay and average expenditure per car per day by province of exit for the years 1954 to 1956 inclusive. Cars leaving Canada through ports in Saskatchewan spend more time in Canada than cars leaving through the other provinces, but the average expenditure reported for each visit is lower than that reported by cars leaving through ports in Alberta. The average expenditure per car per day also, is lower in

**STATEMENT 12. Average Expenditures of Non-Resident Motorists Travelling in Canada
on Customs Permits¹ Classified by Length of Visit, 1954-1956**

Length of stay (Days)	Per cent of total expenditures			Average expenditure per car per day			Per cent change in average exp. per car per day in 1956
	1954	1955	1956	1954	1955	1956	
	%	%	%	\$	\$	\$	%
1	5.2	5.0	5.3	7.43	7.43	8.10	+ 9.0
2	8.0	7.8	7.9	9.33	9.66	10.24	+ 6.0
3- 7	41.8	41.4	41.4	16.64	17.10	17.40	+ 1.8
8-14	26.1	25.7	25.6	14.85	15.31	15.12	- 1.2
15 and over	18.9	20.1	19.8	5.54	4.99	4.76	- 4.6
Total	100.0	100.0	100.0	10.83	10.41	10.37	- 0.4

1. Exclusive of Commuters, summer residents and locals.

Saskatchewan than in most of the other provinces. Cars leaving Canada through ports in Quebec averaged the shortest visits in 1956 but expenditures per visit were higher than in Ontario. Expenditures per car per day were higher in Quebec than in the Maritimes, Ontario or Saskatchewan. With the exception of Ontario where the intransit traffic is a contributing factor, provinces with the longest visits tend to have the lowest average expenditure per car per day. Another possible exception to this

ruling is the province of Alberta where the length of visit and the average expenditure per car per day are both relatively high, thereby explaining the high averages for the province as they appear in Statement 3. The highest average expenditure per car per day occurs in British Columbia each year, but the comparatively short visits had the effect of keeping the average for this province somewhat lower than the average for Alberta or Saskatchewan.

**STATEMENT 13. Average Expenditures of Non-Resident Motorists Travelling in Canada
on Customs Permits¹ Classified by Province of Exit, 1954-1956**

Province of exit	Length of stay (Days)			Average expenditure per car per day		
	1954	1955	1956	1954	1955	1956
				\$	\$	\$
Atlantic Provinces	6.0	9.1	10.3	12.28	8.59	8.73
Quebec	4.4	4.7	4.5	12.37	12.06	12.15
Ontario	4.4	4.6	4.8	9.00	9.33	9.00
Manitoba	5.9	6.6	6.9	11.11	10.34	10.56
Saskatchewan	10.5	11.0	10.8	8.52	9.07	9.02
Alberta	7.6	8.5	8.2	15.02	13.56	12.98
British Columbia	4.8	4.9	5.0	16.16	15.62	15.60
Canada	4.7	5.1	5.2	10.83	10.41	10.37

1. Exclusive of commuters, summer residents and locals

Special Survey of Non-Resident Travel Behaviour in Canada

The survey to determine some of the characteristics of foreign travel in Canada which was initiated as an experiment in 1955 was extended in 1956. This survey was conducted to supplement information that was already collected from the triplicate copies of all travellers' vehicle permits issued by the customs officers at ports of entry into Canada from the United States. Some 75,000 questionnaires were mailed to residents of the United States who had returned from Canada during the months of July and August. The provincial distribution was made on the basis of the number of travellers' vehicle permits issued by each province and the ports selected were on well-established routes between the two countries and spaced to give a geographical distribution according to volume of traffic. The selection was restricted to automobile traffic entering Canada on travellers' vehicle permits which is the most important group when analyzed by type of transportation. Motorists entering Canada on travellers' vehicle permits contribute over 44 per cent of our receipts from residents of the United States, however, some 87 per cent of this amount is received from persons who stay in Canada for 3 days or over. The selection of names was made with the idea of soliciting most of the response from the long-term traffic as it is a more important source of receipts. The questionnaire asked for information on the purpose of visit, accommodation used in Canada, a breakdown of expenditure for various purposes and total expenditures in Canada, the length of visit at destination and enroute through Canada, the approximate mileage in Canada, if their impressions were favourable or unfavourable and whether it was their first visit to Canada.

Altogether, some 23,000 questionnaires were completed and returned representing a response of about 31 per cent. Approximately 93 per cent of the replies were from Americans who had spent 3 days or longer in Canada, but it should be noted that the returns from the questionnaires did not show precisely the same pattern as the travellers' vehicle permits when the length of stay is examined in detail. Consequently, some reservations must be attached to the results of the special survey, particularly as regards its representativeness of all traffic entering Canada on travellers' vehicle permits.

A comparison follows of the patterns shown in the two sources of data by length of stay. By deducting the one and two day classifications appearing in Table 1 and treating the remainder as a group, we find that 26 per cent of the long-term automobiles stayed 3 days in Canada, but in the special survey only 10 per cent of the questionnaires reporting long-term visits were in the 3 day classification. In a more direct comparison of the travellers' vehicle permits surrendered in July and August rather than the total for the year as appearing in Table 1, we find that 23 per cent of the permits surrendered in these two months were in the 3 day class. In July and August some 58 per cent of the travellers'

vehicle permits showed visits of from 3 to 6 days inclusive, but only 37 per cent of the questionnaires returned by mail showed the same length of stay. There was also an undercoverage in the 8 day classification. The discrepancy in the opposite direction was more pronounced in the 7 day, 10 day and 14 day classifications where the concentrations formed a relatively higher percentage of the aggregate, thereby showing an excessive coverage in these classifications.

There is also an excessive coverage, but to a lesser degree, in the 16 day and 21 day classifications. It is possible there may be a tendency for the respondents to think in terms of a week or two weeks away from home or the other alternative of a long weekend plus a weeks' vacation, but part of this time may be spent travelling in the United States whereas the customs' date stamp of entry and departure gives the true length of stay within Canada. Discrepancies appearing for the other lengths of stay were of a minor nature and the questionnaires in this respect might be considered as carrying a reasonably adequate weight in the aggregate group of 3 days and over classes when used for some purposes. However, in using the following results of the special survey it should always be borne in mind that the data are derived from a sample which may be subject to qualifications which are not always apparent.

More Americans reported their first visit to Canada in 1956 than in the previous year. A comparison showed that 17 per cent of the questionnaires reported their first visit but only 14 per cent reported their first visit in 1955. Some 24 per cent of the visitors entering Canada through ports in Alberta reported their first visit to Canada and 22 per cent of the motorists entering through ports in Quebec reported a first visit. Nova Scotia and New Brunswick, on the other hand, showed 12 per cent and 9 per cent respectively of their visitors arriving for the first time. An analysis on the basis of length of stay showed that 27 per cent of the questionnaires with two days or less in Canada were reporting on their first visit as compared with 17 per cent reporting their first visit in the group staying for 3 days or longer.

An examination of the purpose of the visit to Canada revealed that 21 per cent of the questionnaires with visits of 3 days or longer reported more than one purpose and 79 per cent reported one purpose only. Some 82 per cent of the latter group gave recreation as their main reason for visiting Canada while 16 per cent of this group came for the purpose of visiting friends or relatives and 1 per cent on business. Visits for the purpose of education, shopping or "other" reasons not specified were of minor importance in attracting residents of the United States to Canada. The 1956 survey showed that a much higher percentage of the questionnaires reported recreation as the purpose of visit and lower

STATEMENT 14. Purpose of Visit¹ Reported by Americans Visiting Canada, Special Survey 1956

Province of Entry	Percentage of persons reporting main purpose of trip					
	Business	Education	Shopping	Recreation	Visiting friends or relatives	Other
	%	%	%	%	%	%
Nova Scotia	0.6	0.4	—	76.8	22.2	—
New Brunswick	0.7	0.1	—	65.3	33.9	—
Quebec	2.2	0.2	—	72.5	24.0	1.1
Ontario	1.0	0.2	0.1	85.2	13.4	0.1
Manitoba	0.8	—	0.3	68.0	30.9	—
Saskatchewan	2.2	2.9	—	33.6	61.3	—
Alberta	3.8	—	—	83.1	11.3	1.8
British Columbia and Yukon Territory	2.1	0.5	0.1	81.1	14.7	1.5
Canada Total	1.3	0.3	0.1	81.7	16.3	0.3

1. Questionnaires reporting one purpose of trip and 3 days or more in Canada.

percentages for other reasons. The purpose of trip varied according to province of entry as shown in Statement 14. Alberta attracted the highest percentage of visitors on business trips followed by Saskatchewan and Quebec. A greater percentage of the entrants to Saskatchewan were for the purpose of visiting friends or relatives than in other provinces although a substantial number of the trips to New Brunswick, Manitoba, Quebec and Nova Scotia, were for the same purpose. Statement 14 shows the purpose of visit as declared by residents of the United States entering Canada through ports in the various provinces. Recreation as the purpose of visit was given by some 85 per cent of the respondents entering through ports in Ontario, followed by Alberta and British Columbia showing 83 per cent and 81 per cent respectively.

A breakdown between adults and children visiting Canada was also obtained from the survey. In 1956 some 74 per cent of the persons covered by the questionnaires were adults and 26 per cent were children. In 1955 the corresponding breakdown was 83 per cent adults and 17 per cent children. On a provincial basis Nova Scotia had the highest percentage of adults followed by Quebec, New Brunswick and Alberta in the order given. When questionnaires reporting children in the party were examined separately from adults only, visits to friends and relatives was checked more frequently than were questionnaires showing adults only. Education was also reported more frequently on forms including children in the party but recreation, although diminishing slightly in importance, still remained as the main reason for the trip to Canada.

It has already been pointed out that there was an undercoverage in the response from the survey in the 3 to 6 days and also the 8 day classifications and too high a proportion in the 7 day, 10 day and

14 day groups. For this reason the average length of stay as compiled from the survey is longer than the length of stay as determined from the travellers' vehicle permits showing the date of entry and date of exit from Canada for each vehicle. The length of visit as compiled from the questionnaires showed 8.4 days at destination and 3.8 days travelling enroute to and from destination or a total of 12.2 days in Canada. If the one and two days are deducted from Table 1, we find that the average length of stay for cars 3 days or over in Canada amounted to 10.2 days. The length of visit varied considerably according to the purpose of trip. Persons travelling on business reported 13 days' stay with an additional 4 days enroute to and from destination. Visitors travelling for recreation averaged 8 days at destination and 4 days enroute while persons visiting friends or relatives reported 8 days at destination and 3 days enroute. The length of stay for the aggregate of all purposes was close to the average for recreation as they accounted for a high percentage of the total. On a provincial basis the average length of stay at destination was greatest in Saskatchewan, where some 12 days were reported with 5.6 days travelling enroute or a total of over 17 days. A good deal of the discrepancy between this average and the length of stay in Statement 13 is explained by the fact that the one and two day traffic is included in all data appearing in the statement but data on length of stay from questionnaires is confined to the 3 days and over group. Visitors to Nova Scotia reported 11 days at destination and 5.6 days enroute or a total of 16.6 days in Canada followed by New Brunswick with 8.9 days at destination and 5.8 days enroute. The shortest visits were reported for Quebec province where the length of stay reported at destination amounted to 6.2 days with 3.9 days travelling enroute. The average time required for travelling enroute to and from destination was lower in Ontario than in other provinces,

being 3.1 days. The average time spent in Canada amounted to approximately two-thirds of the average vacation as reported and about one-half of the average vacation was spent at the destination in Canada.

In examining the type of accommodation used, it should be kept in mind that the survey covered automobile traffic entering Canada on travellers' vehicle permits only; non-automobile transportation was not included. Confirming the results obtained from the previous survey conducted in 1955 the motel or motor court continued to be the most popular type of accommodation for the automobile traveller. In 1956 over 30 per cent of the questionnaires reporting visits of 3 days or longer checked motels as accommodation used and 20 per cent stayed with friends or relatives. Since less than 17 per cent of the respondents reported visits to friends or relatives as the purpose for making the trip, it must be assumed that over 3 per cent were induced to make the trip for other motives but they stayed with friends or relatives while in Canada. Some 19 per cent of the entrants stayed in hotels or resorts and 18 per cent stayed in cottages. Nearly 6 per cent camped out, 4 per cent used accommodation in tourist homes, 1 per cent lived in trailers and 2 per cent reported other types of accommodation not already specified.

The type of accommodation varied according to the purpose of trip. Over 55 per cent of the persons travelling on business stayed in hotels or resorts, and 28 per cent reported motel or motor court accommodation. More diversified accommodation was used by the main group of respondents, namely the persons travelling for recreation. Over 34 per cent of the persons travelling for recreation stayed at motels or motor courts and 25 per cent vacationed in cottages. Some 22 per cent stayed in hotels or resorts and between 7 and 8 per cent camped out. The other important segment of visitors, namely the motorists touring Canada for the purpose of visiting friends and relatives did not spend all of their time with friends or relatives. Nearly 74 per cent of this group received their accommodations from friends or relatives and about 15 per cent checked accommodation in motels or motor courts. No doubt there were a few instances where friends would not be in a position to provide the necessary accommodation at destination, in addition to other accommodation that would be required enroute.

There was also a difference in the type of accommodation reported by province of entry. With the exception of Saskatchewan the motel or motor court appeared as the most popular type of accommodation. Over 39 per cent of the respondents entering Canada through ports in British Columbia stayed in motels, while 36 per cent of the entries through Quebec and 35 per cent entering into Alberta also reported this type of accommodation. Only 25 per cent of the respondents entering via Saskatchewan stayed in motels. Hotels or resorts in the province of Quebec provided accommodation for a higher percentage of the motorists entering

on travellers' vehicle permits than in any other province. Hotels or resorts accounted for 24 per cent of the respondents entering through Quebec, between 22 and 23 per cent via Nova Scotia, and 21 per cent of the number arriving via Alberta. Statement 15 shows that a higher percentage of the entries via Nova Scotia stayed in tourist homes than in any of the provinces. There was a wide variation in the number of Americans using this type of accommodation, from less than 2 per cent in Saskatchewan to between 12 and 13 per cent in Nova Scotia. Tourist homes were also popular in Quebec and New Brunswick. Cottages proved more popular in Ontario than in any other province with 26 per cent of the respondents staying in vacation cottages, while in Manitoba some 10 per cent used this type of accommodation. In all the other provinces less than 10 per cent of the respondents stayed in vacation cottages. Camping out appears to be more popular in Alberta and British Columbia where 16 per cent and between 11 and 12 per cent respectively used this type of accommodation. The trailer coach follows a somewhat similar pattern and is more popular in Alberta and British Columbia. Approximately 5 per cent of the visitors to Alberta and 3 per cent to British Columbia reported they had stayed in trailers. Less than 1 per cent of the visitors to each of the four eastern provinces from Nova Scotia through Ontario inclusive used trailers for accommodation. Considerable variation appears between the different provinces in the percentage of respondents staying with friends or relatives. In Saskatchewan nearly 43 per cent of the visitors stayed with friends or relatives as compared with 28 per cent in the provinces of New Brunswick and Manitoba. Relatively few of the entries via Alberta and British Columbia stayed with friends or relatives while in Canada. Tabulations of accommodations used by visitors staying less than 3 days in Canada showed that some 56 per cent used motels for their accommodation, followed by 16 per cent in hotels and 13 per cent with friends or relatives. About 5 per cent camped out and 5 per cent stayed in tourist homes but few persons used other types. It should be pointed out, of course, that the accommodation used is influenced to a degree by the type available in certain areas. As an example, the motel or motor court may have developed more rapidly in some provinces, making this type of accommodation more readily available.

Persons selected for the special survey were also asked to report the approximate number of miles travelled in Canada. Tabulation of the mileage in Canada revealed no appreciable trend according to purpose of trip but the mileage increased as the length of visit was extended. The average mileage reported on questionnaires reporting one and two days' stay was 290 miles per trip. Persons staying 3 days or longer reported approximately 785 miles per trip. A comparison of the mileage reported by province of entry shows the province of Quebec averaged shorter trips than any of the other provinces. Motorists staying 3 days or longer in Quebec averaged some 650 miles per trip and Ontario slight-

STATEMENT 15. Accommodation Used by Residents of the United States While Travelling in Canada¹
Special Survey 1956

Province of entry	Hotel or resort	Motor court or motel	Tourist home	Vacation cottage	Camp out	Trailer coach	Visiting friends or relatives	Other
	%	%	%	%	%	%	%	%
Nova Scotia	22.5	31.0	12.5	5.5	2.6	0.3	23.1	2.5
New Brunswick	13.5	34.4	8.8	6.8	5.5	0.5	28.3	2.2
Quebec	24.0	35.6	9.5	4.1	2.0	0.4	22.2	2.2
Ontario	17.3	26.8	3.2	26.0	4.5	0.7	19.4	2.1
Manitoba	19.8	30.8	2.9	10.0	5.7	2.0	28.1	0.7
Saskatchewan.....	16.6	25.2	1.6	5.0	5.6	2.0	42.7	1.3
Alberta	21.0	35.3	7.0	3.9	15.7	4.8	11.5	0.8
British Columbia and Yukon Territory	19.8	39.3	1.8	7.9	11.5	2.8	15.1	1.8
Canada Total	18.4	30.4	4.4	18.0	5.7	1.2	19.9	2.0

1. Visits of 3 days or over in Canada.

ly higher with an average of 690 miles. Respondents entering through provinces not specified travelled much farther than the average for Canada. The average for the province of Alberta amounted to some 1,490 miles but this is influenced by traffic intransit to Alaska. Americans entering Canada through the Yukon Territory are largely intransit from Alaska and average close to 2,400 miles per trip.

Expenditures showed considerable variation according to purpose of trip. Persons on business reported the highest average expenditure per trip followed by persons stating recreation as the purpose of visit. Persons visiting friends or relatives reported the lowest expenditure per trip although the average length of stay was almost as long as that reported by the group stating recreation. The provincial breakdown did not reveal any appreciable trend in that direction.

The questionnaires asked information on the approximate breakdown of expenditure on the following items: transportation, food and beverages, lodging, handicrafts and souvenirs, other merchandise and a sixth item to include expenditure not already specified. Final tabulations of the forms giving breakdown on expenditures showed that 31 per cent of each dollar went for food and beverages which is the same percentage as reported in the 1955 survey. Approximately 24 per cent of each dollar went for lodging and 16 per cent for transportation costs as compared with 22 per cent and 15 per cent respectively in the former survey. Some 8 per cent of the travel dollar went for handicrafts and souvenirs in 1956 as compared with 7 per cent in 1955. The same proportion of the travel dollar went for other merchandise in 1956 as in 1955, namely 12 per cent but a smaller amount in 1956 went for expenses not specified. About 9 per cent

of the expenses were not specified in 1956 as compared with 13 per cent in 1955. It should be noted that the changes in breakdown of the travel dollar were of a minor nature when compared with the previous survey.

The breakdown of expenditures was influenced to some extent by the purpose of visit. Persons on business spent more on transportation, lodging, food and beverages but less on souvenirs, other merchandise and "other" expenses. The breakdown for persons on recreation followed the general pattern quite closely, but persons visiting friends or relatives spent more of their dollar for transportation, souvenirs and other merchandise and much less on lodging than the aggregate for all types. Persons spending one or two days in Canada spent more of their dollar on transportation, handicrafts and other merchandise but less on food, lodging and "other" incidentals. Less of the travel dollar went for transportation in Quebec and Ontario, reflecting the lower mileage reported for these provinces consequently, a greater percentage was allotted for lodging, food, beverages, etc. The breakdown of expenditures in the other provinces followed the aggregate for Canada very closely.

Answers to the question on destination in Canada showed considerable variation according to province of entry. More consideration was given to the geographical distribution for each province in selecting the names for the mailing list in 1956. The data on destination shows a different pattern for some of the provinces in 1956, but the change in distribution and the increase in the number of forms mailed in the survey should make the data more representative than the original survey. Data on destination compiled from the survey in 1956 is restricted to the traffic staying 3 days or over in

Canada as it is assumed that a very high percentage of one and two day entries would remain within the province of entry. It should be emphasized that the percentages shown in Statement 16 of travel to destinations beyond the province of entry do not necessarily bear a close relation to the proportions of expenditures or duration of visits covered, because of the great diversity of routes and varying circumstances involved.

With the exception of New Brunswick, the destination reported by the majority of the questionnaires was within the province of entry as shown in Statement 16. Only 28 per cent of the persons entering Canada through the province of New Brunswick gave their destination within the province; 40 per cent went to Nova Scotia, 15 per cent to Prince Edward Island and 13 per cent to the province of Quebec. The ferry service from Bar Harbour, Maine to Yarmouth, Nova Scotia which started in 1956 has made it possible for automobiles to enter Nova Scotia direct from the United States and this affected the provincial distribution in the Maritime Provinces in comparison with the previous year. Statement 16 shows that 86 per cent of the persons entering through Nova Scotia gave their destination within the province; 5 per cent gave destinations in Quebec and 3 per cent in each of Prince Edward Island and New Brunswick.

Data on entries into Quebec from the 1956 survey shows a somewhat different provincial distribution from 1955 but should be more representative of the aggregate for the province. In 1955 traffic via Blackpool and Rock Island was not included in the sample. However, the port of Blackpool accounted for over 25 per cent of the vehicles entering Canada through the province of Quebec in 1956 and, therefore, should be represented in any sample of traffic for the province. Many vehicles entering via Blackpool are destined to Ontario and, no doubt, this factor has been responsible for the increase in the percentage of destinations in Ontario via the province of Quebec. The 1956 survey showed that 68 per cent of the entries through Quebec gave destinations within that province and 25 per cent were destined for Ontario. Nearly 5 per cent of the respondents entering through Quebec gave destinations in New Brunswick. A different impression is gained from the exchange of traffic between Quebec and Ontario when a detailed examination is made. Statement 16 indicates that on a percentage basis Ontario stands to gain from the exchange of traffic but, if the survey is representative, Quebec actually receives more vehicles entering through Ontario than Ontario receives as entries through Quebec. Applying the data from Statement 16 to the number of entries staying 3 days or over, it would appear that it drew more travellers from Ontario and New Brunswick than it lost to either of these provinces.

STATEMENT 16. Destination Reported by Residents of the United States After Remaining Three Days or Over in Canada, Special Survey 1956

Province of Destination in Canada	Province of Entry into Canada								
	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia	Yukon Territory
	%	%	%	%	%	%	%	%	%
Newfoundland.....	—	0.8	0.1	—	—	—	—	—	—
Prince Edward Island	3.3	14.6	1.5	0.1	—	—	—	—	—
Nova Scotia	86.3	40.1	—	0.8	0.2	—	—	—	—
New Brunswick	3.3	27.6	4.6	0.2	—	—	—	—	—
Quebec	5.4	13.4	68.1	12.6	0.4	0.5	0.1	0.1	—
Ontario	1.7	3.2	25.0	84.3	14.9	1.0	0.7	0.5	—
Manitoba.....	—	—	0.3	1.0	62.3	2.5	2.4	0.4	—
Saskatchewan	—	0.1	—	0.2	6.9	68.9	3.5	1.4	—
Alberta	—	—	0.2	0.4	8.7	16.6	64.9	18.5	9.4
British Columbia.....	—	0.2	0.2	0.3	4.4	6.0	17.1	74.3	6.2
Yukon Territory	—	—	—	—	—	—	0.4	0.3	9.4
Intransit	—	—	—	0.1 ¹	2.2 ¹	4.5 ¹	10.9 ¹	4.5 ¹	75.0 ²
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

1. Intransit to Alaska.

2. Intransit to United States.

Some 84 per cent of the respondents entering through ports in Ontario gave destinations within the province; 13 per cent went to Quebec and 1 per cent to Manitoba. There was also a change in the ports used as a source of the mailing list for Ontario, making it more representative of the larger ports and a broader geographical distribution.

More than 62 per cent of the respondents entering through ports in the province of Manitoba gave destinations within the province; 15 per cent were destined to Ontario, 9 per cent to Alberta and 7 per cent to Saskatchewan. Although 15 per cent of the respondents entering through Manitoba gave destinations in Ontario as compared with 1 per cent of the entries in Ontario travelling to Manitoba, an examination of the number of vehicles involved would indicate that more vehicles travelled from Ontario to Manitoba than traffic moving in the opposite direction.

Some 69 per cent of the entries into Saskatchewan gave destinations in the same province; 17 per cent went to Alberta and 6 per cent to British Columbia. In Alberta 65 per cent gave destinations within the province; 17 per cent were going to British Columbia and 4 per cent to Saskatchewan. About 11 per cent of the respondents entering Canada through ports in Alberta were intransit to Alaska.

A slightly higher proportion of the cars entering through ports in British Columbia, namely 74 per cent, gave destinations within the province; between 18 per cent and 19 per cent reported destinations in Alberta and 5 per cent were intransit to Alaska. Some 75 per cent of the respondents from the survey entering Canada through the Yukon Territory were travelling intransit through Canada to destinations in the United States. As previously explained, all data on destination referred to above is restricted to visits of 3 days or over in Canada. No doubt a much higher percentage of the short-term visits, staying less than three days in Canada, would be restricted to the province of entry.

The questionnaires also invited persons to offer comments on their visit to Canada broken down into complaints and unfavourable experiences along with favourable impressions of their trip. Many

of the returns had both favourable and unfavourable comments to offer and few questionnaires failed to make some remark about their trip to Canada. Some 90 per cent of the questionnaires offered favourable comments and 10 per cent did not make a favourable comment. About 34 per cent of the questionnaires made complaints of some kind while 66 per cent had no complaints to offer.

Of the 34 per cent of the questionnaires recording complaints about their visit to Canada, the nature of the complaint varied somewhat according to province of destination but most common with all provinces was road conditions. Nearly 42 per cent of the complaints were about road conditions. The majority of these were about the poor condition generally but many complaints received stated the stretches under construction at one time were too long. Many also complained about our careless drivers. Over 10 per cent of the complaints were about the food and restaurant service they received and 9 per cent disliked accommodation facilities. Between 10 and 11 per cent of the complaints referred to the discount on the United States dollar, particularly the lack of a uniform rate for all areas and 5 per cent found prices too high. Some 7 per cent of the complaints had to do with fishing in Canada. On approximately 14 per cent of the questionnaires with unfavourable impressions, a wide variety of complaints were recorded but none of sufficient importance to list as a separate category.

Of the 90 per cent who offered favourable comments, the most frequent remark which appeared on 34 per cent of these forms, was the scenery of Canada. Some 28 per cent of the visitors were impressed with the hospitality and courtesy they received and 10 per cent were pleased with their fishing in Canada. About 11 per cent found our roads in good condition; nearly 4 per cent mentioned the beauty of our towns and cities and 4 per cent were impressed with our restaurants. Over 4 per cent stated they liked the accommodation they received, and 4 per cent mentioned our churches, shrines and historical sites. About 1 per cent of the favourable comments were of a miscellaneous nature such as the enjoyment they had from hunting, shopping, the Shakespearian Festival, the Canadian National Exhibition and many were interested in the R.C.M.P.

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 1956 than in any previous year according to the United States Department of Commerce. The amount spent on foreign travel amounted to \$1.8 billion, an increase of 12½ per cent over the previous year. The relative increase was somewhat lower than in 1955 when a 15 per cent increase was recorded but, in dollar terms, the rise in the two years was about the same. Foreign travel is one of the consumer expenditures that has shown an exceptionally large expansion in

recent years according to reports from the Department of Commerce but domestic travel has also experienced a boom in the same period.

Included in the aggregate of \$1.8 billion are transportation charges amounting to \$539 million, of which approximately \$301 million or some 56 per cent went to American airlines and shipping companies covering transportation between the United States and foreign countries. Approximately \$238 million or 44 per cent of the transportation costs

went to foreign lines which is about the same breakdown between foreign and American carriers as that experienced in 1955. Aggregate transportation costs advanced \$80 million or about 17 per cent when compared with the previous year while expenditures within other countries were between 10 and 11 per cent higher. The dollar income of foreign countries from residents of the United States travelling abroad amounted to \$1.5 billion including the amount collected by foreign ship and plane operators.

There has been a marked similarity between Canada and the United States in the development of overseas travel. Visits to overseas countries have risen at an accelerated rate compared with visits to adjoining countries. For the fourth year in succession, Canada received a smaller portion of United States expenditures on travel in other countries than Europe and the Mediterranean areas, with the margin widening each year. In 1952 Canada received about the same amount of United States travel expenditures as Europe and the Mediterranean countries but the margin has widened each year to a difference of \$157 million in 1956. The United States Department of Commerce has estimated that, exclusive of transportation costs, Americans spent \$473 million in Europe and the Mediterranean countries and \$316 million in Canada in terms of United States dollars. The breakdown by country for Europe and the Mediterranean area shows that Italy, France and the United Kingdom received the greatest share of United States travel dollars. In 1956 Italy received \$94 million from 259,000 Americans; France received \$85 million from 300,000 travellers and the United Kingdom was in third place with \$82 million from 279,000 United States visitors. Estimates show that expenditures in European and Mediterranean countries advanced 10 per cent in the past year as compared with a 3 per cent gain in Canada in terms of American dollars.

The average American travelling to Europe in 1956 spent about \$1,565 or 2½ per cent more than the average per trip in 1955. This amount was divided as follows: \$660 on transatlantic fares and \$905 in Europe. Americans travelling by vessel spent slightly over \$1,000 per person per trip in Europe, while air travellers averaged about \$830 per person. The lower expenditures for air travellers reflect a shorter stay in Europe. In 1956 the average length of stay of plane travellers in Europe was 43 days while ship travellers stayed 71 days. There was also a wide discrepancy in the pattern of travel between foreign-born and United States-born travellers. Thirty-seven per cent of all United States residents travelling to Europe were foreign-born. They stayed about 70 days compared to 47 days for United States-born travellers but they spent about one third less per trip.

The purpose of travel to European and Mediterranean countries as reported by residents of the United States followed a pattern somewhat similar to that reported by Canadians as shown elsewhere in this report. More than half of the Americans vi-

siting Europe went for recreation; 28 per cent went to visit friends or relatives and 13 per cent reported business trips. The majority of persons travelling for recreation went by air and persons on business also showed a marked preference for air travel. More persons visiting friends and relatives went by sea rather than by air and they usually reported tourist-class transportation. Most persons on business used first class accommodations while persons on recreation used more tourist than first-class accommodation on planes and ships.

On a percentage basis, European and Mediterranean countries received about 37 per cent of the total amount spent within countries abroad in 1956, about the same proportion as in 1955. During the same year Canada received about 25 per cent compared with nearly 27 per cent in 1955. Mexico received about the same percentage of the aggregate as the previous year, namely around 22 per cent. The West Indies and Central America improved their position in 1956 and received between 10 and 11 per cent of the total as compared with 9 per cent in 1955. The remaining countries, including South America, received close to 6 per cent of the aggregate in 1956 as compared with 5 per cent the previous year. Travel payments to the West Indies and Central America by residents of the United States advanced 25 per cent in 1956 as a total of \$134 million was recorded for this area. On a percentage basis, countries in South America showed a more substantial gain of 32 per cent as receipts from United States travellers advanced from \$22 million in 1955 to \$29 million in 1956. The greatest percentage gain appeared in the Far Eastern region where an advance of 33 per cent was recorded as receipts increased from \$33 million to \$44 million during the year.

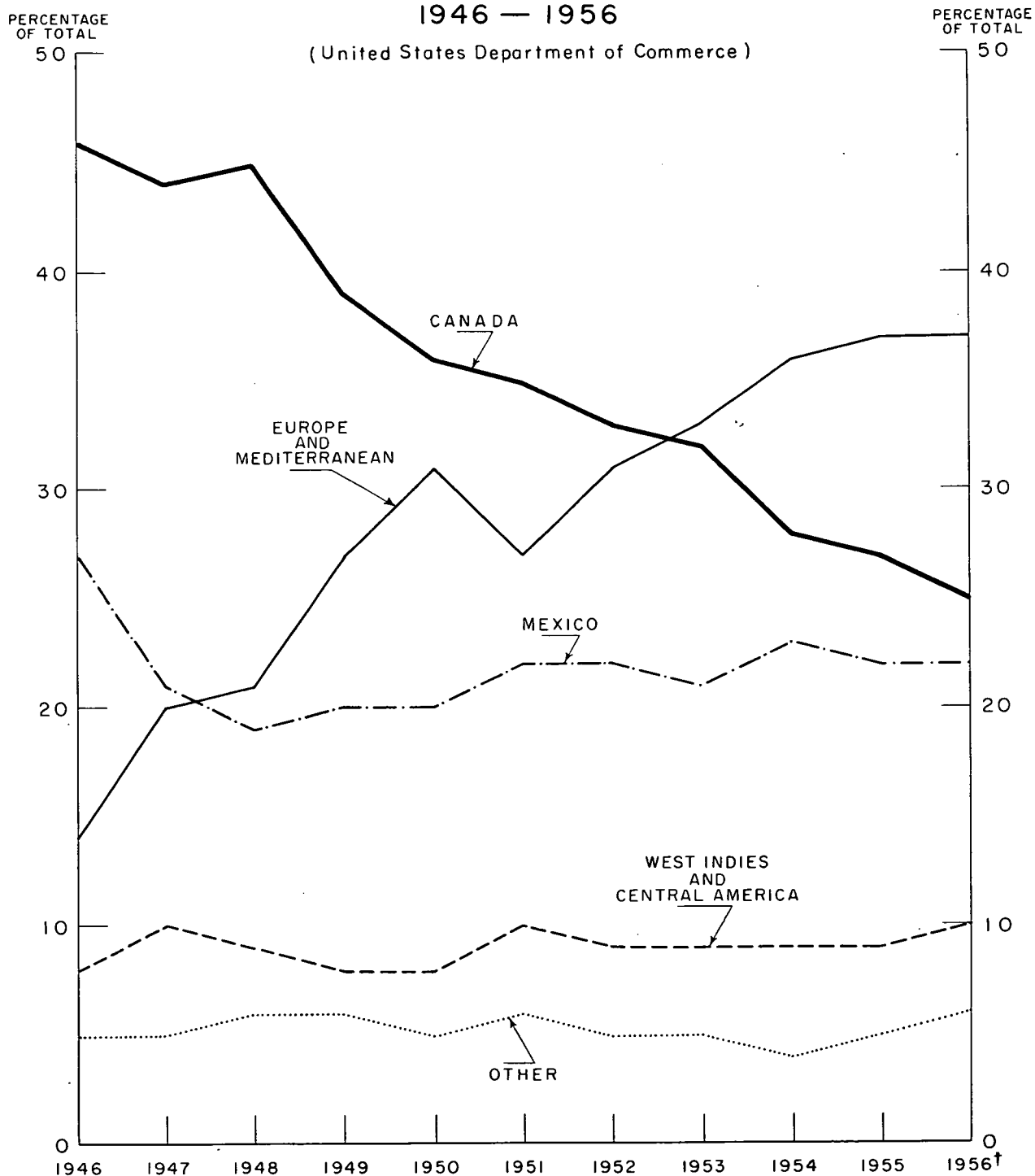
The United States Department of Commerce has estimated that purchases by foreign visitors in the United States, including fares paid to United States carriers, amounted to \$770 million in 1956. Compared with the trade in commodities of the United States with other countries, the receipts from foreign travel amounted to more than the exports of all cotton or electrical machinery and apparatus and about as high as the exports of all passenger cars and trucks. Estimates of Canadian expenditures on travel in the United States indicate that residents of Canada spend more on travel in that country than persons from all other foreign countries combined as they contributed well over half of the United States receipts from foreign travel.

Receipts from residents of the United States travelling in Canada have the same effect on Canada's balance of international payments as the commodities exported to that country. The amount of travel that Canada "sold" to the United States in 1956 was second only to the exports of newsprint paper valued at \$615,942,000. Canada received more from the sale of travel to residents of the United States in 1956 than the amount of planks and boards that were exported, valued at \$252,594,000 and

CHART I

DISTRIBUTION OF TRAVEL EXPENDITURES* IN FOREIGN COUNTRIES BY RESIDENTS OF THE UNITED STATES 1946 — 1956

(United States Department of Commerce)



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

† DATA FOR 1956 ARE SUBJECT TO REVISION

ranking second in commodity exports for the year 1956. In 1956 Canada's receipts from residents of the United States travelling in Canada were about equal to the exports of wood pulp, pulpwood and shingles to that country valued at \$310 million. More benefits are received from the sale of travel in Canada to residents of other countries than are often appreciated as travel indirectly benefits many sections of the business and economic life of Canada. Many Canadian industries are interested in promoting travel in Canada for the benefits they receive indirectly although their operations are not directly concerned.

Some of the most unsuspecting people benefit from the travel industry. Special surveys on non-resident travel behaviour in Canada during 1955 and 1956 described in this report have shown that approximately 31 per cent of each dollar spent on travel in Canada went for food and beverages. Our first thought would be of the restaurants and other establishments serving meals, but where does their supply of food come from? If it were possible to segregate all the bread, milk, meat, eggs and vegetables, etc. that are consumed by persons while travelling in Canada, whether they are non-residents or residents, the total no doubt, would surprise many persons who do not think of the farmer as benefiting from the travel industry. In addition to the farmer whose produce was used, the employees and proprietor of the establishment all receive part of the travel dollar. Our special surveys have also pointed out that between 22 per cent—24 per cent of the travel dollar went for lodging while in Canada. This is also distributed over many recipients such as

motels, hotels, tourist homes, cottages etc. giving direct employment to many persons and indirect benefit to a host of others, to mention a few; the construction worker on new establishments, the industrial worker who is employed in the manufacture of furniture, equipment, supplies etc. and many others who benefit indirectly. Transportation costs accounted for around 15-16 per cent of the cost of travelling in Canada. Persons travelling from one part of Canada to another in their automobiles require gasoline and oil; tires and batteries may have to be replaced or repairs may be required, which represents additional business for garages and service stations and the benefits are extended far beyond the place where the purchase is made. The oil well in Alberta may receive part of the dollar that was left at the service station, the provincial government will benefit from the tax on gasoline or the factory worker who is engaged in the manufacture of tires or batteries may also benefit from the additional revenue at the service station. The special survey indicated each year that approximately 12 per cent of the travel dollar went for the purchase of merchandise and about 8 per cent for handicrafts and souvenirs. It is difficult to measure accurately the value of the travel industry to the economy of Canada as the benefits are extended indirectly to a host of persons across the country from the fisherman in Newfoundland to the lumberman in British Columbia. An outstanding feature of receipts from the sale of travel is that the scenery of Canada can be exported to residents of other countries year after year without depleting any of our natural resources, a characteristic that is not possible in many other industries.

Canadian Travellers in the United States

There was a further expansion in travel to the United States by residents of Canada during the year 1956. Total re-entries of Canadians returning from visits to the United States numbered 27.1 million, a gain of more than 9 per cent or an additional 2.3 million crossings as compared with the previous year. The data for 1956 constitutes a new record in the number of Canadian visits to the United States. The states of Florida and California are popular vacation areas for Canadians during the winter months and more Canadians appear to take this kind of holiday each year. During the first quarter of 1956 there was an advance of 24 per cent in the total number of re-entries as compared with the same period of 1955. A more moderate increase was recorded in the other three quarters with a gain of 7 per cent in the second and third quarters and 5 per cent in the fourth quarter. The expansion for the year was more noticeable in the short-term traffic where a 10 per cent gain was recorded as compared with an increase of between 5 and 6 per cent in the long-term visits. But both of these broad categories of Canadian travel were not far short of the corresponding movements of visitors from the United States to Canada. There were, for example, some 4,276,900 returning Canadians in the long-

term group of entries in Statement 17 compared with 4,407,400 visits from the United States shown in Statement 10.

A new peak was reached in the amount spent by residents of Canada on travel in the United States. The new record of \$391 million represents an additional \$28 million when compared with the previous record attained in 1955. Most of the additional expenditures in 1956 appeared in the long-term traffic where the increase amounted to \$24 million or nearly 8 per cent. Short-term travellers spent an extra \$4 million during 1956 but percentage-wise the increase was similar to that recorded for the long-term traffic.

Canadians spent an average of \$78.79 per visit in the United States in the long-term category during the past year and \$2.37 per visit for all short-term visits as shown in Statement 17. If the long-term and short-term traffic are taken as a unit, Canadians spent an average of \$14.44 on each visit to the United States in 1956. Compared with 1955, the average expenditure on long-term visits advanced 2 per cent and the average for short-term visits declined 2 per cent, leaving the average for all

STATEMENT 17. Expenditures of Canadian Travellers in the United States by Length of Stay, 1956

Mode of travel	Number of persons	Per cent of grand total	Expenditures ¹	Per cent of grand total
		%	\$	%
Short-term traffic:				
Motorists:				
24 hours or less	16,333,800	60.32	28,759,200	7.36
Over 24 hours and under 48 hours	870,500	3.21	9,274,100	2.37
Rail intransit	5,500	0.02	---	---
Other travellers (pedestrians, local bus etc.)	5,590,000	20.65	16,086,300	4.11
Total	22,799,800	84.20	54,119,600	13.84
Long-term traffic:				
Motorists — 48 hours and over	2,958,600	10.93	159,394,900	40.76
Rail	480,300	1.77	64,338,000	16.45
Through bus	435,600	1.61	41,888,900	10.71
Aeroplane	300,300	1.11	66,405,100	16.98
Boat	102,100	0.38	4,938,100	1.26
Total	4,276,900	15.80	336,965,000	86.16
Grand Total	27,076,700	100.00	391,084,600	100.00

1. Subject to revision.

visits slightly lower than the previous year. On a per capita basis, residents of Canada spent \$24.32 per person for travel in the United States during the year. This represents a higher figure than the average per visit as, besides the effect of commuters, there are many Canadians making several trips to the United States in a year. In each case, the Canadian averages are much higher than corresponding rates for the United States visitors. For that country, per capita expenditures on travel in Canada averaged some \$1.85 in 1956 while the average expenditures per visit to Canada was \$11.18.

Summarizing travel of Canadians in the United States, we find a gain of 10 per cent in the volume of short-term visits but the expenditures of this group advanced only 8 per cent over the previous year due to lower averages per visit. Long-term traffic, on the other hand, showed a more moderate gain of between 5 and 6 per cent in the number of visits but expenditures in this category advanced 8 per cent due to higher averages per visit.

The amount spent on travel in the United States has similar effects on Canada's balance of international payments as the commodities imported from that country. As an indication of its relative magnitude, the amount of travel that Canadians "pur-

chased" from the United States was second only to the imports of non-farm machinery valued at \$562 million in 1956. More money was spent on travel than the imports of automobiles and parts valued at \$368 million; or again, payments to the United States for travel far exceeded the combined values of all the coal, fuel oils, gasoline, other petroleum products and fuels purchased from that country during 1956.

Included in the amount spent by Canadians while travelling in the United States are their purchases of merchandise. Declarations made during 1956 under the \$100 customs exemption privilege totalled close to \$73 million, an increase of \$3.6 million or 5 per cent when compared with the previous year. In 1955 the increase over 1954 amounted to some 4 per cent. In 1954 nearly 21 per cent of the expenditures of Canadians in the United States were for merchandise declared under the customs exemption, whereas in 1955 only 19 per cent was used for this purpose in spite of an increase of \$3 million in declarations. In 1956 purchases declared under the customs exemption were nearly 19 per cent of the total amount spent by Canadians while travelling in the United States, indicating little change in the importance of this item during the past year.

Canadian Travel in the United States by Type of Transportation

Since 1950 the automobile has gained rapidly in popularity as a means of transportation between Canada and the United States. In addition to the normal expansion of travel, the automobile has been carrying a higher proportion of the re-entries to Canada each year. During 1956 the number of persons returning in automobiles totalled nearly three times the number returning by all other types of transportation. On a comparative basis the number returning by automobile in 1955 amounted to some 73 per cent of the total and 27 per cent returned by all other means of transportation, whereas in 1950 less than one-half of the residents of Canada returning from visits to the United States were in automobiles and 52 per cent used other means of transportation. During the period 1950 through 1956, personal incomes have been relatively high in Canada and automobile registrations have advanced more rapidly than the rate of increase in population. In 1950 the total passenger car registrations in Canada numbered 1,906,927 or one automobile for every 7.3 persons residing in Canada. In 1955 the registrations numbered 2,935,412 or one automobile for every 5.3 persons and in 1956 a total of 3,187,099 automobiles were registered or one for every 5 persons. The increase in the number of automobiles, no doubt, has contributed to the apparent popularity of this type of transportation. The number of Canadian automobiles returning after visits to the United States, however, has gained momentum more rapidly each year than the number of registrations in Canada.

Commencing at the beginning of the second quarter of 1955, there was a slight revision in the method of classifying the length of visit on Canadian automobiles returning from the United States after having been abroad for more than 24 hours. Prior to the second quarter of 1955, a visit of 48 hours was recorded in the two-day classification and all visits reported in hours were classified to the nearest day. Our present procedure segregates the visits into three divisions namely; 24 hours or less, over 24 hours and under 48 hours, and 48 hours and over. In the latter procedure, all purchases of merchandise declared under the \$100 customs exemption privilege are included in the long-term classifications. Under our former procedure, some of the purchases were included in the two-day automobile classification by virtue of the fact that a visit of 48 hours entitled returning residents to bring into Canada certain declared items of merchandise to the value of \$100 free of duty, provided the privilege was not repeated within a four month period. In the present analysis of automobile traffic by length of visit, the vehicles returning from abroad after visits lasting more than 24 hours and less than 48 hours are included in the short-term classification. Some of the changes which appear when making a comparison of the first quarter of 1956 with the same period of 1955 may be due to the change in procedure of recording the basic data rather than a change in volume of traffic.

In 1956 re-entries from the United States of automobiles registered in Canada amounted to 7.4 million, an increase of close to 1 million visits or 13 per cent over the previous year. The advance in the number of automobiles returning was more pronounced in the short-term category where a gain of 14 per cent was recorded as compared with a 12 per cent gain in the long-term classification. The increase in the short-term traffic amounted to 769,500 visits during the year with 36 per cent of this gain occurring in the first quarter, 15 per cent in the second quarter and 25 per cent and 24 per cent in the third and fourth quarters respectively. Compared with the same period of 1955, the change in volume amounted to an increase of 31 per cent in the first quarter and gains of 8 per cent, 10 per cent and 14 per cent in the second, third and fourth quarters. The change in trend for the long-term traffic followed a somewhat different pattern. The increase in the number of re-entries showing visits of 48 hours or longer amounted to 113,400 during the year with 49 per cent of the yearly advance being recorded in the first quarter, 29 per cent in the third quarter and 16 per cent in the fourth quarter. The change in the second quarter amounted to some 6 per cent of the increase for the year. Comparing the number of long-term visits in 1956 with the year 1955, there was a substantial gain in the first quarter. The second quarter showed a gain of 3 per cent, while the advance in the last half of the year amounted to 7 per cent in the third quarter and 9 per cent in the fourth quarter.

The outlay for travel in the United States by Canadians using automobiles for transportation advanced more moderately during the past year than might be expected from the gain in the number of visits. Although there were 13 per cent more visits by automobile as compared with 1955, the amount spent outside of Canada by this group was approximately 11 per cent higher than the previous year. This would indicate lower averages per visit but other factors also influenced the trend toward more moderate gains in the outlay for travel. The increase in the number of visits was more pronounced in the short-term category during the year but the proportion of the total which the short-term visits represented remained constant. Short-term visits usually average less than \$5 per vehicle but long-term visits average well over \$100 per trip. In the second and third quarters of the year, when the volume of short-term traffic is heaviest, the amount spent per visit was practically unchanged from the previous year. The average per vehicle was slightly higher in the first quarter and a moderate increase per vehicle appeared in the fourth quarter. The average expenditure per visit for long-term traffic was much lower in the first quarter when the greatest expansion in volume appeared, but the aggregate for the period was well above last year due to the substantial increase in the number of visits. The average per visit was practically unchanged in the second and fourth quarters and slightly higher in the third quarter when the volume was heaviest.

A more detailed analysis of Canadian automobile traffic by length of stay is presented in Tables 9 and 9A, comparable to the analysis appearing in Tables 1 and 1A of foreign automobiles travelling in Canada on travellers' vehicle permits. The analysis on foreign automobiles, however, does not include the numerous local visits by non-permit cars from the United States which normally stay for less than one day. In 1956 some 82 per cent of the Canadian automobiles travelling in the United States returned within 24 hours and 86 per cent re-entered within 48 hours. Canadian automobiles show a concentration in the 7 day, 14 day and 21 day groups, indicating possible vacations in the United States of one, two or three weeks duration. The number of foreign automobiles in each classification, however, show a fairly steady decline as the length of stay is extended.

Table 8 shows the number of Canadian automobiles returning to Canada, classified by length of stay and province of re-entry. Data appearing in the tables showing the length of stay in detail are estimated on the basis of a sample which may explain the reason for nil recordings in some categories.

Approximately one third of the additional \$28 million spent on travel in the United States by Canadians in 1956 originated from persons using non-automobile transportation. Their expenditures are estimated at \$194 million during the year 1956, which represents an increase of \$9 million or 5 per cent over the previous year. Although the change in the aggregate number returning by rail, bus, plane and boat was only 1 per cent greater than in 1955, their expenditures were about 4 per cent higher than the previous year.

Canadians returning by rail spent less in the United States than the year before due to lower averages per visit throughout the year. The average per visit was 8 per cent lower in the second quarter, 3 per cent lower in the first and third quarters and 1 per cent lower in the fourth quarter. The average for the year was 4 per cent lower than in 1955 but a 1 per cent increase in volume was responsible for holding total expenditures within 3 per cent of the previous year. There was no change in the average length of visit reported by rail passengers during 1956.

STATEMENT 18. Expenditures of Canadian Travellers in the United States by Types of Transportation Used to Re-Enter Canada, 1952-1956

Type of transportation	1952	1953	1954	1955	1956 ¹
	(\$ Millions)				
Automobile	118.5	133.0	147.4	178.2	197.4
Train	75.2	61.6	65.4	66.3	64.3
Boat	3.8	5.1	5.7	5.1	4.9
Bus (Exclusive of local bus)	51.6	45.9	44.1	46.1	41.9
Aeroplane	26.1	39.9	39.9	52.7	66.4
Other (Pedestrians, local bus etc.)	18.4	21.8	17.5	14.4	16.1
Total	293.6	307.3	320.0	362.8	391.0

1. Subject to revision.

Canadians returning by bus curtailed their expenditures by about 9 per cent when compared with the previous year. The number of visits was about 6 per cent lower and average expenditure per visit for the year was down 3 per cent. The average per visit was about 1 per cent higher in the first six months but declines of 4 per cent and 10 per cent respectively appeared in the third and fourth quarters. Shorter visits were reported by bus passengers during the past year.

There was a substantial increase of some 18 per cent in the number of passengers returning by plane during the past year. The advance was more pronounced in the first half of the year and rather moderate in the last six months. The average expenditure per visit was substantially higher in the third quarter although moderate increases were also reported in the other quarters. The greater volume and the advance in rates had the effect of raising

the total expenditures 26 per cent above the previous year. Longer visits were reported by Canadians returning by plane during 1956.

There was a decline of nearly 8 per cent in the number of persons returning by boat during 1956 but higher average expenditure per visit, with the exception of the second quarter, held aggregate expenditures for the year within 4 per cent of the total for 1955. Shorter visits were reported by boat passengers in 1956.

Border crossings in the residual classification referred to as "Other Travellers" advanced between 5 and 6 per cent during the past year. Higher averages per visit in addition to the heavier volume of re-entries accounted for a gain of 12 per cent in the total expenditures of this group as compared with the year 1955.

Special Survey of Canadian Travel Behaviour in the United States

In 1956 the study of the habits of Canadian travellers in the United States was continued. The information was collected by means of "mail questionnaires" showing the length of stay in the United States; the type of transportation used in travelling; the amount of money spent in the United States; the main purpose of the trip; port of entry into United States; port of re-entry into Canada and the state of destination. A considerable amount of information on the characteristics of Canadian travel to the United States has become available in this way. It should be pointed out, however, that the data tend to be more representative of long-term travel than of the large volume of short-term travel. The characteristics which are outlined in the description of this survey should, therefore, be judged in this light and not used to generalize on the total volume of Canadian travel to the United States covered by statistics on the complete flow of traffic.

To determine the purpose or purposes of the trip, the questionnaires were tabulated in three different ways: the aggregate of all questionnaires showing purpose of visit; those reporting one reason only; those accounting for two or more reasons for the trip. However, in making comparisons on the average length of stay and average expenditure per person according to the purpose of visit, only questionnaires reporting one reason are used.

A summary of compilations made from all the questionnaires reporting purpose of visit, as shown in Statement 19 indicated that 38.5 per cent checked recreation most frequently, followed by 29.6 per cent showing visits to friends or relatives. Shopping was reported by 19.2 per cent of Canadian travellers visiting the United States and 7.2 per cent of the questionnaires gave business as the reason for the trip. Between 2 and 3 per cent stated their trip was made for educational purposes, while 3.0 per cent gave other reasons.

**STATEMENT 19. Purpose of Visit¹ Reported by Canadians Returning from the United States
Special Survey 1956**

Type of transportation	Percentage of persons reporting main purpose of trip					
	Business	Education	Shopping	Recreation	Visiting friends or relatives	Other
	%	%	%	%	%	%
Rail.....	8.5	2.7	17.4	32.3	35.9	3.2
Bus.....	2.1	2.2	24.3	38.3	30.0	3.1
Aeroplane.....	21.6	3.9	10.0	36.6	24.1	3.8
Boat.....	2.7	1.7	27.5	39.8	27.2	1.1
Total non-automobile.....	12.4	3.1	15.8	34.9	30.4	3.4
Automobile.....	4.1	2.1	21.2	40.6	29.1	2.9
Grand Total	7.2	2.5	19.2	38.5	29.6	3.0

1. Aggregate of questionnaires reporting all purposes including multiples.

**STATEMENT 20. Purpose of Visit¹ Reported by Canadians Returning from the United States
Special Survey 1956**

Type of transportation	Percentage of persons reporting main purpose of trip					
	Business	Education	Shopping	Recreation	Visiting friends or relatives	Other
	%	%	%	%	%	%
Rail.....	9.3	2.4	9.2	30.8	44.3	4.0
Bus.....	1.7	1.5	15.1	40.7	37.0	4.0
Aeroplane.....	26.1	2.7	2.4	38.1	26.1	4.6
Boat.....	3.1	1.9	16.9	44.6	32.1	1.4
Total non-automobile.....	14.8	2.4	7.5	35.2	35.9	4.2
Automobile.....	4.0	1.0	9.9	46.3	34.5	4.3
Grand Total	8.3	1.6	8.9	41.9	35.0	4.3

1. Aggregate of questionnaires reporting one purpose only.

Statement 20 shows the results tabulated from the questionnaires reporting only one purpose of visit. These figures differ considerably from Statement 19 but are necessary for some of the comparisons which follow. Of the Canadian travellers who checked only one purpose of visit, 41.9 per cent made the trip for recreation while 35.0 per cent went to visit friends or relatives. Shopping as the main purpose of visit was not as important an inducement as when two or more purposes were reported. A comparison of Statement 19 and Statement 20 revealed that shopping appeared more frequently when used in conjunction with other reasons for trips to the United States. Some 8.3 per cent of the travellers reported business as the main purpose of visit while 4.3 per cent of the Canadian travellers gave other reasons. The "other" purposes reported were mainly health and "in transit" which was reported when persons were travelling from one part of Canada to another. Only 1.6 per cent of the Canadian travellers covered in the survey visited the United States for educational reasons. The percentage showing education as a single reason for visiting the United States is lower than when two or more reasons are reported. Since the number of days' stay and expenditure is lower in the latter instance, Canadians reporting education combined with another purpose of visit may have considered education in a broad sense of the word and not as university or technical training.

The different patterns shown in the two statements arise from the cases of respondents reporting more than one purpose of visit. When two or more purposes of trip were recorded, recreation still appeared most frequently as a reason for the visit but shopping was checked on 30.9 per cent of the forms. Many Canadian travellers to the United States appear to have gone there for recreation but also combined the recreation with shopping. The same is true for those who visited friends or relatives where, again, a visit to friends or relatives was combined with a shopping trip. Business was given with other reasons on 5.9 per cent of the questionnaires; education in 3.5 per cent and other reasons in 1.7 per cent.

Persons travelling to the United States for recreation do not show a marked preference for a particular type of transportation but more persons on business travel by aeroplane than by any other type of transportation. Canadians visiting friends or relatives use all types of transportation rather uniformly.

In addition to the purpose of visit, the respondents were queried on length of stay in the United States and this information was tabulated according to purpose of trip and type of transportation. The shortest length of stay was reported by those who travelled mainly for shopping where the average amounted to approximately 3 days. This fact indicated they returned very shortly after the 48 hour time limit required for customs exemption had expired. Business trips were also comparatively short,

averaging 7.1 days. Trips made for recreation and visits to friends or relatives were of nearly the same duration, 10.9 days and 11.2 days respectively. During the first half of the year the average length of stay compiled from the questionnaires reporting recreation as the reason for the trip was slightly higher. This apparently was due to longer visits to Florida during the winter and early spring. When trips were made for other reasons Canadians stayed an average of 17.7 days. Canadians in the United States for purposes of education reported an average of 37 days stay.

Average expenditures varied according to the purpose of visit. Visits for educational reasons required the highest average expenditure per visit but the average per person per day was lower than most of the other types of travel. This was due chiefly to the longer length of stay. Canadians travelling to the United States for business reasons also had high expenditures per visit and the highest average on a per person per day basis. Expenditures for recreation were higher in the first six months of the year when many Canadians were vacationing in the Southern States. Canadians on shopping trips spent the lowest amount per visit but had high average expenditures per person per day. Canadians visiting American friends or relatives had low average expenditures per visit and the lowest average on a per person per day basis. Charts 2 and 3 show comparative data on average expenditure and average length of stay, according to purpose of visit.

In addition to the question on purpose of visit, Canadians were asked to give their destination in the United States. To simplify the process of tabulation, the state rather than the city or town to which they travelled was used. On questionnaires listing more than one destination, the state farthest from the International border was taken. Data appearing for states lying close to the border should be taken as minimum, since Canadians had to pass through states bordering Canada on their way farther south. Furthermore, as the sample does not include one and two-day traffic, a large volume of visits to nearby states were also automatically excluded.

The state of destination varies with the season of the year as presented in Table 10. During the first three months of 1956 nearly 24 per cent of Canadian visitors to the United States covered in the sample went to Florida. During the second quarter the percentage dropped to only 10 per cent. In the third quarter 4 per cent visited Florida and in the last three months of 1956 the figure rose to 5 per cent. In the aggregate for the year between 9 and 10 per cent gave Florida as their destination, a figure which changed little from 1955. New York drew over 28 per cent, which was the greatest number of Canadian visitors to any state during the year. During the second and fourth quarters the percentage was higher, 33 and 31 per cent respectively. This would suggest a seasonal pattern which may be influenced by holiday periods. The state of Washington was declared as the destination by some

CHART 2

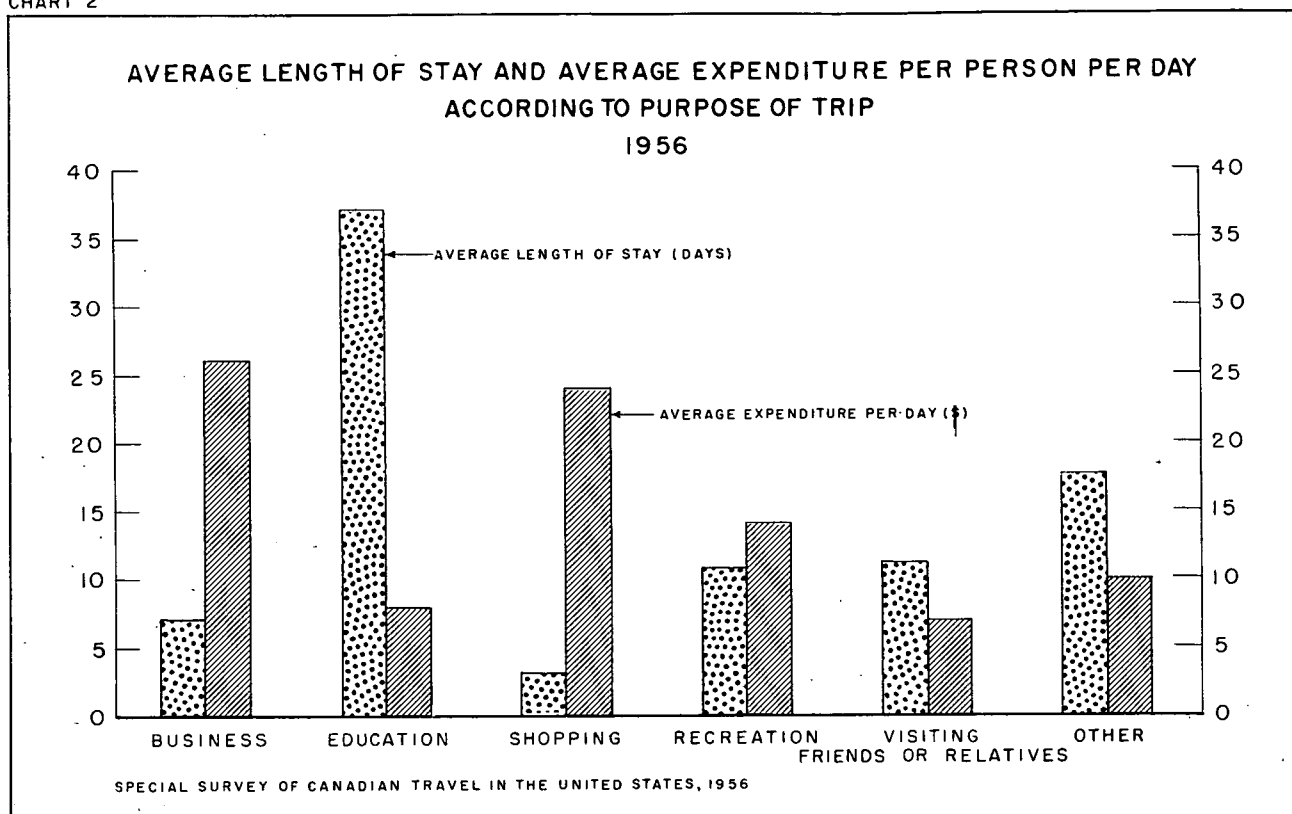
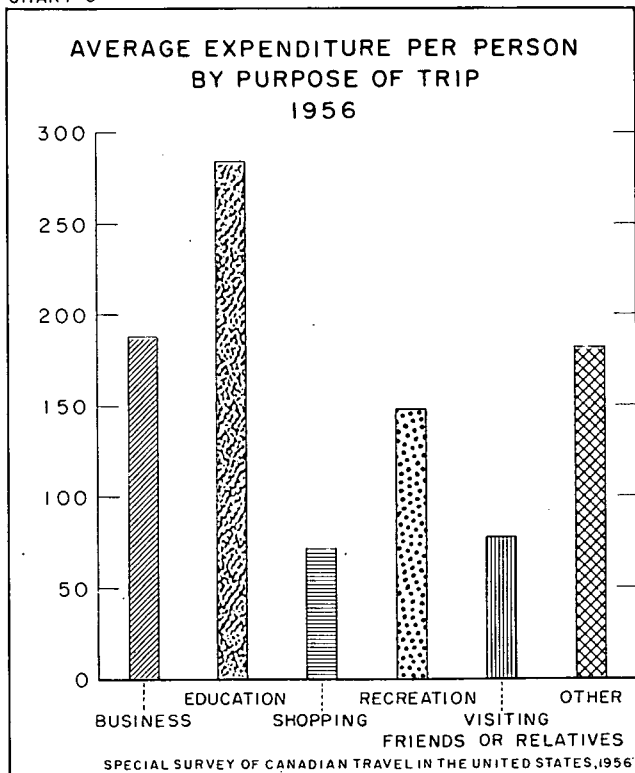


CHART 3



11 per cent of the respondents. With the exception of the winter season the other quarters attracted about 11.5 per cent of the aggregate for all states. Michigan attracted over 9 per cent of the Canadian visitors but a higher proportion visited this state in the second quarter of the year. Over 5 per cent of the respondents listed California as their destination and these visitors showed a marked preference to visit there during the first quarter of the year when nearly 8.5 per cent of the Canadian visitors gave California as their destination.

The state of destination according to province of re-entry appears on Table 11. The states immediately south of the boundary attract the greater percentages of re-entries to bordering provinces. Thus, from the Atlantic provinces over 38 per cent of the Canadian visitors reporting go to Massachusetts, followed by 28 per cent to Maine and 15 per cent to New York state. Over 39 per cent of the residents of Canada returning through Quebec and Ontario visit New York state without travelling farther south. Many re-entries to Quebec also visit Massachusetts, Vermont and Florida. Michigan attracts over 17 per cent of the Ontario visitors and Florida nearly 14 per cent.

Some 64 per cent of the visitors returning to Manitoba, who were covered in the survey had been to the states of Minnesota and North Dakota. The

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same states were also listed as final destination on 48 per cent of the questionnaires of Canadians returning through the province of Saskatchewan. Some 41 per cent of the re-entrants to Alberta had not travelled beyond Montana and 11 per cent reported Washington as the state of destination. An additional 9 per cent of the respondents had made visits to California. Canadians who re-entered into British Columbia stayed very close to the Pacific coast. Over 59 per cent had only been as far as Washington and an additional 33 per cent had visited California, Oregon and Idaho.

Map 2 shows by areas, where Canadians travel in the United States, irrespective of the type of transportation used or the season of the year. This map indicates that between 32 and 33 per cent of the respondents to the questionnaires reported destinations in the Middle Atlantic States of New York, Pennsylvania and New Jersey and 18 per cent had visited the states bordering the Pacific Ocean.

The East North Central States of Michigan, Ohio, Indiana, Illinois and Wisconsin received about 15 per cent of the visitors from Canada. The South Atlantic States consisting of Florida, Mississippi, Alabama, Georgia, North and South Carolinas, the Virginias, Maryland, Delaware and the District of Columbia, drew about 12 per cent of the Canadian visits and the New England States about the same proportion. The West North Central area received

about 6 per cent of the visits but the Mountain area, West and East South Central areas combined, which involves a large part of the United States, accounted for less than 4 per cent of the Canadian visits to the United States.

In all areas a majority of the travellers returned to Canada by automobile. Areas close to the International border and areas without large centres of population tend to have a higher percentage of Canadians returning to Canada by automobile. Thus, in the Mountain area comprised of the states of Idaho, Montana, Wyoming, Nevada, Utah, Colorado, Arizona and New Mexico, more than three quarters of their visitors returned to Canada by automobile.

Many of the visitors to the Pacific States returned to Canada by rail, and to a lesser extent respondents visiting the New England and Middle Atlantic States also re-entered by this means of transportation. In the area of the West South Central States comprised of Texas, Oklahoma, Arkansas and Louisiana, the largest percentage of Canadian visitors returned to Canada by plane. Many Canadians returning from the South and Middle Atlantic States also use the aeroplane for transportation. Only along the Pacific coast does boat travel become significant with a small proportion of the visitors to the three Pacific States returning to Canada by boat.

Travel Between Canada and Overseas Countries

Volume of Travel and Expenditures

Travel between Canada and overseas countries continued to show considerable expansion during the year 1956, particularly in the number of visits to overseas countries by residents of Canada. The expenditures of Canadians overseas once again rose more rapidly than receipts from visitors from overseas. As a result the overseas travel account with a record deficit of \$79 million was once more the source of about half of Canada's deficit on travel account in 1956.

Canadians Abroad

A new record was established in the number of visits to overseas countries by Canadians during 1956. Residents of Canada returning direct from overseas countries via Canadian ports numbered 106,100, an increase of some 18,100 visits or between 20 and 21 per cent over the previous year. Since 1953 travel to overseas countries by Canadians has been gaining momentum at the rate of some 20 per cent each year. Re-entries direct to Canada were supplemented by an estimated 33,000 who travelled via the United States making a total of 139,100, an increase of 22,100 visits in the aggregate or 19 per cent over the previous year.

The accompanying expenditures of Canadians in overseas countries rose to \$107 million in 1956,

exceeding the record in the previous year by \$21 million or about 24 per cent. The United Kingdom receives a greater proportion of the total than any other area, although other European countries are gradually claiming a greater portion of the Canadian travel dollar. The United Kingdom received some \$46 million from Canadians during 1956, an additional \$6 million or 15 per cent when compared with the previous year. Expenditures in other European countries amounted to \$41 million, a gain of \$9 million or approximately 28 per cent when compared with 1955. In comparing expenditures in the United Kingdom with those in other European countries it might be noted that higher averages per visit are reported by persons visiting other European countries than the average for visits to the United Kingdom. Longer visits, often to a number of countries, and additional transportation costs may have contributed to the higher averages. The group reporting visits to both the United Kingdom and other European countries showed that more than 50 per cent of their expenditure was made in other European countries. This explains the small margin in the total expenditures between the two areas, although substantially more visits to the United Kingdom are reported.

Transportation costs paid to non-Canadian carriers are included with estimates of travel expenditures in overseas countries. Transportation

STATEMENT 21. Balance of Payments on Travel Account Between Canada and Overseas Countries, 1955-1956¹

Net Credits (+) Net Debits (-)

	All Overseas Countries		United Kingdom		Other Sterling Area		Other O.E.E.C. Countries		All Other Countries	
	1955	1956	1955	1956	1955	1956	1955	1956	1955	1956
	(\$ Millions)									
Receipts	25	28	13	14	4	4	5	6	3	4
Payments	86	107	40	46	8	8	32	41	6	12
Net Balance	- 61	- 79	- 27	- 32	- 4	- 4	- 27	- 35	- 3	- 8

1. Subject to revision

paid to Canadian carriers does not represent a purchase of non-resident services and consequently is not included in the expenditures of Canadians in overseas countries. During the past year about 46 per cent of the amount spent by Canadians in visiting overseas countries covered international transportation to and from North America. This included incidental expenses enroute but did not include transportation in Canada. Approximately 41 per cent of the amount used for transportation went to Canadian carriers and the balance amounting to 59 per cent went to foreign carriers. Response to the expenditure questionnaire revealed that 44 per cent of the expenditure on overseas transportation went for travel by vessel and 56 per cent was applied to travel by air.

Overseas Visitors

The number of non-resident travellers (other than immigrants) arriving direct from overseas coun-

tries through Canadian ports of entry in 1956 amounted to some 30,600, an increase of 9 per cent or approximately 2,600 visits. In addition, an estimated 22,000 visitors from overseas entered Canada via the United States. The total number of entries direct and by way of the United States amounted to 52,600, an increase of 4,600 visitors or nearly 10 per cent.

Expenditures in Canada of the overseas visitors are estimated at \$28 million in 1956, an increase of 12 per cent or \$3 million more than the previous record established in 1955. Included in these totals are transportation costs paid to Canadian carriers which account for about 50 per cent of the total receipts from residents of overseas countries. Expenditures of overseas travellers in Canada are higher than the volume indicates due to higher transportation costs and normally longer visits.

Canadian Travel Overseas

Travel by Aeroplane and Vessel

Some light on the extent to which transportation by plane and vessel has been employed by returning Canadians is provided by Statement 22, which shows the number of Canadians returning direct through the main ports of re-entry for the years 1952 through 1956. Most of the direct travel by air is covered by the ports of Gander, Dorval, Malton and Vancouver which accounted for 53 per cent of the total compared with 47 per cent in 1955 and 50 per cent in 1954. Compared with the previous year there was an increase amounting to nearly 36 per cent or an additional 14,800 re-entries through the ports already specified. Re-entries by vessel at the other ports listed in the statement including Vancouver accounted for 44 per cent of the total in 1956 as compared with 49 per cent during the previous year.

Although their importance as a group was not maintained in 1956, the increase in the number of re-entries amounted to 3,300 visits or nearly 8 per cent. Ports not specified in the statement normally account for 4 per cent of the Canadians returning from overseas but during 1956 they represented 3 per cent of the total.

Overseas Destinations of Canadians

During 1956 information on the destination of Canadian visits to overseas countries was compiled from questionnaires completed by residents of Canada returning direct from abroad. Many respondents reported visits to several countries on one trip abroad making it necessary to record the information on the basis of the area visited rather than attempt to show the detail for each country individually.

**STATEMENT 22. Residents of Canada Returning Direct from Overseas Countries,
Principal Ports of Re-Entry, 1952 - 1956.**

Port of Re-entry	1952	1953	1954	1955	1956
Gander, Nfld	6,799	9,457	8,529	9,729	1,925
Dorval, Que	9,652	12,841	17,937	19,507	3,415
Malton, Ont	3,602	4,158	7,036	7,823	13,592
Vancouver, B.C. (Aeroplane)	1,300 ¹	1,924 ¹	3,183	4,523	7,472
St. John's, Nfld	1,055	1,080	944	608	720
Halifax, N.S.	4,393	4,208	4,017	6,713	5,892
Saint John, N.B.	1,711	1,297	1,164	1,034	1,089
Quebec ² Que.	24,827	24,796	27,673	33,408	37,182
Vancouver, B.C. (Vessel)	1	1	568	1,039	1,182
Other Ports.	1,473	1,721	2,507	3,635	3,625
Total All Ports	54,812	61,482	73,558	88,019	106,094

1. Breakdown of entries by plane and vessel not available.

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

A summary of the data on destinations of Canadians returning directly shows that in 1956 some 36 per cent had visited the United Kingdom only, and an additional 33 per cent had visited the United Kingdom and other European countries. About 12 per cent visited European countries other than the United Kingdom only and 4 per cent reported Bermuda as their destination. Another 4 per cent reported visits to the British West Indies and 5 per cent had been to Mexico. Nearly 3 per cent reported visits to Hawaii and 2 per cent visited countries not otherwise specified. Less than 1 per cent visited each of the following areas: Central America and the non-British West Indies, South America, Australia and New Zealand. The information recorded on destination does not include Canadians who travelled to overseas countries and returned via the United States.

A further analysis of the sample data on destination by ports of entry follows: approximately 40 per cent of the respondents who reported re-entering Canada at Gander and Dorval showed visits to the United Kingdom only and an additional 40 per cent visited the United Kingdom and other European countries. Between 12 and 13 per cent visited European countries but did not visit the United Kingdom, 4 per cent reported visits to Bermuda and 3 per cent visits to the British West Indies. Visits to Bermuda were concentrated in the second quarter of the year according to the response, whereas visits to the British West Indies were predominantly in the first quarter. A few visits were reported to Mexico, Central America, South America, Australia and New Zealand.

Fewer Canadians returning at Malton reported visits to the United Kingdom. About 15 per cent had visited the United Kingdom and 13 per cent reported

visits to the United Kingdom and other European countries. Some 4 per cent visited other European countries only and 16 per cent gave Bermuda as their destination. About 24 per cent had been to the British West Indies and another 24 per cent went to Mexico. Over 2 per cent reported destinations in South America and 1 per cent had visited Central America and the non-British West Indies, while a few had been to Hawaii and other countries.

About 43 per cent of the respondents returning by air at Vancouver reported visits to Hawaii and 14 per cent reported visits to other countries chiefly in Asia. Some 20 per cent of the Canadians returning at Vancouver had been to Mexico, 6 per cent to the United Kingdom and 9 per cent had visited the United Kingdom and other European countries. Some 4 per cent had visited other European countries only, while 2 per cent had been to South America and another 2 per cent returned from Australia and New Zealand.

For convenience the questionnaires completed by persons returning through the Atlantic and St. Lawrence River ports of re-entry have been treated as a group. Between 44 and 45 per cent of the persons returning from overseas through these ports reported visits to the United Kingdom only and 37 per cent had visited the United Kingdom and other European countries. Approximately 17 per cent had visited European countries other than the United Kingdom and less than 1 per cent had visited the British West Indies. A few visits were also reported to Central America, Australia and New Zealand.

About 73 per cent of the respondents returning by vessel at Vancouver reported visits to countries bordering on the Pacific, while 18 per cent had been

to the United Kingdom and other European countries. Some 9 per cent reported visits to the United Kingdom only.

Length of Stay

The length of stay reported on questionnaires by the sample of Canadians returning direct from overseas countries varied somewhat according to the destination. The average length of stay reported by respondents returning from visits to the United Kingdom only was close to 63 days, persons travelling by vessel staying about 80 days, while those using the aeroplane for transportation averaged about 41 days.

In addition to the persons visiting the United Kingdom only many respondents had visited both the United Kingdom and other European countries. This group stayed about a week longer overseas and their average length of stay was approximately 71 days. The amount of time spent in the United Kingdom was around 38 days and the remainder of the visit amounting to an average of about 33 days was spent in the other European countries. Here again persons travelling by vessel reported longer visits amounting to some 93 days, whereas plane passengers reported visits averaging about 48 days.

Visits of longer duration were reported by persons visiting only European countries other than the United Kingdom. The average length of visit reported by this group totalled 73 days, with plane travellers reporting some 47 days and persons returning by vessel about 91 days' stay. Although respondents were asked to report the length of stay in each country there may have been a tendency for many to include the number of days enroute to and from North America, which would increase the length of visit for persons travelling by vessel.

Visits to other Commonwealth countries varied widely between Bermuda and the British West Indies

as compared with other parts of the Commonwealth. The average length of stay reported in Bermuda was 16 days but persons returning from the British West Indies reported visits of around 24 days. Much longer visits were reported by Canadians who had visited other parts of the Commonwealth.

Other countries frequently visited and the average length of stay reported were as follows: Mexico 20 days, Central America 26 days, Hawaii 28 days, South America 47 days and 75 days in countries not already specified.

Canadians travelling via the United States to overseas countries normally spend close to a week in the United States enroute in addition to the length of visit abroad. Respondents travelling to the United Kingdom via the United States reported shorter visits overseas than persons returning direct, but persons visiting the United Kingdom and other European countries stayed longer. Persons returning from visits to other European countries via the United States reported visits of around 78 days compared with 73 days reported by respondents returning direct from the same area. Visits to Mexico and the British West Indies were of the same duration as that reported by persons returning direct but visits to Bermuda and Central and South America were shorter. Traffic via the United States is heavier in the winter months when navigation on the St. Lawrence is closed and during the same season many Canadians are taking winter vacations in a warmer climate. The distribution of destination is also altered for Canadians travelling overseas via the United States. Compared with destinations reported by persons returning direct a higher proportion visit Bermuda, the British West Indies, Mexico and South America and a smaller percentage of the aggregate report visits to the United Kingdom and other European countries.

STATEMENT 23. Purpose of Visit Reported by Canadians Returning Direct from Overseas Countries, 1956.

Destination Reported	Business	Education	Health	Recreation	Visiting friends or relatives	Other
United Kingdom only	7.9	2.3	2.5	19.8	66.9	0.6
U.K. and other European Countries	17.7	8.3	1.6	44.4	27.6	0.4
Other European Countries only	14.5	5.8	3.5	21.8	54.2	0.2
Other Commonwealth Countries	4.5	3.1	9.0	73.7	9.1	0.6
All Other Countries	8.8	5.9	5.0	66.9	12.4	1.0
Grand Total	11.4	5.3	3.6	42.3	36.8	0.6

Purpose of Visit

The main reason for Canadian visits to overseas countries was recorded during the past year. From the aggregate of persons returning direct from overseas who reported one purpose of trip, approxi-

mately 42 per cent had travelled for recreation and 37 per cent had gone to visit friends or relatives. About 11 per cent travelled overseas for business, 5 per cent for education, 4 per cent for health and nearly 1 per cent for all other reasons.

The main purpose of overseas trips varies according to the area visited. Over 66 per cent of the visitors to the United Kingdom and over 54 per cent to other European countries went to visit friends or relatives. This shows a higher proportion than the previous survey in 1955 when 60 per cent of the visits to the United Kingdom and 50 per cent of the visits to other European countries were for the purpose of visiting friends or relatives.

Canadians returning from trips that took them to the United Kingdom and other European countries combined, reported a much higher percentage of visits for recreation than persons visiting each area separately. Over 44 per cent of visits taking in both areas were for recreational purposes and 28 per cent went to visit friends or relatives. Persons combining both areas on their visit also reported a much higher proportion of business trips. Some 18 per cent of this group reported business as the reason for overseas travel compared with 14 per cent for the group visiting other European countries only and 8 per cent of the trips that did not go beyond the United Kingdom. Fewer persons visiting both areas went for purposes of health.

Approximately 74 per cent of the respondents returning from other Commonwealth countries (mainly Bermuda and the British West Indies) reported recreation as the main purpose of visit, 9 per cent reported visits to friends or relatives and 9 per cent had gone for reasons of health. Business appears as a minor inducement for Canadian visits to the other Commonwealth countries accounting for 4 per cent of the total. A smaller proportion of the visits to this group of countries are for business than for all other areas.

The residue of countries in areas not already specified are grouped for convenience and listed as other countries. About 67 per cent of the visits to residual countries are for recreation, 12 per cent to

visit friends or relatives and 9 per cent for business reasons. The main countries included in the residual classification are: Mexico, Hawaii, Cuba, Puerto Rico and South America. Nearly 84 per cent of the visits to Hawaii were for recreation and 69 per cent went to Mexico for the same purpose. Business is quite important in inducing Canadians to South America. Around 32 per cent of the visits to South America are for business reasons and another 32 per cent go for recreation.

Some 55 per cent of the Canadians returning from overseas countries via the United States reported recreation as the purpose of their trip, 21 per cent visited friends or relatives and 14 per cent had been on business. About 60 per cent of the respondents returning via the United States travelled in groups of two or more persons and 40 per cent travelled alone. Persons visiting friends or relatives show about the same distribution between groups and singly but 63 per cent of the persons travelling for recreation are in groups of two or more. Nearly 50 per cent of the respondents on business travelled alone but a higher percentage of trips covering one person only appeared on forms checked as education or health.

A higher proportion of visits alone was reported by Canadians returning direct from overseas than by persons returning via the United States. About 44 per cent of the persons returning direct reported singly but this varied according to purpose of trip and transportation used. Nearly half of the Canadians using planes for transportation overseas reported for one person only but 60 per cent of the persons travelling by vessel were in groups of two or more. About 60 per cent of the persons visiting friends or relatives and 55 per cent of recreation returns were in groups. About 50 per cent of the business returns covered one person only while a higher proportion who travelled for education reported singly.

Non-Resident Visitors to Canada from Overseas Entries by Aeroplane and Vessel

Of the total 30,600 non-resident visitors (other than immigrants) from overseas countries some 16,400 or nearly 54 per cent travelled by vessel and the remainder representing 14,200 passengers or 46 per cent arrived by plane. There was an increase of 1,500 or 10 per cent in the number of arrivals by vessel and 1,100 or 8 per cent in the number arriving by plane. The breakdown in the number of arrivals by air and water transportation showed little change from the previous year when 53 per cent travelled by vessel and 47 per cent by plane.

The compilation of the number of visitors using Canadian carriers for transportation between Canada and overseas countries was continued in 1956. During the past year a higher proportion of visitors from overseas countries used Canadian carriers. In 1956 approximately 36 per cent of the arrivals used Canadian air and steamship lines and 64 per cent were aboard foreign carriers. In 1955 approximately 33 per cent arrived in Canada via Canadian air and steamship lines and 67 per cent were aboard foreign carriers.

STATEMENT 24. Number of Non-Immigrant Visitors Entering Canada Direct from Overseas Countries, by Type of Transportation, Principal Countries, 1955 - 1956.

Country of Residence	Arrivals by Aeroplane		Arrivals by Vessel		Total	
	1955	1956	1955	1956	1955	1956
England	5, 201	5, 302	7, 163	7, 787	12, 364	13, 089
Scotland	829	949	1, 952	2, 036	2, 781	2, 985
Northern Ireland	102	108	333	334	435	442
Wales	60	86	169	215	229	301
Lesser British Isles	13	9	32	45	45	54
Australia	379	448	724	790	1, 103	1, 238
British West Indies	381	617	134	85	515	702
Bermuda	383	468	6	11	389	479
New Zealand	185	224	323	241	508	465
Union of South Africa	75	127	103	129	178	256
India	117	119	70	66	187	185
Hong Kong	89	82	28	34	117	116
Other Commonwealth Countries	235	218	145	160	380	378
Holland	529	727	921	1, 155	1, 450	1, 882
Germany	629	635	788	1, 244	1, 417	1, 879
France	1, 395	956	814	735	2, 209	1, 691
Norway	84	179	97	135	181	314
Switzerland	126	146	81	121	207	267
Belgium	128	133	128	123	256	256
Italy	141	91	132	120	273	211
Austria	42	50	75	142	117	192
Ireland (Republic)	73	68	74	90	147	158
Denmark	67	79	73	67	140	146
Yugoslavia	14	82	27	36	41	118
Poland	5	109	—	6	5	115
Sweden	56	59	70	45	126	104
Other European Countries	234	166	164	104	398	270
Mexico	233	527	6	25	239	552
South America	414	485	70	49	484	534
Asia (not specified)	176	228	32	33	208	261
Japan	125	171	34	39	159	210
Africa (Not British)	264	68	56	112	320	180
Israel	57	102	54	68	111	170
West Indies (Not British)	117	128	12	10	129	138
Other Countries	125	206	13	30	138	236

Country of Origin for Overseas Travellers

Although the number of visits by residents of the United Kingdom increased by approximately 1,000 when compared with the previous year, percentage-wise the proportion of overseas visitors residing in the United Kingdom declined from 57 per cent in 1955 to 55 per cent in 1956. Approximately

13 per cent of the visitors from overseas originated in other Commonwealth countries compared with 12 per cent in 1955 and 13 per cent in 1954. Residents of other European countries accounted for 25 per cent of our visitors direct from overseas in 1956 and all other countries constituted about 7 per cent of the total.

Quarterly Distribution of Travel Expenditures

Statement 25 presents an analysis of the receipts and payments on the international travel account by quarters over a seven year period. Receipts from residents of other countries travelling in Canada continue to be highly concentrated in the third quarter of the year. In 1950 some 55 per cent of the receipts appeared in the third quarter and for the years 1951-1953 inclusive about 57 per cent was received in the third quarter. In the following years, covering 1954-1956 inclusive, some 56 per cent, 55 per cent and 57 per cent respectively of the receipts were concentrated in the third period, indicating little change in the pattern over the seven year period.

The third quarter is the only period of the year when receipts exceed payments but the net balance between the two has declined from a credit of \$73 million in 1950 to \$22 million in 1956. The first quarter of the year is of least importance with around 8 per cent of the revenue for the year coming in the first three months although the percentage dropped slightly in 1956. The net debit balance for the quarter has gradually climbed from \$13 million in 1950 to \$67 million in 1956. The second quarter has followed much the same pattern over the seven year period with between 18 and 20 per cent of the receipts appearing in this period. The net debit balance, however, has increased more substantially in the second quarter than in any other quarter of the year. The expansion of winter travel by Canadians to the southern states, no doubt, has been an important factor influencing this trend. Expenditures declared by Canadians in the early part of the second quarter are often higher than in other

months of the year. The fourth quarter of the year is of about the same importance relatively as the second quarter but the net debit balance has not advanced as rapidly over the period as in the second quarter.

In 1950 the credit balance of the third quarter was sufficient to counteract the debit balances in other quarters but the following year a declining credit balance in the third quarter was not sufficient to offset a debit balance increasing in the other quarters, leaving a net debit of \$6 million for the year. The trend established in 1951 became more pronounced through the intervening years until the credit balance of the third quarter had dwindled to \$22 million and the debit balance for the other quarters increased to \$183 million in 1956, leaving a debit balance for the year amounting to \$161 million.

One of the major problems facing travel promoters, resort operators and transportation companies in Canada is the seasonality factor, particularly with our visitors from the United States. The more that travel is concentrated within a relatively short period of the year, the larger the fixed investment required in transportation and housing facilities, consequently fixed costs, which have to be covered by the owners of these facilities during the peak season are also increased. The concentration of over half of travellers to Canada arriving in the short period of approximately three months, no doubt, has been a factor deterring many persons from investing funds in an industry that must derive most of the revenue in a comparatively short period of the year.

**STATEMENT 25. Quarterly Estimates of the Balance of Payments on Travel Account
Between Canada and Other Countries, 1950-1956¹**

	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	172	50	305
1955.....	26	66	182	54	328
1956 ¹	26	65	191	55	337
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.....	7.9	19.3	56.4	16.4	100.0
1955.....	7.9	20.1	55.5	16.5	100.0
1956 ¹	7.7	19.3	56.7	16.3	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.....	65	102	134	88	389
1955.....	78	119	156	96	449
1956 ¹	93	133	169	103	498
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.....	16.7	26.2	34.5	22.6	100.0
1955.....	17.4	26.5	34.7	21.4	100.0
1956 ¹	18.7	26.7	33.9	20.7	100.0
Quarterly Balance (Net Credits + Net Debits -)					
1950.....	- 13	- 7	+ 73	- 4	+ 49
1951.....	- 31	- 23	+ 61	- 13	- 6
1952.....	- 39	- 44	+ 46	- 29	- 66
1953.....	- 42	- 38	+ 48	- 31	- 63
1954.....	- 41	- 43	+ 38	- 38	- 84
1955.....	- 52	- 53	+ 26	- 42	- 121
1956 ¹	- 67	- 68	+ 22	- 48	- 161

1. Subject to revision.

**TABLE 1. Number of and Expenditures by Non-Resident Motorists Travelling on Customs Permits¹
Who Departed from Canada in 1956, 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	865,542	35.34	8.10	7,010,890	5.28	865,542	8.10
2	512,770	20.94	20.49	10,506,657	7.92	1,025,540	10.24
3	280,519	11.46	48.30	13,549,068	10.21	841,557	16.10
4	178,187	7.28	69.60	12,401,815	9.35	712,748	17.40
5	119,561	4.88	90.65	10,838,205	8.17	597,805	18.13
6	84,403	3.45	108.02	9,117,212	6.87	506,418	18.00
7	71,991	2.94	126.75	9,124,859	6.88	503,937	18.11
8	77,425	3.16	133.44	10,331,592	7.79	619,400	16.68
9	47,009	1.92	145.69	6,848,741	5.16	423,081	16.19
10	30,321	1.24	151.76	4,601,515	3.47	303,210	15.18
11	22,229	0.91	155.83	3,463,945	2.61	244,519	14.17
12	17,808	0.73	167.83	2,988,717	2.25	213,696	13.99
13	15,961	0.65	173.78	2,773,703	2.09	207,493	13.37
14	16,629	0.68	175.55	2,919,221	2.20	232,806	12.54
15	17,038	0.70	176.56	3,008,229	2.27	255,570	11.77
16	9,905	0.40	182.89	1,811,525	1.36	158,480	11.43
17	6,480	0.26	184.09	1,192,903	0.90	110,160	10.83
18	4,550	0.19	191.87	873,009	0.66	81,900	10.66
19	3,788	0.15	200.18	758,282	0.57	71,972	10.54
20	3,385	0.14	206.66	699,544	0.53	67,700	10.33
21	3,224	0.13	209.55	675,589	0.51	67,704	9.98
22	3,292	0.13	188.51	620,575	0.47	72,424	8.57
23	2,319	0.09	213.88	495,988	0.37	53,337	9.30
24	1,872	0.08	221.65	414,929	0.31	44,928	9.24
25	1,624	0.07	201.09	326,570	0.25	40,600	8.04
26	1,555	0.06	206.55	321,185	0.24	40,430	7.94
27	1,571	0.06	209.70	329,439	0.25	42,417	7.77
28	1,585	0.06	221.88	351,680	0.26	44,380	7.92
29	1,839	0.08	193.84	356,472	0.27	53,331	6.68
30-39	11,073	0.45	173.82	1,924,709	1.45	370,579	5.19
40-49	4,786	0.20	256.67	1,228,423	0.93	211,355	5.81
50-59	3,630	0.15	259.57	942,239	0.71	197,824	4.76
60-69	3,394	0.14	295.65	1,003,436	0.76	217,244	4.62
70-79	2,318	0.09	342.51	793,938	0.60	172,910	4.59
80-89	1,966	0.08	360.12	707,996	0.53	166,374	4.26
90-99	1,906	0.08	325.55	620,498	0.47	179,313	3.46
100-119	2,351	0.10	397.31	934,076	0.70	256,388	3.64
120-139	1,880	0.08	457.05	859,254	0.65	242,843	3.54
140-169	2,770	0.11	466.24	1,291,485	0.97	427,938	3.02
170-199	4,033	0.16	396.10	1,597,471	1.20	739,957	2.16
200-over	4,357	0.18	475.83	2,073,191	1.56	1,115,392	1.86
Totals	2,448,846	100.00	54.18	132,688,775²	100.00	12,801,202	10.37
Average length of stay						per car 5.22	

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 Average Expenditure Per Day by Non-Resident Motorists Travelling on Customs Permits¹ Who Departed from Canada in 1956, Classified by Length of Visit

Days' stay	Average persons per car	Number of persons	Number of person-days	Average expenditure per person per day
				\$
1	3.16	2,730,814	2,730,814	2.57
2	2.86	1,465,567	2,931,134	3.58
3	2.92	789,727	2,369,181	5.72
4	2.77	493,779	1,975,116	6.28
5	2.75	329,194	1,645,970	5.49
6	2.78	235,009	1,410,054	6.47
7	2.88	207,015	1,449,105	6.30
8	3.05	236,302	1,890,416	5.47
9	2.91	136,581	1,229,229	5.57
10	2.81	85,344	853,440	5.39
11	2.75	61,118	672,293	5.15
12	2.75	48,932	587,184	5.09
13	2.81	44,871	533,323	4.76
14	2.92	48,515	679,210	4.30
15	3.01	51,200	768,000	3.92
16	2.84	28,165	450,640	4.02
17	2.67	17,302	294,134	4.06
18	2.58	11,746	211,428	4.13
19	2.55	9,672	183,768	4.13
20	2.55	8,617	172,340	4.06
21	2.54	9,174	171,654	3.94
22	2.59	8,527	187,594	3.31
23	2.48	5,759	132,457	3.74
24	2.45	4,592	110,208	3.76
25	2.40	3,895	97,375	3.35
26	2.34	3,637	94,562	3.40
27	2.33	3,656	98,712	3.34
28	2.38	3,769	105,532	3.33
29	2.37	4,351	126,179	2.83
30- 39	2.37	26,292	879,993	2.19
40- 49	2.40	11,482	507,045	2.42
50- 59	2.40	8,698	474,041	1.99
60- 69	2.35	7,986	511,184	1.96
70- 79	2.41	5,582	416,361	1.91
80- 89	2.39	4,707	398,353	1.78
90- 99	2.24	4,269	401,628	1.54
100-119	2.37	5,574	607,845	1.54
120-139	2.31	4,339	560,469	1.53
140-169	2.32	6,417	991,362	1.30
170-199	2.32	9,363	1,717,923	0.93
200-over	2.54	11,065	2,833,096	0.73
Totals	2.94	7,191,604	34,510,357	3.84
Average length of stay			per person 4.80	

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 Calendar Year 1956, 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	655	3,391	8,957	13,003
	Lake Erie Ports	—	1	7	8
	St. Clair and Detroit River Ports	370	2,039	2,457	4,866
	Sault Ste-Marie	212	998	906	2,116
	Total of above	1,237	6,429	12,327	19,993
	St. Lawrence River Ports	20,754	13,632	65,056	99,442
	All Ports in the Province of Quebec ..	1,244	4,223	12,001	17,468
	All Ports in Canada	23,274	24,370	90,692	138,336
(b) Fort Erie and Niagara Falls	St. Lawrence River Ports	1,129	7,049	16,654	24,832
	Lake Erie Ports	2	32	49	83
	St. Clair and Detroit River Ports	105,995	66,721	16,469	189,185
	Sault Ste-Marie	85	394	2,794	3,773
	Total of above	107,211	74,696	35,966	217,873
	Fort Erie and Niagara Falls	162,030	77,469	178,046	417,545
	All Ports in Canada	269,315	153,068	233,723	656,106
(c) Lake Erie Ports	St. Lawrence River Ports	—	—	8	8
	Fort Erie and Niagara Falls	—	60	79	139
	St. Clair and Detroit River Ports	100	20	83	203
	Sault Ste-Marie	—	—	12	12
	Total of above	100	80	182	362
	Lake Erie Ports	10	14	473	502
	All Ports in Canada	110	94	669	873
(d) St. Clair and Detroit River Ports	St. Lawrence River Ports	425	2,572	4,035	7,032
	Fort Erie and Niagara Falls	106,292	69,276	25,299	200,867
	Lake Erie Ports	43	48	56	147
	Sault Ste-Marie	31	255	5,971	6,257
	Total of above.....	106,791	72,151	35,361	214,303
	St. Clair and Detroit River Ports	158,300	46,801	119,015	324,116
	All Ports in Canada	265,145	119,391	166,828	551,364
(e) Sault Ste-Marie	St. Lawrence River Ports	159	1,259	1,351	2,769
	Fort Erie and Niagara Falls	62	1,440	3,732	5,234
	Lake Erie Ports	—	—	3	3
	St. Clair and Detroit River Ports	10	357	5,087	5,454
	Total of above	231	3,056	10,173	13,460
	Sault Ste-Marie	4,040	3,654	23,486	31,180
	All Ports in Canada	4,345	7,412	37,738	49,495
Section II. Traffic from Ontario to Other Provinces:					
St. Lawrence River Ports	All Ports in Quebec	1,244	4,223	12,001	17,468
All Ports in Ontario West of Kingston and East of Sault Ste-Marie (Incl. Sault Ste-Marie)	All Ports in Quebec	167	1,851	31,398	33,416
All Ports in Ontario	All Ports in Quebec	1,411	6,075	43,483	50,969
All Ports in Ontario	All Ports in Maritime Provinces	46	243	5,036	5,325
All Ports in Ontario	All Ports in Manitoba	125	1,179	3,822	5,126
All Ports in Ontario	All Ports in Maritimes, Quebec and Manitoba	1,582	7,497	52,341	61,420
All Ports in Ontario	All Ports in Ontario	568,755	307,154	525,250	1,401,159
All Ports in Ontario	All Ports in Canada	570,341	314,650	578,783	1,463,774

TABLE 2. Number of Non-Resident Automobiles Travelling on Customs Permits¹ Which Departed from Canada during the Calendar Year 1956, 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	562	680	4,134	5,376
	All Ports in Ontario	14	249	2,769	3,032
	All Ports in Quebec and Ontario	576	929	6,903	8,408
	All Ports in the Maritime Provinces	60,373	22,520	74,769	157,662
	All Ports in Canada	60,949	23,449	81,687	166,035
Section IV. Traffic from Quebec to Other Provinces:					
All Ports in Quebec	All Ports in Ontario on the St. Lawrence River	1,305	3,171	3,955	13,431
	All Ports in Ontario West of Kingston and East of Sault Ste-Marie (Incl. Sault Ste-Marie)	171	1,508	18,206	19,885
	All Ports in Ontario	1,477	4,679	27,224	33,380
	All Ports in the Maritime Provinces	1,430	739	6,442	8,611
	All Ports in Ontario and the Maritime Provinces	2,907	5,418	33,666	41,991
	All Ports in Quebec	133,121	83,183	156,186	372,490
	All Ports in Canada	136,028	88,601	189,899	414,528
Section V. Traffic from Manitoba to Ontario:					
All Ports in Manitoba	All Ports in Ontario	64	937	3,918	4,919
	All Ports in Manitoba	12,852	7,125	17,470	37,447
	All Ports in Canada	12,993	8,183	23,768	44,944
Section VI. Traffic between the Prairie Provinces:					
All Ports in Manitoba	All Ports in Saskatchewan	65	94	845	1,004
	All Ports in Alberta	3	16	753	772
	All Ports in Saskatchewan and Alberta	68	110	1,598	1,776
All Ports in Saskatchewan	All Ports in Manitoba	59	108	1,160	1,327
	All Ports in Alberta	6	52	993	1,051
	All Ports in Manitoba and Alberta	65	160	2,153	2,378
	All Ports in Saskatchewan	4,072	2,923	10,100	17,095
	All Ports in Canada	4,139	3,112	13,485	20,736
All Ports in Alberta	All Ports in Manitoba	1	29	1,111	1,141
	All Ports in Saskatchewan	8	88	938	1,034
	All Ports in Manitoba and Saskatchewan	9	117	2,049	2,175
	All Ports in Alberta	8,231	4,911	14,125	27,267
	All Ports in Canada	8,522	6,251	32,800	47,573
Section VII. Traffic between the Prairie Provinces and British Columbia:					
All Ports in the Prairie Provinces	All Ports in British Columbia	215	1,246	17,555	19,016
	All Ports in the Prairie Provinces ..	25,297	15,346	47,495	88,138
	All Ports in Canada	25,654	17,546	70,053	113,253
All Ports in British Columbia	All Ports in the Prairie Provinces ..	141	737	13,696	14,574
	All Ports in British Columbia	72,428	67,786	136,005	276,219
	All Ports in Canada	72,570	68,524	150,117	291,211

1. Exclusive of commuters, summer residents and locals.

TABLE 3. Number of Non-Resident Automobiles Which Entered Canada on Custom Permits¹ Through Provinces Indicated and Which Departed in 1956, Classified by United States Federal States or Countries of Registration.

State	Nfld. P.E.I. N.S. ¹	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C. & Y.T.	Total
Alabama.....	73	342	383	2,793	85	30	172	279	4,157
Arizona.....	5	51	149	1,134	70	61	393	837	2,700
Arkansas.....	50	61	77	1,146	54	42	113	197	1,740
California.....	178	746	1,905	13,857	1,215	735	5,738	43,356	67,730
Colorado.....	32	116	273	2,232	215	309	1,233	1,865	6,275
Connecticut.....	735	8,551	23,567	16,143	26	10	140	278	49,450
Delaware.....	53	229	859	1,916	13	3	39	48	3,160
Dist. of Columbia.....	92	273	1,146	2,432	18	7	58	107	4,133
Florida.....	226	1,441	3,831	11,976	227	89	437	948	19,175
Georgia.....	91	330	560	2,586	54	19	142	365	4,147
Idaho.....	15	77	62	529	76	93	1,175	6,019	8,046
Illinois.....	154	978	2,890	60,678	2,004	590	2,249	2,122	71,665
Indiana.....	108	499	1,029	28,801	366	158	631	800	32,392
Iowa.....	29	160	387	12,553	1,318	639	918	926	16,930
Kansas.....	24	264	328	4,163	805	392	821	1,196	7,993
Kentucky.....	46	185	300	5,179	50	17	104	194	6,075
Louisiana.....	46	182	378	1,847	85	56	227	360	3,181
Maine.....	950	91,508	24,791	3,787	24	8	43	76	121,187
Maryland.....	191	942	3,277	8,764	58	30	152	248	13,662
Massachusetts.....	3,898	24,856	51,373	28,809	75	27	236	391	109,665
Michigan.....	181	1,388	3,079	459,527	1,169	411	1,351	1,481	468,587
Minnesota.....	43	199	699	31,683	14,555	1,634	2,014	1,343	52,170
Mississippi.....	29	141	126	1,005	55	31	83	185	1,655
Missouri.....	55	237	499	9,180	635	188	761	1,021	12,576
Montana.....	2	20	35	550	285	4,835	12,781	2,763	21,271
Nebraska.....	16	129	172	2,907	805	400	682	712	5,823
Nevada.....	4	16	40	323	29	17	146	561	1,136
New Hampshire.....	300	2,576	25,547	3,859	11	12	41	68	32,414
New Jersey.....	956	4,461	21,478	35,335	125	49	461	504	63,369
New Mexico.....	43	63	79	658	47	40	252	384	1,566
New York.....	1,983	9,452	123,820	410,612	343	121	978	1,381	548,690
North Carolina.....	74	393	952	3,775	49	19	121	283	5,666
North Dakota.....	9	13	76	1,610	15,590	6,540	540	295	24,673
Ohio.....	307	1,782	4,515	136,422	381	166	977	1,163	145,713
Oklahoma.....	62	99	216	2,392	306	323	670	724	4,792
Oregon.....	22	82	172	1,423	197	249	1,036	25,325	28,506
Pennsylvania.....	727	4,165	13,308	97,278	204	117	689	1,008	117,496
Rhode Island.....	236	1,823	8,730	4,457	15	3	27	60	15,351
South Carolina.....	44	161	499	1,622	20	10	64	173	2,593
South Dakota.....	10	33	36	1,299	871	588	377	335	3,549
Tennessee.....	45	175	423	4,144	94	33	161	285	5,360
Texas.....	132	777	1,114	6,809	543	439	1,790	2,775	14,379
Utah.....	15	26	35	741	47	44	1,545	1,603	4,056
Vermont.....	100	621	88,128	3,237	14	4	23	66	92,193
Virginia.....	224	882	2,206	7,309	67	23	186	415	11,312
Washington.....	23	124	274	2,297	293	403	2,315	176,111	181,840
West Virginia.....	52	184	270	4,642	14	14	31	79	5,286
Wisconsin.....	52	321	771	26,569	1,267	490	1,058	885	31,413
Wyoming.....	6	24	35	352	48	232	607	412	1,716
Total U.S.	12,748	162,158	414,899	1,473,342	44,917	20,750	46,788	283,012	2,458,614
Other Countries²	24	57	307	1,173	59	61	792	8,544	11,017
Grand Total.....	12,772	162,215	415,206	1,474,515	44,976	20,811	47,580	291,556	2,469,631

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 9,391, Argentina 10, Australia 15, Bahamas 8, Belgium 9, Bermuda 13, Bolivia 4, Brazil 6, British West Indies 4, Chile 3, China 3, Colombia 9, Costa Rica 2, Cuba 74, Denmark 6, Dutch Guiana 1, England 125, France 43, Germany 124, Greece 1, Guam 8, Guatemala 11, Haiti 1, Hawaiian Islands 678, Honduras 1, Hong Kong 3, Iceland 5, India 2, Ireland 5, Italy 18, Jamaica 4, Japan 38, Java 20, Lebanon 1, Libya 1, Mexico 144, Netherlands 28, Netherlands Antilles 35, New Zealand 1, Norway 1, Panama 1, Panama Canal Zone 103, Peru 1, Philippine Islands 1, Puerto Rico 4, St-Pierre and Miquelon 7, Scotland 1, South Africa 15, Spain 1, Sweden 5, Switzerland 7, Trinidad 1, Uruguay 1, Venezuela 10, Wales 3.

TABLE 4. Number of Non-Resident Automobiles Which Entered Canada on Customs Permits¹ Through Provinces Indicated, and Which Departed in 1956 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	73	116	186	709	56	23	140	189	1,492	36
Arizona	5	28	71	399	52	49	289	550	1,443	53
Arkansas	50	19	41	300	34	32	77	106	659	38
California	169	455	1,370	5,186	978	657	4,449	29,362	42,626	63
Colorado	32	51	147	652	144	238	948	916	3,128	50
Connecticut	717	5,128	15,370	6,076	24	9	119	178	27,621	56
Delaware	52	160	573	820	11	2	32	31	1,681	53
Dist. of Col.	91	209	878	1,320	14	6	44	67	2,629	64
Florida	220	865	2,316	5,987	178	73	382	585	10,606	55
Georgia	91	149	368	918	36	13	121	184	1,880	45
Idaho	15	19	36	141	53	73	757	3,133	4,227	53
Illinois	152	599	2,110	32,525	1,601	537	1,741	1,246	40,511	57
Indiana	106	288	676	14,213	275	136	503	458	16,655	51
Iowa	27	95	288	7,788	953	578	705	476	10,910	64
Kansas	24	84	171	1,780	578	286	600	506	4,029	50
Kentucky	46	81	196	2,068	31	15	82	113	2,632	43
Louisiana	45	69	249	596	57	45	173	201	1,435	45
Maine	917	17,920	12,303	987	18	7	42	48	32,242	27
Maryland	191	686	2,273	4,481	46	26	119	144	7,966	58
Massachusetts	3,783	20,986	34,664	9,135	68	25	199	269	69,129	63
Michigan	178	924	2,293	122,396	1,058	384	1,147	965	129,345	28
Minnesota	42	100	453	15,233	6,420	1,375	1,473	807	25,903	50
Mississippi	29	38	88	263	38	20	72	99	647	39
Missouri	54	129	377	3,793	430	157	564	514	6,018	48
Montana	2	14	27	189	183	2,531	5,987	1,498	10,431	49
Nebraska	16	58	117	1,464	577	354	475	391	3,452	59
Nevada	4	11	24	152	18	15	115	385	724	64
New Hampshire	292	1,952	11,752	943	11	9	34	42	15,035	46
New Jersey	932	3,428	14,727	18,404	110	44	385	351	38,381	61
New Mexico	42	27	42	215	32	33	198	241	830	53
New York	1,918	7,151	51,770	147,500	305	115	848	925	210,532	38
North Carolina	74	220	596	1,686	29	15	94	149	2,863	51
North Dakota	7	7	34	784	6,121	3,116	404	182	10,655	43
Ohio	301	1,152	3,070	85,519	325	138	814	654	91,973	63
Oklahoma	60	60	115	963	199	195	493	321	2,406	50
Oregon	22	47	96	470	148	207	748	17,444	19,182	67
Pennsylvania	695	2,724	8,941	55,164	170	83	592	611	68,980	59
Rhode Island	232	1,414	6,387	1,311	15	1	25	29	9,414	61
South Carolina	43	80	319	552	13	8	53	95	1,163	45
South Dakota	8	15	25	602	600	475	263	196	2,184	62
Tennessee	44	94	242	1,012	66	25	123	153	1,759	33
Texas	129	285	545	2,155	359	314	1,370	1,403	6,560	46
Utah	15	11	20	162	34	35	1,116	795	2,188	54
Vermont	99	428	10,971	884	10	4	17	45	12,458	14
Virginia	222	508	1,484	3,302	46	19	152	250	5,983	53
Washington	23	73	165	714	215	335	1,685	74,621	77,831	43
West Virginia	52	98	168	2,732	11	14	25	28	3,128	59
Wisconsin	52	166	539	13,594	944	410	810	511	17,026	54
Wyoming	6	12	16	114	32	174	428	239	1,021	59
Total U.S.	12,399	69,233	189,689	578,353	23,726	13,435	32,032	142,706	1,061,573	43
Other Countries³	20	35	210	430	42	50	768	7,411	8,966	81
Grand Total	12,419	69,268	189,899	578,783	23,768	13,485	32,800	150,117	1,070,539	43
Long term visits as % of long and short term visits	97	43	46	39	53	65	69	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 have travelled to these provinces by water direct from other 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 8,095, Argentina 5, Australia 7, Bahamas 8, Belgium 6, Bermuda 11, Bolivia 1, Brazil 6, British West Indies 3, Chile 3, China 2, Colombia 5, Costa Rica 2, Cuba 48, Denmark 4, Dutch Guiana 1, England 72, France 18, Germany 66, Greece 1, Guam 8, Guatemala 1, Hawaiian Islands 317, Honduras 1, Hong Kong 2, Iceland 4, India 1, Ireland 3, Italy 8, Jamaica 3, Japan 9, Java 9, Mexico 97, Netherlands 22, Netherlands Antilles 14, New Zealand 1, Norway 1, Panama 1, Panama Canal Zone 53, Peru 1, Philippine Islands 1, Puerto Rico 3, St. Pierre and Miquelon 7, South Africa 13, Spain 1, Sweden 4, Switzerland 5, Uruguay 1, Venezuela 9, Wales 2.

TABLE 5. Number of Non-Resident Automobiles Travelling in Canada on Customs Permits which Departed in the Years 1952-1956 (Classified by U.S. Federal States of Registration)

State of origin	1952	1953	1954	1955	1956
North Eastern:					
Connecticut	42,079	47,727	46,860	47,196	49,450
Maine	113,076	114,984	111,796	114,649	121,187
Massachusetts	100,716	106,936	104,806	107,760	109,665
New Hampshire	25,813	28,774	28,865	30,150	32,414
New Jersey	55,539	62,232	60,342	62,828	63,369
New York	472,686	517,471	517,998	543,086	548,690
Pennsylvania	119,745	134,280	121,739	122,597	117,496
Rhode Island	14,970	16,482	15,136	15,637	15,351
Vermont	87,168	95,715	89,502	88,832	92,193
	1,031,792	1,124,601	1,097,044	1,132,735	1,149,815
% of Total	45.8	45.4	45.2	45.3	46.6
Great Lakes:					
Illinois	73,532	80,240	78,549	77,559	71,665
Indiana	32,097	36,536	34,443	34,376	32,392
Michigan	428,668	481,916	477,874	494,204	468,587
Ohio	145,038	158,806	150,088	153,239	145,713
Wisconsin	28,856	31,638	31,058	32,377	31,413
	708,191	789,136	772,012	791,755	749,770
% of Total	31.4	31.9	31.8	31.7	30.4
North Western:					
Minnesota	38,420	43,600	49,658	52,711	52,170
Montana	16,589	17,981	19,100	19,486	21,271
North Dakota	24,559	25,109	25,944	25,149	24,673
	79,568	86,690	94,702	97,346	98,114
% of Total	3.5	3.5	3.9	3.9	4.0
West Coast:					
California	64,342	71,620	69,434	67,470	67,730
Oregon	26,238	26,980	26,295	28,153	28,506
Washington	166,452	177,540	174,734	180,005	181,840
	257,032	276,140	270,463	275,628	278,076
% of Total	11.4	11.2	11.2	11.0	11.2
Other:					
	177,346	198,775	192,619	200,924	193,856
% of Total	7.9	8.0	7.9	8.0	7.8
Total	2,253,929	2,475,342	2,426,840	2,498,388	2,469,631

**TABLE 6. Average Expenditure per Car Declared by Non-Resident Permit-Holding Motorists¹
by U.S. Federal States of Registration, 1952-1956**

State of registration	Average declared expenditure per car				
	1952	1953	1954	1955	1956
North Eastern:					
Connecticut.....	67.63	71.32	67.74	68.86	72.58
Maine	20.90	22.08	23.21	24.85	26.18
Massachusetts	79.45	83.06	80.90	81.34	85.38
New Hampshire.....	46.66	47.93	43.83	44.07	45.70
New Jersey	81.50	93.91	91.22	91.08	97.30
New York.....	51.83	53.34	51.76	52.62	52.78
Pennsylvania	74.78	78.08	77.84	78.49	78.83
Rhode Island.....	69.70	76.35	67.63	70.91	71.52
Vermont	14.14	14.12	13.75	15.45	15.69
Great Lakes:					
Illinois	83.56	79.67	69.32	84.76	90.74
Indiana	64.80	67.02	61.65	70.39	72.84
Michigan	30.49	30.32	30.87	28.44	31.85
Ohio	79.65	78.80	79.40	80.45	80.47
Wisconsin	76.88	79.25	67.57	77.41	79.92
North Western:					
Minnesota	66.56	66.65	59.07	64.78	68.13
Montana	59.27	64.95	61.20	60.84	58.77
North Dakota.....	45.50	47.65	42.54	42.81	44.31
West Coast:					
California	99.47	102.41	103.41	107.47	108.68
Oregon	92.74	99.82	97.22	95.56	97.47
Washington	50.18	53.76	52.93	51.87	52.95
Other	86.84	87.34	85.45	89.36	92.27

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 1956, 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 expenditure	Average length of visit	Average expenditure per car per day
	%	\$	\$	(days)	\$
Alabama	0.5	60.09	249,794	10.93	5.50
Arizona	0.8	103.03	278,181	9.99	10.31
Arkansas	0.4	75.05	130,587	13.02	5.76
California	1.2	103.68	7,360,896	7.97	13.64
Colorado	1.0	82.44	517,311	7.56	10.90
Connecticut	5.9	72.58	3,589,081	5.25	13.80
Delaware	2.5	87.34	275,994	5.63	15.51
Dist. of Columbia	2.4	101.32	418,756	9.05	11.20
Florida	1.3	104.57	2,005,130	15.27	6.85
Georgia	0.4	83.67	346,979	12.00	6.97
Idaho	3.4	71.67	576,657	7.79	9.20
Illinois	2.4	90.74	6,502,882	6.18	14.68
Indiana	2.1	72.84	2,359,433	5.73	12.71
Iowa	1.7	105.04	1,778,327	6.57	15.99
Kansas	1.0	95.06	759,815	8.12	11.71
Kentucky	0.7	65.29	396,637	6.53	10.00
Louisiana	0.4	93.06	296,024	11.84	7.86
Maine	44.9	26.18	3,172,676	6.09	4.30
Maryland	1.6	90.75	1,239,827	6.52	13.92
Massachusetts	7.7	85.38	9,363,198	6.26	13.64
Michigan	17.1	31.85	14,924,496	4.58	6.95
Minnesota	4.5	68.13	3,554,342	6.07	11.22
Mississippi	0.4	81.97	135,660	12.37	6.63
Missouri	1.0	87.43	1,099,520	6.72	13.01
Montana	9.0	58.77	1,250,097	5.79	10.15
Nebraska	1.2	107.32	624,924	7.48	14.35
Nevada	1.1	117.08	133,003	12.01	9.75
New Hampshire	18.0	45.70	1,481,320	4.16	10.99
New Jersey	3.4	97.30	6,165,804	6.06	16.06
New Mexico	0.6	103.87	162,660	15.57	6.67
New York	12.9	52.78	28,959,858	7.81	6.76
North Carolina	0.5	76.47	433,279	10.59	7.22
North Dakota	11.8	44.31	1,093,261	5.97	7.42
Ohio	4.5	80.47	11,725,525	6.65	12.10
Oklahoma	0.6	115.28	552,422	13.62	8.46
Oregon	3.9	97.47	2,778,480	6.27	15.55
Pennsylvania	3.5	78.83	9,262,210	5.79	13.61
Rhode Island	5.5	71.52	1,097,904	6.00	11.92
South Carolina	0.4	63.03	163,437	10.30	6.12
South Dakota	1.5	92.43	328,034	6.77	13.65
Tennessee	0.6	57.49	308,146	6.59	8.72
Texas	0.5	91.23	1,311,796	9.99	9.13
Utah	1.4	77.30	313,529	6.79	11.38
Vermont	74.0	15.69	1,446,508	3.61	4.35
Virginia	1.0	78.54	888,444	9.49	8.28
Washington	18.8	52.95	9,628,428	4.12	12.85
West Virginia	1.2	84.84	448,464	7.80	10.88
Wisconsin	2.6	79.92	2,510,527	5.22	15.31
Wyoming	1.4	106.39	182,565	9.47	11.23

1. Including commuters, summer residents and locals.

TABLE 8. Number of Canadian Automobiles Returning to Canada in 1956, Classified by Length of Visit, by Province of Re-Entry into Canada

Day's stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	B.C. and Y.T.
1	1, 458, 048	1, 036, 884	2, 695, 012	134, 025	74, 211	63, 939	560, 057
2 ¹	54, 883	104, 139	94, 285	12, 025	4, 736	7, 703	36, 399
3	32, 164	109, 678	213, 843	30, 395	15, 568	30, 187	93, 973
4	10, 356	36, 751	43, 239	6, 959	2, 997	7, 316	18, 019
5	9, 462	18, 828	17, 899	3, 055	1, 444	3, 399	9, 882
6	3, 600	13, 042	11, 706	1, 449	849	2, 983	4, 766
7	8, 832	44, 466	32, 889	3, 938	1, 033	3, 088	12, 234
8	718	3, 846	4, 727	610	380	1, 382	2, 466
9	681	2, 019	2, 456	520	217	1, 038	2, 066
10	1, 129	6, 868	8, 553	997	493	1, 089	3, 465
11	313	1, 257	1, 631	275	398	787	844
12	634	1, 189	3, 007	234	161	905	1, 498
13	57	532	491	112	133	421	802
14	2, 523	12, 037	17, 648	2, 170	1, 038	1, 551	7, 445
15	222	1, 815	728	193	94	370	368
16	106	397	1, 201	131	132	182	515
17	47	302	398	109	98	101	400
18	22	416	764	107	38	163	679
19	31	365	175	45	134	136	277
20	21	408	521	93	147	153	216
21	581	4, 602	8, 953	878	358	548	2, 994
22	—	108	163	11	34	67	178
23	—	77	79	34	—	62	97
24	18	161	213	58	—	29	170
25	21	192	104	33	60	15	44
26	—	31	55	13	34	15	55
27	9	24	64	—	—	10	—
28	16	646	1, 434	71	30	74	244
29	21	31	12	—	—	15	—
30- 39	442	4, 339	5, 006	519	208	447	1, 561
40- 49	120	1, 105	1, 854	316	104	140	523
50- 59	—	273	191	24	30	10	52
60- 69	159	2, 631	2, 202	242	143	366	726
70- 79	18	237	367	57	54	10	99
80- 89	—	—	35	—	13	—	10
90- 99	31	545	978	131	111	112	412
100-119	—	44	76	43	41	—	29
120-139	72	173	404	43	113	75	239
140-169	9	52	115	34	17	20	131
170-199	18	67	249	22	25	28	84
200 & over	30	64	157	33	21	53	148
Total	1, 585, 414	1, 410, 641	3, 173, 884	200, 004	105, 697	128, 989	764, 167

1. Includes vehicles staying more than 24 hours and less than 48 hours.

**TABLE 9. Number and Expenditures of Canadian Automobiles Returning to Canada in 1956,
Classified by Length of Visit**

Day's stay	Number of cars	% of total cars	Average expenditure per car	Estimated expenditures	% of total expend- itures	Number of car days	Average expenditure per car per day
			\$	\$			\$
1	6,022,176	81.72	4.87	29,313,620	14.95	6,022,176	4.87
2 ¹	314,170	4.26	30.30	9,519,022	4.85	628,340	15.15
3	525,808	7.14	100.66	52,936,224	26.99	1,577,424	33.56
4	125,637	1.70	124.45	15,635,797	7.97	502,548	31.11
5	63,969	0.87	129.80	8,302,971	4.23	319,845	25.96
6	38,395	0.52	153.14	5,879,993	3.00	230,370	25.52
7	106,480	1.45	145.29	15,470,445	7.89	745,360	20.76
8	14,129	0.19	203.95	2,381,621	1.47	113,032	25.49
9	8,997	0.12	210.02	1,889,593	0.96	80,973	23.34
10	22,594	0.31	222.10	5,018,029	2.56	225,940	22.21
11	5,505	0.07	246.64	1,357,750	0.69	60,555	22.42
12	7,628	0.10	257.41	1,963,496	1.00	91,536	21.45
13	2,548	0.03	270.76	689,909	0.35	33,124	20.83
14	44,412	0.60	269.91	11,987,441	6.11	621,763	19.28
15	3,790	0.05	265.33	1,005,596	0.51	56,850	17.69
16	2,664	0.04	326.27	869,174	0.44	42,624	20.39
17	1,455	0.02	344.85	501,752	0.26	24,735	20.29
18	2,189	0.03	343.34	751,576	0.38	39,402	19.07
19	1,163	0.02	335.16	389,795	0.20	22,097	17.64
20	1,559	0.02	346.00	539,420	0.28	31,180	17.30
21	18,914	0.26	386.38	7,307,915	3.73	397,194	18.40
22	561	0.01	506.99	284,421	0.15	12,342	23.04
23	349	—	413.23	144,217	0.07	8,027	17.97
24	649	0.01	265.61	172,379	0.09	15,576	11.07
25	469	0.01	419.96	196,961	0.10	11,725	16.80
26	203	—	559.91	113,662	0.06	5,278	21.54
27	107	—	410.74	43,949	0.02	2,889	15.21
28	2,515	0.03	499.93	1,257,317	0.64	70,420	17.85
29	79	—	511.59	40,416	0.02	2,291	17.64
30 - 39	12,522	0.17	483.30	6,051,870	3.09	381,733	15.85
40 - 49	4,162	0.06	704.80	2,933,381	1.50	177,288	16.55
50 - 59	580	0.01	468.00	271,440	0.14	31,303	8.67
60 - 69	6,469	0.09	710.12	4,593,746	2.34	399,754	11.49
70 - 79	842	0.01	741.93	624,708	0.32	62,229	10.04
80 - 89	58	—	307.88	17,857	0.01	4,785	3.73
90 - 99	2,320	0.03	836.34	1,940,318	0.99	209,435	9.26
100-119	233	—	958.94	223,432	0.11	24,708	9.04
120-139	1,119	0.02	982.64	1,099,579	0.56	134,863	8.15
140-169	378	0.01	1,103.77	417,226	0.21	57,008	7.32
170-199	493	0.01	1,047.01	516,175	0.26	89,325	5.78
200 & over	506	0.01	1,931.96	977,572	0.50	144,786	6.75
Totals	7,368,796	100.00	26.62	196,131,765	100.00	13,712,833	14.30
Average length of stay						per-car 1.86	

1. Includes vehicles staying more than 24 hours and less than 48 hours.

**TABLE 9A. Number of and Average Expenditure Per Day by Canadian Motorists
Returning to Canada in 1956, Classified by Length of Visit**

Day's stay	Average persons per car	Number of persons	Number of person-days	Average expenditures per person per day
				\$
1	2.73	16,752,245	16,752,245	1.75
2 ¹	2.91	912,707	1,825,414	5.21
3	2.98	1,565,289	4,695,867	11.27
4	3.04	381,322	1,525,288	10.25
5	3.08	196,707	983,535	8.44
6	3.15	121,041	726,246	8.10
7	3.06	325,529	2,278,703	6.79
8	3.09	43,673	349,384	8.25
9	3.01	27,037	243,333	7.77
10	2.99	67,544	675,440	7.43
11	3.01	16,881	185,691	7.31
12	3.03	23,085	277,020	7.09
13	2.95	7,515	97,695	7.06
14	3.00	133,174	1,864,436	6.43
15	2.99	11,345	170,175	5.91
16	2.48	6,619	105,904	8.21
17	2.68	3,897	66,249	7.57
18	2.80	6,131	110,358	6.81
19	2.97	3,457	65,683	5.93
20	2.70	4,214	84,280	6.40
21	2.90	54,841	1,151,661	6.35
22	2.91	1,658	36,476	7.80
23	2.66	927	21,321	6.76
24	2.83	1,835	44,040	3.91
25	2.79	1,307	32,675	6.03
26	3.50	711	18,486	6.15
27	2.42	259	6,993	6.28
28	2.81	7,069	197,932	6.35
29	2.08	164	4,756	8.50
30 - 39	2.82	35,282	1,075,395	5.63
40 - 49	2.75	11,431	486,961	6.02
50 - 59	2.91	1,687	91,047	2.98
60 - 69	2.88	18,603	1,149,665	4.00
70 - 79	2.90	2,446	180,784	3.46
80 - 89	2.83	164	13,530	1.32
90 - 99	2.43	5,639	509,033	3.81
100-119	2.57	598	63,412	3.52
120-139	2.27	2,542	306,362	3.59
140-169	2.29	867	130,752	3.19
170-199	2.24	1,105	200,215	2.58
200 & over	2.88	1,456	416,620	2.35
Totals	2.82	20,760,003	39,221,062	5.00
Average length of stay			per person 1.89	

1. Includes vehicles staying more than 24 hours and less than 48 hours.

TABLE 10. State of Destination Reported by Canadians, Special Survey, 1956
 Percentage of Persons Reporting Visits of 48 Hours or Over

State of Destination	Calendar Year	First Quarter	Second Quarter	Third Quarter	Fourth Quarter
	%	%	%	%	%
New York	23.45	23.79	32.93	26.12	31.20
Washington	11.14	8.89	11.47	11.77	11.60
Florida	9.32	23.82	10.32	3.55	5.28
Michigan	9.32	8.85	10.71	8.99	8.54
California	5.37	8.42	4.51	4.39	5.50
Massachusetts	5.13	2.92	3.76	6.36	5.79
Minnesota	3.30	2.25	2.38	4.27	3.70
Maine	3.16	0.79	1.41	6.05	2.34
Ohio	2.85	2.66	3.19	3.05	2.25
New Jersey	2.27	1.19	1.66	3.45	1.89
Illinois	2.04	2.33	1.95	1.65	2.60
Oregon	1.95	1.34	1.49	2.50	2.10
Pennsylvania	1.75	1.43	1.96	1.85	1.61
North Dakota	1.67	0.58	1.57	2.01	2.17
Vermont	1.62	0.54	1.55	2.10	1.83
Dist. of Columbia	1.09	0.72	1.14	0.96	1.57
New Hampshire	0.95	0.29	0.46	1.75	0.72
Connecticut	0.86	0.74	0.66	0.99	0.96
Montana	0.75	0.33	0.71	0.87	0.94
Virginia	0.71	0.39	0.69	0.74	0.99
Texas	0.55	1.24	0.48	0.30	0.48
Idaho	0.49	0.38	0.25	0.75	0.44
Indiana	0.49	0.38	0.68	0.44	0.44
Rhode Island	0.47	0.24	0.22	0.74	0.50
Arizona	0.43	1.16	0.47	0.14	0.23
Wisconsin	0.41	0.32	0.23	0.47	0.60
Missouri	0.34	0.65	0.30	0.21	0.36
Louisiana	0.29	0.48	0.26	0.19	0.34
Maryland	0.28	0.31	0.27	0.31	0.24
Kentucky	0.25	0.16	0.33	0.25	0.23
North Carolina	0.24	0.27	0.24	0.17	0.30
Wyoming	0.23	0.09	0.02	0.45	0.21
Tennessee	0.21	0.16	0.25	0.17	0.28
Colorado	0.19	0.19	0.09	0.28	0.15
Utah	0.17	0.14	0.07	0.24	0.17
Georgia	0.15	0.23	0.18	0.03	0.24
Iowa	0.15	0.19	0.07	0.16	0.19
South Carolina	0.13	0.12	0.26	0.04	0.14
West Virginia	0.11	0.09	0.15	0.12	0.09
South Dakota	0.10	0.07	0.08	0.12	0.12
Kansas	0.09	0.21	0.07	0.09	0.03
Nevada	0.09	0.10	0.14	0.07	0.06
Nebraska	0.08	0.08	0.02	0.05	0.21
Oklahoma	0.08	0.11	0.08	0.07	0.05
Delaware	0.07	0.04	0.04	0.07	0.11
Alaska	0.06	0.02	0.06	0.07	0.06
Alabama	0.04	0.07	0.02	0.03	0.06
Arkansas	0.04	0.07	0.06	0.01	0.03
New Mexico	0.04	0.07	0.02	0.03	0.06
Mississippi	0.03	0.04	0.07	0.01	—

TABLE 12. Balance of Payments on Travel Account Between Canada and Other Countries, 1926 - 1956

(Net Credits + Net Debits -)

Year	Account with United States			Account with overseas countries ¹			Account with all countries		
	Credits	Debits	Net	Credits	Debits	Net	Credits	Debits	Net
	(\$ Million)								
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	283	320	- 37	22	69	-47	305	389	- 84
1955	303	363	- 60	25	86	-61	328	449	-121
1956 ²	309	391	- 82	28	107	-79	337	498	-161

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

**TABLE 13. Number of Foreign Automobiles and Other Vehicles Entering Canada,
by Province of Entry, 1952 - 1956**

Entering by ports in	1952	1953	1954	1955	1956
Non-permit class – Local traffic¹					
Atlantic Provinces	967,478	1,009,549	1,014,429	1,169,151	1,385,993
Quebec	289,369	348,679	315,117	482,534	542,454
Ontario	3,806,941	4,127,205	3,616,109	3,758,160	3,915,963
Manitoba	71,783	71,334	66,571	72,591	70,890
Saskatchewan	25,655	25,493	23,789	31,956	32,420
Alberta	19,847	23,254	24,912	39,788	32,069
British Columbia	109,917	122,165	120,510	128,583	130,282
Yukon	2,263	1,520	1,536	626	995
Canada²	5,293,253	5,729,199	5,182,973	5,683,389	6,111,066
Travellers' vehicle permits¹					
Atlantic Provinces	152,421	161,286	163,034	166,664	174,698
Quebec	393,507	413,016	396,783	405,784	417,826
Ontario	1,362,363	1,534,135	1,492,378	1,549,942	1,485,360
Manitoba	38,040	39,971	46,499	46,723	45,543
Saskatchewan	19,288	21,155	20,863	18,910	20,984
Alberta	42,743	44,450	44,894	45,745	47,916
British Columbia	262,550	283,846	278,376	283,469	282,926
Yukon	7,253	8,255	8,017	7,756	9,191
Canada³	2,278,165	2,506,114	2,450,844	2,524,993	2,484,444
Commercial vehicles					
Atlantic Provinces	89,951	83,707	77,259	94,989	110,295
Quebec	43,110	59,019	64,008	86,979	120,184
Ontario	138,571	190,197	115,928	133,779	156,942
Manitoba	6,801	7,218	10,478	12,717	15,008
Saskatchewan	5,658	7,927	7,464	6,541	8,502
Alberta	3,988	6,013	4,570	7,989	8,773
British Columbia	14,606	17,232	22,645	22,234	29,834
Yukon	1,051	1,176	1,019	315	1,385
Canada	303,736	372,489	303,371	365,543	450,923

1. "Non-Permit Class" and Travellers' Vehicle Permits are defined on page 69.

2. Includes 3,811 motorcycles, 31,964 bicycles and 164,291 taxis in 1956.

3. Includes 1,258 motorcycles, 1,534 bicycles and 3,590 other vehicles in 1956.

**TABLE 14. Number of Foreign Automobiles and Other Vehicles Entering Canada,
by Month of Entry, 1952-1956**

Month	1952	1953	1954	1955	1956
Non-permit class - Local traffic¹					
January	265,842	298,313	310,994	270,122	323,125
February	269,327	286,351	292,040	242,686	297,624
March	313,361	342,090	315,682	269,088	328,989
April	351,242	377,232	330,137	385,694	425,938
May	442,886	482,461	446,968	501,979	511,769
June	558,429	579,338	526,387	584,817	628,224
July	806,530	819,809	799,426	921,522	881,774
August	733,555	806,771	720,499	798,819	844,405
September	462,597	561,904	471,970	545,478	601,759
October	400,192	448,066	375,033	459,144	481,999
November	356,539	373,782	308,980	352,799	395,344
December	332,753	353,082	284,857	351,241	390,116
Total²	5,293,253	5,729,199	5,182,973	5,683,389	6,111,066
Travellers' vehicle permits¹					
January	38,113	47,422	48,736	57,451	56,076
February	52,439	57,448	59,617	52,332	55,175
March	62,515	71,587	67,218	67,071	75,823
April	96,379	106,709	107,022	118,786	105,632
May	179,463	183,509	194,685	200,671	162,388
June	289,088	297,616	275,154	289,577	320,390
July	501,019	544,420	562,223	582,036	541,715
August	534,262	546,185	515,149	515,078	526,738
September	232,580	305,212	289,904	309,446	295,853
October	140,607	169,530	162,213	167,563	164,666
November	88,016	99,192	96,945	91,190	101,587
December	63,684	77,284	71,978	73,792	78,401
Total³	2,278,165	2,506,114	2,450,844	2,524,993	2,484,444
Commercial vehicles					
January	22,594	30,773	28,677	29,614	38,264
February	22,037	30,667	28,309	28,612	37,416
March	22,614	31,568	32,494	29,730	37,839
April	21,922	29,455	21,185	26,682	32,958
May	25,126	31,436	22,652	29,597	36,927
June	24,442	33,342	24,224	30,768	38,423
July	25,482	32,635	23,994	29,356	35,997
August	27,677	32,513	22,815	31,614	40,019
September	27,760	31,404	23,148	30,004	36,079
October	28,806	29,936	24,178	30,214	41,486
November	26,424	27,448	24,589	31,869	38,244
December	28,852	31,312	27,106	37,483	37,271
Total	303,736	372,489	303,371	365,543	450,923

1. "Non-Permit Class" and Travellers' Vehicle Permits are defined on page 69.

2. Includes 3,811 motorcycles, 31,964 bicycles and 164,291 taxis in 1956.

3. Includes 1,258 motorcycles, 1,534 bicycles and 3,590 other vehicles in 1956.

TABLE 15. Number of Foreign Travellers Entering Canada from the United States, by Province of Entry, 1952-1956

Province of entry	1952	1953	1954	1955	1956
(a) Rail¹					
Atlantic Provinces	13,584	12,837	12,433	13,421	12,476
Quebec	158,982	143,159	135,830	130,393	121,803
Ontario	219,559	202,179	195,556	213,871	183,634
Manitoba	17,753	19,145	18,006	22,877	20,482
Saskatchewan	12,158	13,240	12,183	11,198	9,329
Alberta	1,107	1,593	1,611	1,571	1,580
British Columbia	57,913	50,834	48,121	47,241	43,254
Yukon	10,160	7,586	8,467	6,856	9,814
Canada	491,216	450,573	432,207	447,428	402,372
(b) Boat					
Atlantic Provinces	20,797	20,394	19,486	6,809	4,495
Quebec	4,541	3,803	3,304	4,773	3,750
Ontario	154,627	166,489	193,982	242,866	243,682
Manitoba	—	—	—	—	—
Saskatchewan	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	122,835	134,717	130,102	115,147	147,547
Yukon	34	1	3	—	2
Canada	302,834	325,404	346,877	369,595	399,476
(c) Bus²					
Atlantic Provinces	8,771	8,806	8,822	10,260	8,072
Quebec	41,540	41,961	41,997	47,153	51,158
Ontario	285,928	264,541	239,042	239,086	233,930
Manitoba	5,015	5,440	5,801	6,687	6,643
Saskatchewan	406	463	199	879	645
Alberta	2,898	3,161	3,060	3,265	3,132
British Columbia	29,998	27,561	36,218	32,421	34,912
Yukon	495	272	57	246	432
Canada	375,051	352,205	335,196	339,997	338,924
(d) Aeroplane					
Atlantic Provinces	8,939	9,663	10,861	13,164	13,032
Quebec	49,606	58,491	63,764	77,688	81,309
Ontario	69,018	84,428	94,831	118,268	135,075
Manitoba	6,393	8,761	10,959	11,909	12,278
Saskatchewan	846	1,285	1,278	1,465	1,717
Alberta	14,609	12,770	11,762	13,237	13,658
British Columbia	28,928	30,603	36,662	42,044	46,598
Yukon ³	6,790	7,414	8,351	10,723	11,051
Canada	185,129	213,415	238,468	288,498	314,718

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 16. Number of Foreign Travellers Entering Canada from the United States,
by Month of Entry, 1952-1956**

Month	1952	1953	1954	1955	1956
(a) Rail (Gross entries)					
January	89,382	89,109	67,775	68,277	73,793
February	80,810	71,832	60,524	55,254	59,712
March	70,337	71,000	56,356	52,660	58,495
April	74,283	77,859	67,428	62,322	59,913
May	89,022	82,274	72,355	69,862	63,314
June	118,006	102,340	88,898	87,009	89,728
July	122,139	114,984	114,667	116,690	106,914
August	122,247	112,935	112,481	112,695	103,283
September	86,823	87,044	85,828	81,132	76,639
October	82,570	73,659	68,642	79,888	60,307
November	71,818	62,448	63,762	73,286	53,923
December	103,034	80,625	82,451	80,712	76,120
Total	1,110,471	1,026,109	941,167	939,787	882,141
(b) Rail (Net entries)					
January	33,243	31,147	27,908	26,417	26,733
February	33,918	29,675	27,476	25,124	25,150
March	28,074	27,445	24,748	22,776	23,508
April	30,008	29,052	27,534	26,672	25,001
May	42,190	32,781	31,519	31,353	27,060
June	53,444	50,177	43,571	46,301	45,293
July	65,635	61,627	62,719	65,841	57,610
August	66,999	59,695	59,654	61,430	53,428
September	37,780	40,399	39,854	36,127	35,724
October	33,926	31,780	29,200	38,187	27,329
November	26,839	23,674	24,910	34,674	23,701
December	39,160	33,121	33,114	32,526	31,835
Total	491,216	450,573	432,207	447,428	402,372
(c) Boat					
January	1,133	1,240	1,381	1,151	1,395
February	1,802	1,264	1,539	1,133	1,446
March	1,774	1,843	1,541	1,650	1,793
April	2,321	2,631	3,174	2,953	3,021
May	10,963	14,494	16,116	17,648	16,500
June	36,955	46,349	45,290	51,100	56,347
July	97,446	102,434	113,749	121,281	122,785
August	108,608	94,583	108,175	115,902	131,623
September	30,819	39,340	42,783	42,050	48,666
October	5,245	11,158	8,103	9,224	9,861
November	2,326	6,501	2,865	3,038	3,062
December	3,442	3,567	2,161	2,465	2,977
Total	302,834	325,404	346,877	369,595	399,476

**TABLE 16. Number of Foreign Travellers Entering Canada from the United States,
by Month of Entry, 1952-1956 — Concluded**

Month	1952	1953	1954	1955	1956
(d) Bus^{1,2}					
January	12,481	11,649	12,380	12,898	9,492
February	15,855	11,112	12,157	10,813	12,061
March	12,730	11,178	11,215	13,597	12,050
April	20,710	15,377	15,189	17,481	18,357
May	34,251	27,131	29,923	27,100	29,398
June	45,379	39,599	39,034	39,108	39,169
July	82,768	73,007	75,506	75,419	65,222
August	76,268	71,453	62,807	64,503	66,337
September	26,392	36,780	31,893	30,947	32,691
October	20,930	23,577	19,361	20,162	25,122
November	14,509	15,040	12,611	14,981	15,180
December	12,778	16,302	13,120	12,988	13,845
Total	375,051	352,205	335,196	339,997	338,924
(e) Aeroplane					
January	9,817	10,598	11,806	14,823	16,946
February	9,500	11,148	12,238	13,951	16,493
March	11,209	12,554	13,538	16,964	18,285
April	12,449	13,775	15,404	18,239	20,553
May	14,248	18,163	20,481	24,733	27,621
June	19,432	24,981	26,803	31,161	38,948
July	23,099	26,447	30,836	36,453	37,078
August	24,619	26,917	28,407	38,695	38,078
September	20,148	22,826	25,359	30,013	31,740
October	15,974	18,256	20,868	26,420	27,624
November	12,129	13,507	16,308	18,016	21,204
December	12,505	14,243	16,420	19,030	20,148
Total	185,129	213,415	238,468	288,498	314,718

1. Exclusive of local bus traffic between border communities.

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

TABLE 17. Number of Canadian Automobiles and Other Vehicles Travelling in the United States by Province of Re-Entry into Canada, 1952-1956

Province of re-entry	1952	1953	1954	1955	1956
Length of stay — 24 hours or less					
Atlantic Provinces	1,071,888	1,128,197	1,210,512	1,367,434	1,615,748
Quebec	589,205	704,508	688,549	952,817	1,086,593
Ontario	1,368,502	1,488,384	1,946,264	2,367,938	2,759,531
Manitoba	115,966	125,330	136,014	144,013	136,752
Saskatchewan	55,101	57,265	62,604	65,055	75,043
Alberta	28,146	28,036	29,399	58,247	64,567
British Columbia	465,460	513,797	503,077	534,473	569,786
Yukon	212	405	1,332	1,069	1,495
Canada ¹	3,694,480	4,045,922	4,577,751	5,491,046	6,309,515
Length of stay — Over 24 hours					
Atlantic Provinces	31,698	44,816	41,832	97,943	127,366
Quebec	141,396	160,510	156,955	310,199	373,757
Ontario	263,158	281,225	390,280	480,086	478,872
Manitoba	44,498	51,059	51,086	67,869	65,979
Saskatchewan	31,011	35,461	30,613	32,040	31,486
Alberta	32,260	34,529	32,961	65,534	65,050
British Columbia	141,238	153,443	149,618	186,150	203,723
Yukon	167	212	200	381	387
Canada ¹	685,426	761,255	853,545	1,240,202	1,346,620
Commercial vehicles					
Atlantic Provinces	91,690	93,575	89,703	124,443	137,853
Quebec	68,751	90,117	99,731	135,755	183,390
Ontario	136,040	112,547	164,208	223,384	232,944
Manitoba	16,975	20,222	25,646	25,081	28,125
Saskatchewan	13,731	14,702	13,819	10,217	12,156
Alberta	8,418	7,172	7,364	12,272	13,138
British Columbia	28,471	32,910	31,171	31,653	31,297
Yukon	95	121	152	289	355
Canada	364,171	371,366	431,794	563,094	639,258

1. Includes 11,109 motorcycles, 54,493 bicycles and 221,737 taxis in 1956.

TABLE 18. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Month of Re-Entry into Canada, 1952-1956

Month	1952	1953	1954	1955	1956
Length of stay – 24 hours or less					
January	198,559	242,225	225,882	301,042	383,268
February	216,613	230,639	236,210	273,870	354,860
March	250,177	279,485	271,830	300,795	427,869
April	289,605	322,646	375,683	444,174	481,004
May	319,283	383,474	447,667	527,307	559,558
June	349,662	376,517	430,040	526,692	594,178
July	413,466	440,589	534,972	676,355	737,228
August	428,392	468,052	526,342	603,177	689,141
September	336,714	356,604	428,687	520,679	576,327
October	322,878	353,314	414,777	509,508	556,788
November	297,551	305,716	354,205	399,258	467,583
December	271,580	286,661	331,456	408,189	481,711
Total ¹	3,694,480	4,045,922	4,577,751	5,491,046	6,309,515
Length of stay – Over 24 hours					
January	13,971	20,340	20,454	29,901	44,702
February	18,489	20,652	21,826	28,139	40,440
March	26,052	31,751	30,760	35,197	56,831
April	50,195	57,771	68,875	91,539	95,988
May	46,560	56,357	70,665	103,763	97,891
June	61,189	60,903	66,326	95,473	102,719
July	112,876	122,580	139,502	229,098	230,627
August	134,654	148,325	154,530	212,498	233,583
September	81,390	89,395	97,042	146,566	152,261
October	69,816	76,062	80,968	129,708	130,197
November	40,635	43,146	54,067	73,940	83,674
December	29,599	33,973	48,530	64,380	77,707
Total ¹	685,426	761,255	833,545	1,240,202	1,346,620
Commercial vehicles					
January	30,312	34,113	34,780	40,328	58,587
February	32,021	36,414	37,817	36,718	61,397
March	31,961	31,373	35,195	37,379	52,016
April	25,370	27,199	33,401	40,980	42,682
May	30,344	29,102	36,129	49,327	49,300
June	31,055	29,614	37,702	51,448	50,890
July	32,331	29,888	37,563	49,445	52,550
August	32,739	29,824	38,066	51,345	54,034
September	30,467	30,739	34,877	51,113	51,334
October	32,246	32,630	36,652	52,097	57,800
November	27,552	30,432	34,417	47,245	52,597
December	27,773	30,038	35,195	55,669	56,071
Total	364,171	371,366	431,794	563,094	639,258

1. Includes 11,109 motorcycles, 54,493 bicycles and 221,737 taxis in 1956.

TABLE 19. Number of Canadians Returning from the United States by Province of Re-Entry into Canada, 1952-1956

Province of re-entry	1952	1953	1954	1955	1956
(a) Rail					
Atlantic Provinces.....	16,038	15,558	14,014	13,407	14,201
Quebec	159,981	150,098	155,912	153,252	155,634
Ontario	245,330	238,923	218,789	216,000	222,747
Manitoba	25,094	23,897	24,905	22,533	22,085
Saskatchewan.....	6,217	6,141	5,467	4,888	4,069
Alberta	222	38	16	2	—
British Columbia	90,091	76,869	71,682	70,210	65,745
Yukon	1,600	999	1,239	792	1,356
Canada	554,573	512,523	492,024	481,084	485,837
(b) Boat					
Atlantic Provinces	48,000	56,798	42,191	34,140	21,701
Quebec	3,872	2,032	1,683	2,892	1,865
Ontario	19,380	39,522	39,934	45,047	45,995
Manitoba	—	—	—	—	—
Saskatchewan	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	24,363	28,763	29,320	28,202	32,563
Yukon.....	41	29	—	4	23
Canada	95,656	127,144	113,128	110,285	102,147
(c) Bus ¹					
Atlantic Provinces	18,815	17,840	16,453	13,971	12,663
Quebec	87,071	82,359	74,678	76,014	78,064
Ontario	364,492	333,135	304,653	263,159	225,803
Manitoba	23,186	21,823	21,729	25,323	28,599
Saskatchewan.....	756	580	596	878	877
Alberta	5,767	5,300	5,065	5,130	5,268
British Columbia	87,801	77,065	76,405	80,822	84,223
Yukon	110	120	35	56	126
Canada	587,998	538,222	499,614	465,353	435,623
(d) Aeroplane					
Atlantic Provinces	5,297	6,452	6,732	7,987	8,913
Quebec	49,468	60,560	66,104	78,140	91,544
Ontario	79,436	96,369	98,984	121,855	147,902
Manitoba	3,868	5,151	5,436	6,239	6,698
Saskatchewan	311	469	506	414	565
Alberta	5,138	5,903	5,188	5,482	5,248
British Columbia	21,493	24,721	28,851	33,189	38,774
Yukon	551	831	656	608	648
Canada	165,562	200,456	212,457	253,914	300,292

1. Exclusive of local bus traffic between border communities.

**TABLE 20. Number of Canadians Returning from the United States
by Month of Re-Entry into Canada, 1952-1956**

Month	1952	1953	1954	1955	1956
(a) Rail (Gross entries)					
January	43,679	41,410	38,944	37,832	38,793
February	35,942	32,041	28,613	29,352	31,848
March	39,940	34,669	35,652	34,274	35,580
April	59,039	49,992	48,263	49,399	52,322
May	41,871	39,200	39,484	36,960	34,951
June	41,418	35,919	32,928	34,150	32,758
July	55,763	54,922	51,869	51,285	49,722
August	63,980	61,106	58,560	50,972	55,947
September	47,391	41,824	41,960	40,170	42,045
October	46,155	46,920	42,861	46,452	42,718
November	36,297	34,504	35,095	32,557	30,896
December	43,098	40,016	37,795	37,681	38,257
Total	554,573	512,523	492,024	481,084	485,837
(b) Rail (Net entries)					
January	43,227	40,810	38,434	37,403	38,365
February	35,533	31,562	28,146	28,952	31,513
March	39,531	34,197	35,189	33,816	35,139
April	58,288	49,206	47,540	48,684	51,909
May	41,298	38,495	38,883	36,491	34,463
June	40,802	35,301	32,475	33,707	32,318
July	54,980	54,167	51,207	50,721	49,252
August	63,115	60,406	57,947	50,269	55,360
September	46,796	41,263	41,505	39,692	41,638
October	45,603	46,245	42,360	45,912	42,254
November	35,634	33,927	34,483	32,041	30,362
December	42,321	39,252	37,088	37,009	37,721
Total	547,128	504,831	485,257	474,697	480,294
(c) Boat					
January	3,010	5,067	4,123	3,774	2,652
February	3,439	4,354	2,932	2,660	3,176
March	3,310	4,647	2,821	2,864	3,360
April	4,283	5,793	5,182	4,497	3,970
May	6,255	8,135	6,484	6,312	5,258
June	9,070	11,773	13,427	10,233	9,175
July	18,246	20,505	23,811	25,386	21,433
August	19,572	25,473	22,443	23,721	26,994
September	10,461	14,840	13,239	13,755	11,236
October	6,435	11,716	8,139	6,766	6,814
November	6,066	7,724	4,853	5,620	3,552
December	5,509	7,117	5,674	4,697	4,527
Total	95,656	127,144	113,128	110,285	102,147

**TABLE 20. Number of Canadians Returning from the United States
by Month of Re-Entry into Canada, 1952-1956 - Concluded**

Month	1952	1953	1954	1955	1956
	(d) Bus ¹				
January	30,737	27,936	27,346	25,367	20,279
February	35,986	26,550	24,584	22,897	19,023
March	39,907	32,963	29,442	26,504	23,722
April	43,524	41,321	38,299	36,533	34,923
May	46,544	49,451	45,094	43,420	40,637
June	66,828	57,921	53,934	48,872	51,987
July	74,342	70,292	68,293	68,664	61,656
August	82,538	71,726	70,776	62,790	68,496
September	55,535	50,840	46,844	48,347	41,277
October	43,950	43,599	38,520	34,189	27,824
November	35,130	33,724	29,936	24,646	23,591
December	32,977	31,899	26,546	23,124	22,208
Total	587,998	538,222	499,614	465,353	435,623
	(e) Aeroplane				
January	11,240	14,841	16,506	20,159	23,884
February	11,173	14,304	14,851	17,001	22,245
March	14,175	18,223	19,928	22,854	27,857
April	15,785	20,938	22,060	25,976	32,125
May	12,294	16,978	18,727	21,741	26,588
June	14,091	15,357	15,893	19,417	25,165
July	13,202	15,513	16,137	18,932	20,864
August	14,752	17,356	17,074	20,657	24,653
September	15,910	17,657	19,960	23,100	25,446
October	17,291	20,245	19,736	25,226	28,543
November	13,427	14,718	16,520	19,833	23,213
December	12,222	14,326	15,065	19,018	19,709
Total	165,562	200,456	212,457	253,914	300,292

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) Travellers' 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.

Publication is made possible through the co-operation of Customs and Immigration officials across Canada.

