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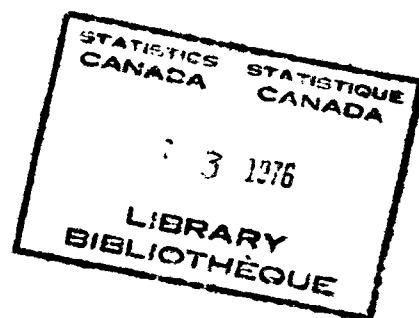
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CANADA

TRAVEL BETWEEN CANADA
AND
OTHER COUNTRIES
1958



DOMINION BUREAU OF STATISTICS

International Trade Division

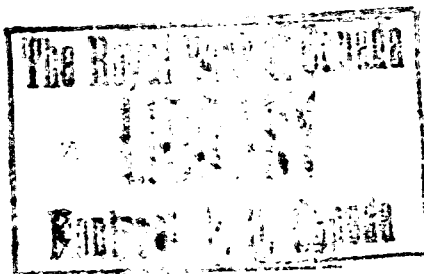
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OTHER COUNTRIES
1958

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Canada.*

FOREWORD

This publication is a statistical report on travellers between Canada and other countries. No attempt has been made to isolate any group or "tourist traffic". The report provides estimates of international travel expenditures arising from all types of movements across the frontiers. Many of the movements are short-term and local in character arising from close inter-relationships of communities lying near the border. Commuting, temporary migration for employment, business travel, and shopping visits, comprise parts of the movements as well as summer residents and vacation travellers usually associated with the "tourist" business.

The data, therefore, do not coincide with the movements and expenditures which for some purposes might be defined more specifically as relevant for the "tourist" industry. While the latter industry would comprise only part of the international business shown in this report, that industry does on the other hand also include the large and growing domestic sector of tourism not covered in this publication.

In using statistical data in this report it should be noted that some of the averages are derived from data covering many of the groups of transactions noted above. For example, figures of average expenditures applying to certain categories of international traffic must, for the purpose of this report, reflect the spending of all groups of travellers who cross the border. They are, therefore, not necessarily representative of groups generally regarded as tourists travelling for recreation.

WALTER E. DUFFETT,

Dominion Statistician.

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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.

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TRAVEL BETWEEN CANADA AND OTHER COUNTRIES, 1958

Leading Developments in Travel Between Canada and Other Countries

The most significant change in travel between Canada and other countries during 1958 was the decline in receipts from residents of the United States, the first decline in a period of seven years. During the period from 1952 to 1957 inclusive, there had been continued expansion in our receipts from this segment of travel from \$257 million in 1952 to the record of \$325 million in 1957. Receipts from residents of the United States amounted to \$309 million in 1958, a decrease of \$16 million or about 5 per cent below the record of 1957, but about the same level as in 1956. The decline was due, mainly, to the non-automobile traffic where shorter visits and lower expenditures per visit were reported. The decrease in expenditures of the automobile traffic, on the other hand, was less pronounced and may be traced to the non-permit classification. Expenditures by motorists entering on travellers' vehicle permits were slightly above the amount recorded in 1957. Receipts from residents of overseas countries advanced \$2 million to a new record of \$40 million for this portion of travel. Total receipts for all countries are estimated at \$349 million, a decline of \$14 million or 4 per cent when compared with the record established in 1957.

There was little change from the previous year in the total number of entries into Canada by residents of other countries. When compared with 1957 there was a gain of about 3,000 entries direct from overseas countries, while entries from the United States declined about 88,700, leaving the aggregate for all countries about 85,700 less than the record established in 1957.

The volume of travel to other countries by Canadians continued to expand during the past

year, but again at a very moderate rate. Re-entries by residents of Canada were less than 1 per cent higher than the previous year, or a gain of approximately 224,500 visits. Re-entries from the United States were approximately 212,300 above the previous year which amounts to a gain of less than 1 per cent. In addition, the expansion in travel to overseas countries continued but levelled-off when compared to the previous years. In 1958 an additional 12,200 entries direct from overseas were recorded amounting to a gain of about 10 per cent as compared with a gain of 13 per cent in 1957.

New records were set in payments made by Canadians on travel in other countries in 1958. Disbursements reached \$542 million an increase of \$17 million or approximately 3 per cent over the previous record of \$525 million established in 1957. Payments to the United States advanced \$10 million or 2.5 per cent due to higher expenditures per visit in most categories, as the rise in volume of traffic was less than 1 per cent. On the other hand, payments to overseas countries advanced \$7 million or nearly 6 per cent, although the number of re-entries was about 10 per cent above 1957 indicating lower averages per visit for overseas travel.

The debit balance on travel account with the United States advanced from \$78 million in 1957 to \$104 million in 1958, an increase of \$26 million; and the debit balance with overseas countries reached \$89 million, an increase of \$5 million over 1957. The total debit balance on account with all countries amounted to \$193 million in 1958, an increase of 19 per cent or \$31 million more than the previous record of \$162 million in 1957.

STATEMENT 1. Number and Expenditures of United States Travellers in Canada, 1955 - 1958

Type of transportation	Number of persons				Expenditures			
	1955	1956	1957	1958	1955	1956	1957	1958 ¹
	thousands				millions of dollars			
Automobile:								
Non-permit or local traffic	10,923	11,939	12,300	11,542	28.5	35.4	34.8	31.0
Customs permits	7,315	7,241	7,405	7,476	136.9	137.2	138.7	140.8
Repeat trips of permit holders	2,594	3,210	3,211	3,644	—	—	—	—
Total	20,832	22,390	22,916	22,662	165.4	172.6	173.5	171.8
Non-Automobile:								
Rail	940	882	720	651	41.5	43.7	44.6	34.7
Boat	370	399	309	332	13.0	15.7	18.9	15.1
Through bus	340	339	375	370	22.3	22.0	27.5	26.3
Plane	288	315	353	368	37.3	36.6	40.6	41.4
Other	5,513	3,342	3,946	4,148	23.4	18.7	20.2	20.1
Total	7,451	5,277	5,703	5,869	137.5	136.7	151.8	137.6
Grand total	28,283	27,667	28,619	28,531	302.9	309.3	325.3	309.4

¹ Subject to revision.

United States Travel Expenditures in Canada by Types of Transportation

The upward trend in receipts from residents of the United States travelling in Canada was reversed in 1958, when a net decrease of \$16 million or roughly 5 per cent was recorded. The most pronounced changes occurred in the non-automobile classifications where the amount spent by visitors was \$137.6 million, as against \$151.8 million in 1957, being a decrease of slightly more than 9 per cent. At the same time, expenditures by persons using automobiles were down \$1.7 million or 1 per cent. The decrease in the grand total of expenditures, however, can be traced to lower expenditures per visit, rather than the decline in the number of visitors arriving. The aggregate of non-resident automobile entries in 1958 amounted to 8.5 million, a decrease of 82,600 entries or about 1 per cent.

The non-permit or local entries fell back one and one-half per cent, while the decrease in entries on travellers' vehicle permits was only slight, a drop of less than half of one percent.

Statement 1 shows some falling-off in receipts from automobile traffic when compared with 1957. Expenditures by the non-permit or local classification declined by \$3.8 million. This was off-set in part by an increase in expenditure by travellers' vehicle permit entries amounting to \$2.1 million, which was largely due to the increase in the average per visit in the third quarter, when the volume of traffic is heaviest. The total receipts from automobile entries were \$171.8 million, compared to \$173.5 million in 1957. This was a net decrease of \$1.7 million or 1 per cent.

STATEMENT 2. Average Declared Expenditures Per Car of Non-Resident Motorists Travelling in Canada on Customs Permits, by Class of Permit, 1954 - 1958

Class of permit	1954	1955	1956	1957	1958 ¹
	dollars				
Commuter	302.60	294.10	273.95	337.69	250.36
Summer resident	368.29	417.05	419.03	370.43	257.48
Local	56.15	49.10	52.96	48.78	46.83
Other (See statement 3 for detail)	52.16	54.79	56.74	56.87	57.86

¹ Subject to revision.

Statement 2 shows average expenditures for the various classes of customs permit travel. The downward trend in average commuter expenditure per vehicle, broken in 1957 was resumed in 1958. There was little change in the number of commuting permits issued in 1958. On the other hand, an increase of about 8 per cent in the number of summer residents was recorded in 1958, and receipts from this group advanced from \$2.6 million to \$2.9 million. However, the average expenditure per vehicle continues to decline, moreover, the figure for 1958 shows a decrease of \$112.95 or about 30 per cent as compared with 1957. Perhaps the discount on the American dollar is partly responsible for the downward trend in the average amount spent by summer residents, commuters and others noted below. A noticeable increase was recorded in the number of motorists in the local category of trav-

ellers' vehicle permits in 1958 and, furthermore, receipts from this category also advanced. The "other class" of motorists shown in Statement 2 normally contributes about 97 per cent of the receipts from travellers using customs permits and, therefore, a comparison with previous years of the average declared expenditures for this class by province of exit appears in Statement 3. Although there was little change in the average expenditure for Canada, on the other hand, several provinces showed sharp changes. For instance, in the Atlantic provinces the average dropped almost 9 per cent, probably on account of the change of administrative procedures for issuing travellers' vehicle permits in the province of New Brunswick. Saskatchewan showed an increase of 13 per cent, while other provinces showing slight increases were British Columbia, Alberta and Ontario.

STATEMENT 3. Average Declared Expenditure Per Car of Non-Resident Motorists Travelling in Canada on Customs Permits¹, by Province of Exit, 1954 - 1958

Province of exit	1954	1955	1956	1957	1958 ²
	dollars				
Atlantic Provinces	80.53	83.52	88.39	85.29	77.78
Quebec	52.25	55.12	54.09	54.61	53.76
Ontario	38.08	42.66	43.26	43.09	44.42
Manitoba	67.44	68.31	73.48	77.26	71.77
Saskatchewan	89.77	99.45	97.49	93.78	106.72
Alberta	109.34	109.43	100.75	101.36	101.80
British Columbia and Yukon Territory	89.62	86.22	87.08	87.71	88.34
Canada (See table 1 for 1958 analysis)	52.16	54.79	56.74	56.87	57.86

¹ Exclusive of commuters, summer residents and locals.

² Subject to revision.

As shown in Statement 1, most of the decline in receipts from foreign travel in Canada occurred in the non-automobile categories. The increases experienced in 1957 were not maintained and, with the exception of plane traffic, receipts showed decreases ranging from \$0.1 million for passengers arriving via "other" transportation, to \$9.9 million for rail passengers. For the most part, receipts from visitors entering from the United States by rail have been steadily declining since the peak of \$67 million in 1944, and have now reached the low level of \$34.7 million. This represents a decrease of 22 per cent as compared with 1957, and resulted, partly, from a decline of 9.5 per cent in the number of travellers, but, chiefly, from a drop in the average expenditure per person. Moreover, in rail traffic each quarter showed a decrease both in the number of visits and in receipts when compared with the corresponding quarter of 1957. For example, receipts in the third quarter showed a substantial drop which amounted to 28 per cent, attributed to a decline of 21 per cent in the average per visit and a drop of 9 per cent in the number of visitors.

Receipts from boat passengers declined some \$3.8 million or approximately 20 per cent when compared with 1957. No doubt, the strike on the Pacific coast during the summer months of 1958 contri-

buted, in some degree, to the noticeable decline in revenue from boat traffic

Visitors to Canada using long distance bus transportation declined slightly in numbers, and as the average expenditure per passenger also declined, a decrease of 4 per cent in the total receipts was recorded. The first quarter of the year showed an increase in the average expenditure of arrivals by bus, but the remaining three, including the third quarter with its usually heavy volume, showed decreases. In addition, the third quarter was the only one to show a decrease in the total number of visitors. Again, more persons arrived in Canada by plane in 1958, and their numbers more than off-set a decline in the average expenditure per visit. Total plane traffic increased by 4 per cent, while receipts rose 2 per cent. Each quarter showed an increase over the previous year in terms of numbers, while, on the other hand, decreases in the average expenditure per trip were shown in all except the third quarter of the year.

The number of persons in the residual classification referred to as "Other Travellers" increased from 3.9 million to 4.1 million in 1958, or about 5 per cent. However, a decline in the average per visit left the expenditures for this group practically unchanged from the previous year.

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

The analysis of automobile traffic entering Canada from the United States is simplified by grouping the states in regions, as shown in Table 6. The importance of each group is fairly constant from year to year, as can be seen by the relative stability from 1954 to 1958. Practically all of the non-permit cars and roughly 75 per cent of the automobiles entering Canada from other countries on travellers' vehicle permits originate in the states adjoining Canada, supplemented by Ohio, Pennsylvania and Wisconsin and, again, in 1958 this has proven to be the case. Furthermore, the states already mentioned, with the addition of Oregon and California on the Pacific Coast, Massachusetts, Rhode Island, Connecticut and New Jersey on the Atlantic Seaboard, contributed approximately 88 per cent of the cars entering Canada on customs permits. In 1958 automobile registrations in the United States totalled 56,644,561, an increase of over 900,000 from 1957. At the same time, the number of crossings into Canada on customs permits of vehicles registered in the United States amounted to 2,517,040, an increase of only 19,400 by this tourist potential.

The North-Eastern States covering the area from Maine to Pennsylvania remained the most important group in 1958 and contributed over 47 per cent, almost one-half of the number of cars entering Canada on customs permits. During the past four years this area has become increasingly important as a source of automobile visitors, and as a source of revenue slightly less important, contributing 46 per cent of the receipts in 1958, or 1 per cent more than in 1957. In contrast, during

the past five years there has been a downward trend in the proportion of vehicles originating in the Great Lakes area, from 31.8 per cent in 1954 to 29.0 per cent in 1958. This area is also less important in terms of receipts from automobiles using customs permits. In 1958 the receipts were only 25.7 per cent of the total. Meanwhile, states adjoining Canada along the North-Western part of the border are becoming more important, and the volume of traffic from that region has risen from 3.9 per cent in 1954 to 4.4 per cent in 1958. Their importance as a source of revenue is slightly greater than their contribution to volume, and in 1958 stood at 5 per cent. The percentage of vehicles from the Pacific States has been practically unchanged for the past five years. However, cars originating from this area usually spend more per visit, and consequently contribute a higher proportion to the revenue. For example, in 1958 11.4 per cent of the volume originated in this region and, at the same time, accounted for 15 per cent of the total receipts. As in the previous year, the remaining states and countries not specified in Table 6 constituted a fairly stable proportion of the volume, namely 7.9 per cent in 1958; whereas receipts from this group fell from 12 per cent in 1957 to 8 per cent in 1958.

Once again in 1958, the year to year uniformity in average expenditure per car per visit was maintained. When compared with 1957 the largest change recorded was for the state of Minnesota with an increase of \$12.82, followed by New Hampshire with \$9.07. Apart from these, the variation was seldom more than one or two dollars. At the same time, the average expenditure per car varied considerably

for the different states. Comparable to former years, Table 7 shows the state with the minimum average expenditure per car is Vermont with \$16.73, and again, California heads the list with an average expenditure of \$110.12. Furthermore, the uniformity reflected by each state over a long period indicates stability in travel behaviour by residents of each of the states, and the reliability of the reported sample used in estimating receipts from residents of other countries travelling in Canada.

The average length of stay for cars (including commuters, locals, and summer residents) originating in the North-Eastern States was 6.5 days; no change from the previous year. The average expenditure per car per day amounted to \$8.35, an increase of 2.5 per cent from the year 1957. As in previous years, cars registered in Vermont recorded the shortest length of stay, an average of 3.6 days, while cars with New York registrations reported the longest visits averaging 7.4 days. Following the trend of former years, the average expenditure per car per day ranged from \$3.06 for cars originating in Maine to \$17.31 for cars from New Jersey. As in the preceding two years, the North-Eastern States as a group (with the exception of the residual group referred to as "Other") recorded the lowest average expenditure per car per day, while the average length of stay was the longest.

Cars originating in the Great Lakes area stayed an average of 5.2 days, and spent approximately \$9.50 per car per day. The length of stay varied from 4.7 days for cars registered in Michigan to 6.3 days for cars originating in Ohio. Average expenditure per car per day was highest for cars from Wisconsin at \$16.00, and lowest for cars originating in Michigan at \$6.53.

During 1958 cars from the North-Western States recorded the shortest visits, averaging 5.3 days, with little spread between the states. Average expenditure per car per day for the group was \$12.50, and varied from \$9.27 for cars from North Dakota to \$14.00 for cars originating in Minnesota.

Again cars from the group designated as the Pacific Coast States had the highest average expenditure per car per day, namely \$13.88, an increase of \$0.57 over the 1957 average. In addition, expenditures for each state in the group varied little. The average length of visit was 5.1 days, varying from 4.0 days for Washington to 7.8 days for cars from California.

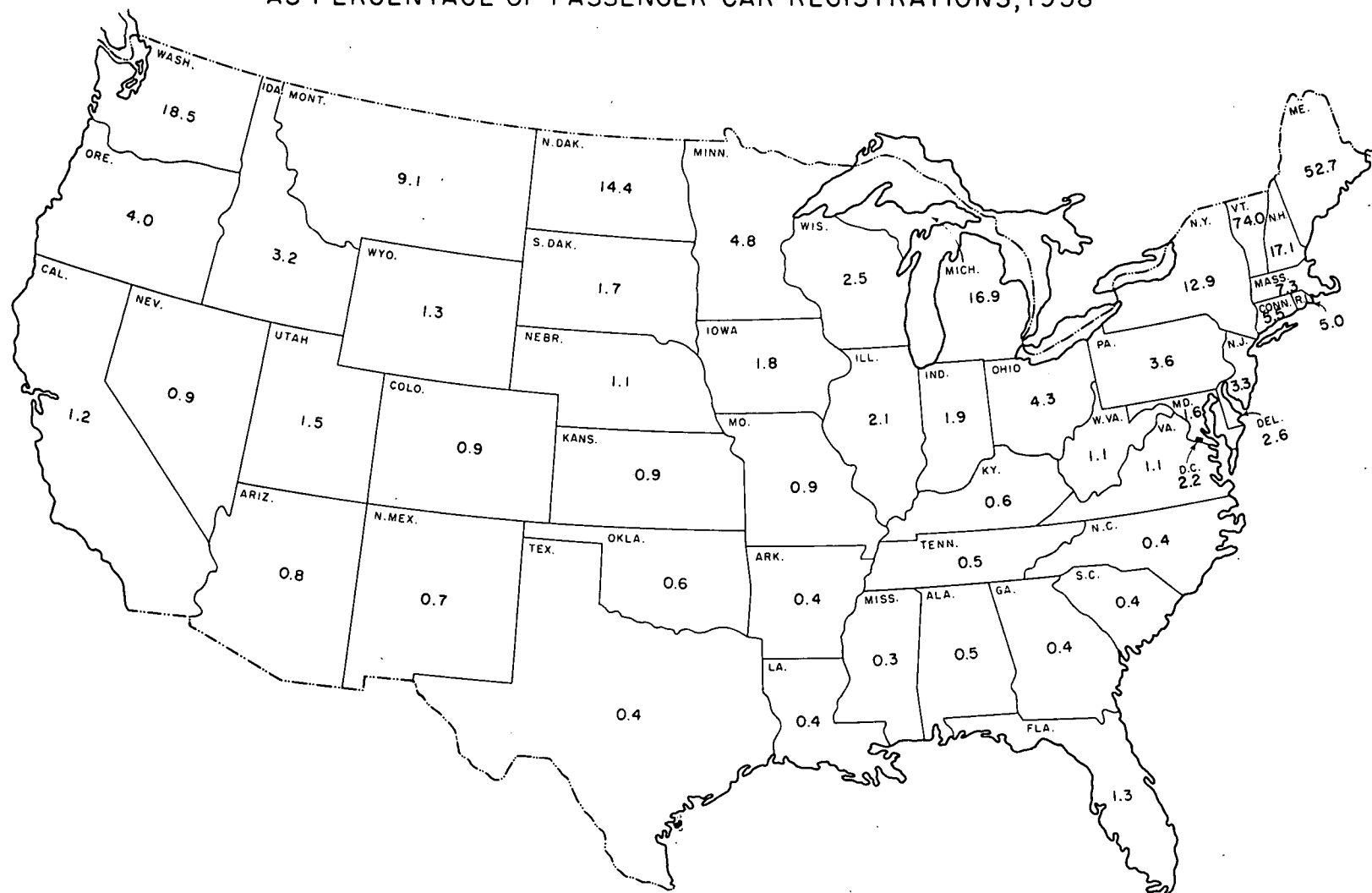
Cars originating in the states not specified in Table 6 averaged 8.7 days stay in Canada, shorter than the 9.3 days in 1957, but still the longest stay of any of the groups. The average stay varied from 15.5 days for cars originating in Mississippi to 5.9 days for cars from Maryland and South Dakota. Expenditures per car per day were \$10.77, as compared with \$9.32 for 1957, and varied widely, from \$17.54 for South Dakota, the highest average of any state, to \$6.89 for Georgia.

Data for cars originating in countries other than the United States includes Alaska which accounted for nearly 83 per cent of this group during 1958. In the 1959 report data for Alaska will be transferred from other countries and shown with the other States. Average expenditures per visit for the group amounted to \$143.46; per diem \$18.16; and the length of stay in Canada averaged 7.9 days. A detailed account on length of visit and average expenditure per car per day by individual states can be seen in Table 3.

Table 4 classifies all automobiles travelling on customs permits in Canada by province of entry and state or country of registration. Similar information appears in Table 5, but is limited to visits lasting over 48 hours and excludes the special classes of commuters, locals and summer residents. 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 5 amount to 43 per cent of the total, while the remaining 57 per cent of the cars entering on travellers' vehicle permits were in Canada less than 48 hours. When compared with 1957, decreases in the proportion of long-term visits were recorded in New Brunswick, Manitoba, Alberta and the Yukon Territory, but with the exception of New Brunswick, which dropped 7 per cent, no significant changes occurred. Again consideration should be given to the change in administrative procedures at certain New Brunswick ports and the resulting differences for this province in comparisons with 1957. Saskatchewan alone reported an increase which amounted to only 1 per cent, while the remaining provinces were unchanged from last year.

The relationship between short-term visits and visits lasting over 48 hours did not remain constant according to state of origin. Eleven states showed a higher percentage of long-term visits in 1958, while 24 recorded a lower proportion and 14 remained unchanged. As in previous years, Vermont had the lowest proportion of visits over 48 hours, amounting to 15 per cent, followed by Maine with 24 per cent and Michigan with 29 per cent. In the past year, over 50 per cent of the cars from 28 states were in the long-term classification, while in 21 states over 50 per cent of the cars returned within 48 hours. Included in the latter group are New York, Michigan and Washington which contributed nearly 50 per cent of the vehicles entering Canada on travellers' vehicle permits. The percentage of long-term traffic from these three states was as follows: New York 38 per cent, Michigan 29 per cent and Washington 43 per cent. As in 1957, Oregon had the highest percentage of long-term visits, namely 68 per cent; and Vermont with 15 per cent, again had the lowest. Other states with high percentages of long-term visits were Nevada with 65 per cent, and California, District of Columbia, Iowa and Massachusetts each with 63 per cent. In the aggregate, the percentage of automobiles staying in Canada over 48 hours is influenced by the heavy volume of traffic from New York, Michigan and Washington states, each with a relatively low percentage of long-term traffic.

NON-RESIDENT AUTOMOBILES TRAVELLING ON CUSTOMS PERMITS IN CANADA AS PERCENTAGE OF PASSENGER CAR REGISTRATIONS, 1958



TOTAL STATES 4.5

Map 1 shows the number of cars travelling on customs permits in Canada as a percentage of the number of automobiles registered in the state. Because of their proximity states close to the border, accordingly, have a higher proportion of entries to registrations than states a long distance from the border. Again, the border states with the lowest proportion of entries to registrations were Wisconsin, Idaho and Pennsylvania. Normally the border states with a lower percentage of registra-

tions travelling in Canada have a higher proportion of long-term traffic than the states with a higher percentage of entries to registrations. In 1958 the proportion of entries to registrations was 4.5 per cent, which represents no change from 1957. Similarly to the previous year, the state with the highest proportion of entries was Vermont, with 74 per cent, and the lowest was Mississippi with only 0.3 per cent.

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

A comparatively large number of American motorists prefer to leave Canada at a port other than the port of entry. From the travellers' vehicle permits which are issued non-resident motorists at port of entry and which must be surrendered at the port of exit, a detailed study of this traffic can be undertaken by tabulating all vehicles according to port of entry and port of exit. There exist well-defined preferences as to the routes which such motor tours follow within Canada. However, since such an investigation only includes traffic at border points, its results are not representative of all inter-provincial or inter-regional travel. For, besides this type of traffic, there are a certain number of motorists who leave Canada by the same port at which they entered after having travelled to several other provinces, and there are those who visit

diverse regions within their province of entry and exit. This analysis, therefore, yields the minimum data on inter-provincial and inter-regional (i.e., within a province) travel behaviour of non-resident motorists. Prior to 1956, this study was confined to the four months of June to September, but in subsequent years it was extended to cover the complete year. Statements 6 and 8, however, including data on years prior to 1956, show only the corresponding four-months periods for the past three years in order to make proper comparisons possible. The exact length of stay in each province is not available, but the length of stay in Canada may be determined from the date stamps on the surrendered travellers' vehicle permits, and data are recorded in terms of 1-day, 2-day and 3-days-plus durations of stay.

STATEMENT 4. Percentage Distribution of Vehicles by Province of Exit for Non-Resident Automobiles Travelling in Canada on Customs Permits¹, Three Days or Over, 1958

Province of entry	Province of exit							
	Maritimes	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	B.C.	Yukon Territory
	per cent							
Maritimes	91.85	4.81	3.32			0.02		
Quebec	3.41	82.79	13.77			0.03		
Ontario	0.82	6.80	91.46	0.63		0.29		
Manitoba	0.09		14.68	73.88	3.37	3.56	3.48	0.94
Saskatchewan	0.05		2.38	7.05	72.62	8.62	5.81	3.47
Alberta	0.04		3.27	4.30	4.19	41.55	33.98	12.67
British Columbia		0.40		0.51	0.42	5.67	90.03	2.97
Yukon Territory		1.26		3.63	6.15	40.39	44.44	4.13

¹ Exclusive of commuters, summer residents and locals.

In 1958 some 5,300 automobiles entered ports in the Maritime Provinces and returned to the United States via ports in the province of Quebec. In the opposite direction, 7,589 cars entered Canada through ports in the province of Quebec and returned to the United States through ports in the Maritime Provinces. Some 78 per cent of the cars entering the Maritimes and travelling to Quebec had remained in Canada 3 days or longer. On the other hand, almost 84 per cent of the cars entering Quebec ports and proceeding to the United States via the Maritimes had spent 3 days or more in Canada. Close to 3 per cent of all automobiles travelling on vehicle permits and entering Canada through ports

in the Maritimes returned to the United States by ports in the province of Quebec. The traffic in the opposite direction was stronger in volume, but the proportion of all automobiles entering Quebec ports and returning to the United States through the Maritimes amounted to less than 2 per cent. The most popular route of travel between the Maritimes and Quebec again was between St. Stephen, New Brunswick, and Blackpool, Quebec. In the long-term class, some 14 per cent of the motorists entering through ports in the Maritimes and returning to the United States via ports in Quebec had travelled this route; this proportion is unchanged from the previous two years. Entries at St. Stephen and

exits at Rock Island, Quebec, accounted for 9 per cent of the traffic from the Maritimes to Quebec; entries at St. Stephen and exits at Phillipsburg amounted to over 4 per cent; and those at St. Stephen with exits at Armstrong to a little less than 4 per cent. Entries at Yarmouth with departures at Blackpool made up almost 5 per cent of the traffic between the Maritimes and Quebec.

On the other hand, there were slight differences in the patterns of traffic in the opposite direction. Travel from Blackpool to St. Stephen amounted to over 8 per cent of the "long-term" automobiles entering Quebec and proceeding to the Maritimes; over 7 per cent travelled from Blackpool to St. Leonard; almost 6 per cent from Armstrong to St. Leonard; 7 per cent from Rock Island to St. Stephen; and the same proportion from Rock Island to St. Leonard. In 1958 traffic entering Canada through Yarmouth, Edmundston, St. Leonard and St. Stephen and leaving through the ports of Armstrong, Blackpool, Phillipsburg, Rock Island and Stanhope amounted to 69 per cent of the long-term traffic from the Maritimes to Quebec. In the opposite direction, travel between these ports amounted to 63 per cent of the long-term traffic from Quebec to the Maritime Provinces.

A great many American motorists travelled between Quebec and Ontario, and again certain preferred routes of travel were followed. This interchange of traffic between the two provinces accounted for a larger share of all visitors than did the interchange between Quebec and the Maritimes. In all, some 31,696 foreign vehicles on customs permits entered Canada through ports in the province of Quebec and returned to the United States through ports in the province of Ontario; this represents almost 8 per cent of the total entries via ports in the province of Quebec. Close to 81 per cent of these motorists had remained in Canada 3 days or more. Traffic in the opposite direction was heavier with 47,382 automobiles entering Canada through ports in Ontario and leaving through ports in Quebec; this corresponds to over 3 per cent of all

entries into Ontario on travellers' vehicle permits. Out of this number 85 per cent (or 40,241) had remained in Canada for 3 days or longer. Most of the visitors in the 3 day and over classification had entered Ontario through ports west of Kingston, with 28,607 reported entries, while 11,556 had entered through the St. Lawrence River ports and returned to the United States through Quebec ports. Compared with 1957 there was a decrease in this long-term traffic of more than 1,852 cars entering Ontario, notably west of Kingston, and leaving via Quebec. As was the case with the interchange of travel between the Maritimes and Quebec, the ports of Armstrong, Blackpool and Rock Island also recorded most exits in Quebec of motorists who had entered in Ontario. The ports in Ontario appearing most frequently in the exchange of traffic between Quebec and Ontario were Niagara Falls, Lansdowne and Windsor. Furthermore, these six ports accounted for about 43 per cent of all combinations of travel between the two provinces in the 3 day and over classification. Entries through the three ports in Quebec who returned to the United States via the three Ontario ports amounted to 9,922 during 1958, as compared with 10,915 during the previous year; travel in the opposite direction amounted to 18,328 which is a small decrease from the corresponding 19,443 entries in 1957. A further examination of the traffic between these selected ports indicates that 5,356 cars (or 54 per cent) entered through the three ports in Quebec and returned to the United States through Niagara Falls. On the other hand, 9,299 cars (or 51 per cent) of the entries through the three ports in Ontario returned to the United States through Blackpool. This shows that the volume of traffic between Blackpool and Niagara Falls was heavier than on any other route between Ontario and Quebec. In 1958, 2,991 automobiles entering Blackpool returned to the United States through Niagara Falls, and 5,071 entering Niagara Falls left Canada through Blackpool; after having remained 3 days or longer. Of the cars in the 3 day and over classification which entered Lansdowne, 2,561 returned to the United States via Blackpool, and 1,674 cars travelled in the opposite direction.

STATEMENT 5. Number of Non-Resident One and Two-Day Automobiles Travelling on Customs Permits¹ in Transit Between Selected Border Points in Ontario, 1954 - 1958

Border points	1954	1955	1956	1957	1958
Fort Erie - Windsor	125,932	137,551	111,370	109,298	102,500
Niagara Falls - Windsor	112,065	106,723	95,470	94,014	91,074
Fort Erie - Sarnia	43,230	48,125	46,893	44,663	46,496
Niagara Falls - Sarnia	100,867	102,758	93,864	83,745	86,372
Total of above	382,094	395,157	347,597	331,720	326,442
Total number of cars¹ leaving Ontario irrespective of length of visit	1,446,732	1,500,851	1,443,950	1,471,148	1,459,044
In transit traffic as percentage of total traffic	26.4	26.3	24.1	22.5	22.4

¹ Exclusive of commuters, summer residents and locals.

In 1958, the province of Ontario attracted 59 per cent of all visitors entering Canada on customs vehicle permits. Due to the large proportion that this traffic represents a more detailed study on travel within the province was undertaken; the results of this study appear in Section I of Table 2. There are several well-defined routes of travel within the province that are particularly popular with American motorists. The survey reveals that the highways between Fort Erie—Niagara Falls on the east, and the St. Clair—Detroit River ports on the west of Southern Ontario carry the heaviest volume of traffic. A total of 680,482 vehicles, or some 12,467 less than in 1957, entered Canada in 1958 at Fort Erie—Niagara Falls. Of this number 457,292, or 67 per cent, returned to the United States through the same two ports, while 176,270 (or 26 per cent) returned through the St. Clair—Detroit River ports. Of the cars travelling from Fort Erie—Niagara Falls to the St. Clair—Detroit River ports some 56 per cent made the trip in one day, which points to a high percentage of in transit traffic across Southern Ontario to reach destinations in the United States in order to save time and mileage. The number of cars in the one-day classification leaving through all ports including Fort Erie—Niagara Falls amounted to 42 per cent of the total.

Of all motorists entering Ontario on travellers' vehicle permits 46 per cent used the ports of Fort Erie—Niagara Falls, while only 35 per cent (some 519,361) crossed into Ontario at the St. Clair—Detroit River ports. But the traffic at this latter group of ports was still quite heavy when compared to the border traffic of other provinces. In fact, the group of ports along the St. Clair—Detroit River handled more traffic than any other province in Canada or any other group of ports in Ontario, excepting the Niagara Falls—Fort Erie combination. Table 2 shows that out of all entries through the St. Clair—Detroit River ports 59 per cent or 306,867 vehicles returned to the United States through the same group of ports, while 188,600 (some 36 per cent) traversed Southern Ontario to return to the United States through Fort Erie or Niagara Falls. Over 56 per cent of the cars travelling from the St. Clair—Detroit River ports east to Fort Erie—Niagara Falls made the trip in one day; a high percentage of this one-day traffic appears to be in transit travel. The number of automobiles in the one-day classification which left through all ports, including those along the St. Clair—Detroit Rivers, amounted to 248,452, or 48 per cent of the total. Statement 6 illustrates in greater detail the importance of the volume of in transit travel across Southern Ontario.

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, 1955 - 1958

Route	Number of Cars				Percentage of entries via all ports in Ontario			
	1955	1956	1957	1958	1955	1956	1957	1958
Between:					per cent			
St. Clair, Detroit River Ports and Fort Erie, Niagara Falls	296,912	260,556	249,964	244,111	28.0	25.3	23.7	23.5
Fort Erie, Niagara Falls and St. Lawrence River Ports in Ontario	35,704	33,529	35,586	31,280	3.4	3.3	3.4	3.0
St. Lawrence River Ports in Ontario and Province of Quebec	25,630	25,763	26,026	24,830	2.4	2.5	2.5	2.4
St. Clair, Detroit River Ports and St. Lawrence River Ports in Ontario	10,679	9,621	9,662	8,672	1.0	0.9	0.9	0.8
Sault Ste. Marie and St. Clair, Detroit River Ports	11,940	10,912	11,154	13,092	1.1	1.1	1.1	1.3
Sault Ste. Marie and Fort Erie, Niagara Falls	9,255	8,336	9,014	10,871	0.9	0.8	0.8	1.1
Total of above	390,120	348,717	341,406	332,856	36.8	33.9	32.4	32.1

¹ Exclusive of commuters, summer residents and locals.

The third highest volume of traffic along a certain route was found between Fort Erie—Niagara Falls and the St. Lawrence River ports. In 1958 a total of 35,746 automobiles (or 4,191 less than in 1957) made the trip north of Lake Ontario travelling in either direction between these two groups of ports of entry and exit. Unlike the traffic crossing Southern Ontario, 66 per cent of this traffic was of long-term nature. Due to the fact that relatively more motorists travelling on this route remained in Canada 3 days or longer, this traffic is of greater importance as a source of travel receipts to the province than the volume would indicate.

The period from June to September is the principal touring season during which most of the pleasure travel to Canada is concentrated. A study of the regular permit traffic during that period, not counting commuters, summer residents or locals, over the six most popular routes within Ontario was found to be valuable. In Statement 6 the results of this study are compared to the results of the previous three surveys. The aggregate volume of cars travelling over these routes has steadily declined since 1955, due to an over-all drop in traffic at the Eastern and Southern Ontario ports, and notably between St. Clair—Detroit River and Fort Erie—Niagara Falls. The share of traffic, however, received by each route has changed little over the previous year.

Throughout the year 1958 some 4,989 automobiles entering through Ontario ports returned to the United States through Manitoba ports. Table 2, Section II, shows that the majority of these cars, namely 4,892, had entered through the Western Ontario ports of Fort Frances, Pigeon River and Rainy River. More than 74 per cent of these motorists had remained in Canada 3 days or more. Almost 98 per cent of the long-term traffic travelling between Ontario and Manitoba entered or departed from Ontario through the three Western Ontario ports mentioned above. Of the 3,620 long-term automobiles entering through Western Ontario ports and leaving through ports in Manitoba more than 76 per cent entered at Fort Frances. The most popular route of travel was between Fort Frances and Emerson with 62 per cent of the long-term traffic from Ontario to Manitoba using this route.

The total travel in the opposite direction was a little heavier and amounted to 5,047 automobiles. Out of this number, 3,835 vehicles or some 76 per cent had remained in Canada 3 days or longer. The proportion of long-term automobiles departing through ports in Western Ontario amounted to 98 per cent of all entries travelling from Manitoba to Ontario. The favourite route of long-term travel, as was the case in the opposite direction, was between Emerson and Fort Frances, and was used by 69 per cent of all automobiles in this classification. Some 3,143 cars entered Emerson and left through Western Ontario ports; this number represents 82 per cent of all long-term traffic between Manitoba and Ontario.

The interchange of traffic between Manitoba and Saskatchewan was almost the same as in 1957. Of all foreign automobiles entering the province in 1958 a total of 1,056 returned to the United States via ports in Saskatchewan. About 83 per cent of this traffic was of long-term nature, as compared with 84 per cent long-term traffic in 1957. The most popular route was between Emerson, Manitoba and North Portal, Saskatchewan, when 21 per cent of the long-term automobiles travelled in this direction. Another 20 per cent of this traffic entered at Boissevain and left at North Portal, while 18 per cent travelled between Emerson and Regway. The number of long-term automobiles entering at the two ports of Emerson and Boissevain in Manitoba and leaving through the ports of North Portal and Regway in Saskatchewan accounted for 65 per cent of the long-term traffic from Manitoba to Saskatchewan.

The inter-provincial travel between Manitoba and Alberta amounted to 960 automobiles in 1958, and over 97 per cent of this number were on trips lasting 3 days or longer. This proportion is also unchanged from the previous year. The busiest routes lay between Boissevain and Emerson, Manitoba and the three Alberta ports of Carway, Chief Mountain and Coutts, altogether handling 92 per cent of all long-term entries in Manitoba leaving through Alberta ports. Of those entering Canada at Emerson, 32 per cent left via Carway, 29 per cent through Chief Mountain, and 18 per cent through Coutts. Some 13 per cent of the entries in the long-term classification at Boissevain left through the three Alberta ports just described.

STATEMENT 7. Non-Resident Automobiles Travelling on Customs Permits¹, Percentage of Volume, Classified According to Length of Stay in Canada by Province of Entry, 1958

Province of entry	Length of stay in Canada		
	1 day	2 days	3 days and over
	per cent		
Maritimes	42.8	13.8	43.4
Quebec	32.1	21.9	46.0
Ontario	38.8	21.2	40.0
Manitoba	31.2	18.7	50.1
Saskatchewan	21.4	14.5	64.1
Alberta	18.3	13.0	68.7
British Columbia and Yukon Territory	25.3	23.5	51.2
Canada	35.7	20.7	43.6

¹ Exclusive of commuters, summer residents and locals.

An analysis of the traffic between Saskatchewan and Manitoba shows that 1,177 automobiles, or 5 per cent of all entries through ports in Saskatchewan returned to the United States through ports in Manitoba. About 88 per cent of this traffic was of long-term nature. Furthermore the traffic on the routes between North Portal and Regway, to Boissevain and Emerson amounted to 67 per cent of all automobiles of this classification travelling from Saskatchewan to Manitoba, and this amount was slightly higher than the corresponding traffic in the opposite direction. This was due mainly to the fact that almost twice as many automobiles travelled east between North Portal and Emerson as travelled west between these two ports. Out of the entries through North Portal 35 per cent returned to the United States through Emerson and 18 per cent through Boissevain. Some 10 per cent of the long-term traffic between Saskatchewan and Manitoba entered at Regway and left through Emerson. Moreover, 6 per cent of all automobiles entering ports in Saskatchewan returned to the United States through ports in Alberta, and 93 per cent of the 1,352 cars travelling in this direction remained in Canada for 3 days or more. As was the case with the exchange of traffic between Saskatchewan and Manitoba, the most popular ports of entry for automobiles travelling west were North Portal and Regway, and 67 per cent of these automobiles left Canada via the three Alberta ports of Carway, Chief Mountain and Coutts. More specifically, of the long-term automobiles entering North Portal 20 per cent left through Carway, 16 per cent through Coutts and 15 per cent through Chief Mountain; 12 per cent of the entries at Regway returned to the United States by the three ports just mentioned. Some 880 automobiles left Canada through British Columbia ports after having entered via Saskatchewan, and 97 per cent of this traffic had taken 3

days or longer to complete the trip. The traffic entering Saskatchewan and leaving at Yukon Territory ports amounted to 508 automobiles, and all took 3 days or more for their travel through Canada.

Some 1,421 cars entering Alberta on travellers' vehicle permits returned to the United States through ports in Manitoba, and 1,366 or 96 per cent of this number were cars that had remained in Canada 3 days or more. The pattern of travel routes was quite similar to that in the opposite direction, with Carway, Chief Mountain and Coutts on the one hand and Emerson or Boissevain on the other handling 95 per cent of all long-term traffic in this direction. Of the cars leaving through Emerson, 31 per cent had entered Canada through the port of Carway, 29 per cent through Chief Mountain and 17 per cent through Coutts. Traffic between these three ports of entry and the port of Boissevain amounted to 19 per cent of the total long-term traffic from Alberta to Manitoba. Vehicles entering Canada through ports in Alberta and leaving via ports in Saskatchewan followed a similar pattern as the traffic to Manitoba. Some 1,446 or 3 per cent of all entries into Alberta travelled to the United States via ports in Saskatchewan, and out of this number 1,333 or 92 per cent had remained in Canada 3 days or longer. The most popular routes lay between the ports of Carway, Coutts and Chief Mountain on the one hand and North Portal and Regway on the other. In fact, the traffic moving through these two groups of ports accounted for 75 per cent of the long-term permit travel from Alberta to Saskatchewan. Out of the automobiles leaving Canada through North Portal, Saskatchewan, 23 per cent had entered through Carway, 19 per cent through Coutts and 15 per cent through Chief Mountain; 17 per cent having entered through these three ports returned to the United States through Regway.

**STATEMENT 8. Minimum Inter-Provincial Travel by Non-Resident Automobiles
Travelling on Custom Permits¹ Which Departed from Canada During the Four Months
June to September, 1955 - 1958**

Province of entry	American cars leaving Canada by a province other than that of entry				Percentage of all cars leaving province			
	1955	1956	1957	1958	1955	1956	1957	1958
	per cent							
Atlantic Provinces	7,580	7,127	7,435	7,078	7.2	6.4	6.8	5.8
Quebec	36,483	35,624	34,692	32,639	13.9	13.0	13.5	13.1
Ontario	56,867	54,569	54,069	50,954	5.5	5.4	5.1	4.9
Manitoba	6,685	6,706	7,079	7,211	21.9	21.9	22.6	21.2
Saskatchewan	2,736	2,971	3,176	3,417	22.8	22.6	22.8	23.3
Alberta	16,191	17,803	17,520	19,449	48.7	52.1	44.4	52.0
British Columbia and Yukon Territory	11,739	12,645	12,833	18,480	6.5	6.8	7.1	10.1
Canada	138,281	137,445	136,804	139,228	8.3	8.3	8.1	8.3

¹ Exclusive of commuters, summer residents and locals.

The exchange of foreign traffic between Alberta and British Columbia accounted for about 27 per cent of all entries into Alberta. This percentage corresponds to a number of 12,275 automobiles travelling on permits, and a total of 10,806 were on trips of long-term nature. The number of automobiles in this classification travelling from Alberta to British Columbia represents almost 34 per cent of all long-term travel entering Alberta. The most important route lay between Carway and Kingsgate with 28 per cent of the vehicles using this route. About 25 per cent of the traffic entered at Chief Mountain and returned to the United States via Kingsgate, but this represents a five month period only, as Chief Mountain is closed for seven months of the year. Some 8 per cent of the automobiles entered at Coutts and left via Kingsgate, while out of those entering Carway 4 per cent returned via Pacific Highway and 3 per cent via Roosville, British Columbia. During 1958 some 4,027 automobiles entering Canada through ports in Alberta proceeded to Alaska via ports in the Yukon Territory. About 74 per cent of this group used the route between Coutts, Alberta, and Snag Creek, Yukon Territory. Some 21 per cent of the automobiles entered at Carway and proceeded via Snag Creek to Alaska.

During 1958, 9,015 automobiles or 3 per cent of all entries through ports in British Columbia returned to the United States via ports in Alberta; 91 per cent of this traffic was of long-term nature. As in the opposite direction, the most popular routes were between Kingsgate and the three Alberta ports of Carway, Chief Mountain and Coutts, with 5,260 automobiles, or 64 per cent of all traffic using these routes. More specifically, of the entries at Kingsgate 31 per cent left through Carway, 25 per cent through Chief Mountain and 8 per cent through Coutts; out of the other cars which returned to the United States through these three ports in Alberta, 8 per cent had entered at Pacific Highway, 7 per cent at Paterson and 5 per cent at Roosville. In addition to the cars travelling from British Columbia to Alberta, 4,764 proceeded to Alaska via the Yukon Territory after having entered Canada through ports in British Columbia. Some 90 per cent of this traffic was in the 3 day and over classification; cars staying less than 3 days in Canada represent traffic entering Canada at Pleasant Camp in Northern British Columbia and proceeding to Snag Creek, Yukon Territory. Of long-term automobiles

which left Canada through Snag Creek, 19 per cent had entered at Aldergrove, 35 per cent at Huntingdon, 16 per cent at Osoyoos and 15 per cent at Pacific Highway; this represents a number of 3,519 automobiles, or 82 per cent of all entries travelling on the routes between these four British Columbia ports and the port of Snag Creek.

Most of the automobiles entering Canada through the Yukon Territory and returning to the United States via ports in other provinces were on their return trip from Alaska to other States of the Union. In 1958 some 3,507 automobiles entered at ports in the Yukon Territory and proceeded on to the United States via ports in Alberta. The most popular routes were between Snag Creek, where 97 per cent of the traffic in this direction entered, and Coutts and Carway with 71 per cent and 24 per cent of all exits recorded at these ports. Traffic entering through the Yukon Territory and proceeding to the United States via ports in British Columbia amounted to 4,405 automobiles, out of which 88 per cent had remained in Canada 3 days or longer. The short-term traffic in this direction was made up mainly of automobiles crossing from Snag Creek, Yukon Territory, to Pleasant Camp, British Columbia. The majority of automobiles in the long-term classification entered Snag Creek and proceeded to the United States via British Columbia ports, particularly through the port of Huntingdon, where 40 per cent of the entries from Snag Creek crossed over to the United States. Other important routes for this class of traffic were between Snag Creek and the following ports: Osoyoos handling 16 per cent of this traffic; Pacific Highway 13 per cent; and Aldergrove 11 per cent.

To sum up, the interchange of foreign automobile traffic in the long-term classification was heaviest between the provinces of Quebec and Ontario. In 1958, of the 777,932 long-term entries into both provinces, 65,885 or some 8 per cent had entered one of these two provinces and left through the other. In Western Canada the proportion of long-term automobiles entering through Alberta or British Columbia and returning to the United States through the alternate of the two provinces amounted to some 11 per cent of all entries through ports in both provinces; this represents 19,024 automobiles out of a total of 176,774 entries into Alberta or British Columbia.

Receipts from United States Travellers by Province of Entry

Although it is impossible to give an accurate breakdown of receipts from American travellers according to the provinces in which the expenditures are made, estimates based on the province of entry are presented in Statement 9. Data appearing in this statement are not intended to be an accurate portrayal of expenditures within the province concerned, inasmuch as no allowance is made for Americans travelling from one province to another after they have entered Canada. Information avail-

able on customs permits makes it possible to ascertain the number of motorists who leave Canada by a province other than the one of entry, but there is no way of determining what part of the expenditure was made in the province of entry, the province of exit, or in any intervening province. The information regarding province of destination, collected in the special survey described elsewhere in this report, seems to indicate that the net effects of inter-provincial crossings are not too great in most

provinces. When inter-provincial crossings are interpreted in terms of vehicles rather than percentages, any gain or loss for the various regions would be considered negligible on the balance of traffic. Less information is available on the pro-

vincial distribution of non-automobile types of transportation although it is evident that most persons destined to Alberta by rail actually enter Canada through other provinces but are recorded in Alberta.

STATEMENT 9. Distribution of United States Travel Expenditures in Canada by Province of Entry, 1954 - 1958

Province of entry	Percentage of total				
	1954	1955	1956	1957	1958 ¹
	per cent				
Atlantic Provinces ²	7.9	7.7	7.9	7.5	8.7
Quebec	18.1	17.4	18.3	18.3	18.1
Ontario	50.5	53.6	51.5	50.4	50.7
Manitoba	2.6	2.7	3.0	3.0	2.9
Saskatchewan	1.9	1.5	1.6	1.3	1.6
Alberta	2.8	3.0	2.8	3.7	3.0
British Columbia and Yukon Territory	16.2	14.1	14.9	15.8	15.0
Canada	100.0	100.0	100.0	100.0	100.0

¹ Subject to revision.

² Entering mainly through ports in New Brunswick.

Data appearing in Statement 9 are presented in the form of percentages to facilitate an annual comparison. The provinces have remained in much the same order of importance during the past five years. On the basis of province of entry, Ontario has received over 50 per cent of the receipts each year. This year the Atlantic provinces reported a substantial increase in receipts, namely 8.7 per cent or an increase of 1.2 per cent over 1957. In addi-

tion, Ontario and Saskatchewan also had small increases. Meanwhile the other provinces showed small decreases, particularly Alberta, British Columbia and the Yukon Territory. 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 may be of interest when examining the estimate of provincial receipts.

Receipts from United States Travellers in Canada During 1958 Classified by Length of Stay in Canada

In 1958 the total number of entries into Canada by residents of the United States amounted to 28.5 million, an insignificant decrease of less than one half of one per cent when compared with the figure for 1957. This figure includes the travellers who stay for weeks or months, as well as many residents of border communities who may enter Canada frequently during the year for short visits. These short-term visits are particularly numerous in the Windsor-Detroit and the St. Stephen-Calais areas, where close social and economic relationships exist. The short-term visits continue to account for just over 84 per cent of the total volume of traffic entering Canada. However, low average expenditures diminish their importance as a source of

travel receipts. In 1958 they contributed 23 per cent of the total receipts from foreign travellers in Canada, approximately the same proportion as in 1957.

In Statement 10, visits of two days or less are grouped under one section as "Short-term Traffic" and visits of longer duration are shown as "Long-term Traffic". In 1958 there were 4.5 million visits over 48 hours in duration, or percentagewise 15.6 per cent of the total visits, and was practically the same as the previous year. At the same time, expenditures by this group dropped by 5 per cent but, nevertheless, accounted for 76.8 per cent of the total receipts for the year.

STATEMENT 10. Expenditures of United States Travellers in Canada by Length of Stay, 1958

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	11,541,400	40.45	30,952,500	10.00
Customs permit holders:				
Commuters	10,800	0.04	998,600	0.32
Locals	32,400	0.11	778,100	0.25
Repeat trips	3,644,400	12.77	—	—
Other:				
1 day's stay	2,832,000	9.93	8,082,900	2.61
2 days' stay	1,501,200	5.26	10,724,700	3.47
Rail, in transit	308,100	1.08	—	—
Bus, in transit	52,700	0.19	158,200	0.05
Aeroplane, in transit	9,400	0.03	28,100	0.01
Other travellers (pedestrians, local bus etc.)	4,147,900	14.54	20,070,300	6.49
Total	24,080,300	84.40	71,793,400	23.20
Long-term traffic:				
Automobile:				
Customs permit holders:				
Summer residents	19,600	0.07	2,922,800	0.95
Other:				
More than 2 days' stay	3,080,100	10.80	117,315,900	37.92
Rail	342,900	1.20	34,715,400	11.22
Bus	317,200	1.11	26,124,100	8.44
Aeroplane	358,700	1.26	41,409,700	13.38
Boat	331,900	1.16	15,114,200	4.89
Total	4,450,400	15.60	237,602,100	76.80
Grand total	28,530,700	100.00	309,395,500	100.00

Tables 1 and 1A for the year 1958 show the pattern of American automobile traffic in Canada for vehicles that require travellers' vehicle permits. The method of tabulation makes it possible to examine in considerable detail this type of traffic according to length of visit. In 1958 motorists entering Canada on travellers' vehicle permits contributed 46 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. Again, as in former years, there was a marked decrease in the number of permits and travellers as the length of stay increased. However, the eight-day, fifteen-day and one-month levels, although down slightly from 1957, are still popular periods of stay.

Statement 11 groups the entrants on travellers' vehicle permits according to length of stay in Canada. The average length of stay for automobiles in the group 3-7 days continues to be the same as in the preceding two years. On the other hand, the average of the group staying 8-14 days was 9.9 days in 1958, the same as in the years prior to 1957. Meanwhile, there was a decided change in the average length of stay for the groups staying 15 days and over, namely 47.3 days, down 3.4 days from the two previous years. This, no doubt, explains the decrease in the over-all average where the length of stay declined from 5.30 days in 1957 to 5.01 days in 1958.

STATEMENT 11. Average Visit of Non-Resident Motorists Travelling in Canada on Customs Permits¹ Classified as a Per Cent of Total Entries, 1956-1958

Length of stay (Days)	Average length of stay			Per cent of total entries		
	1956	1957	1958	1956	1957	1958
				per cent		
1	1.0	1.0	1.0	35.3	35.4	35.7
2	2.0	2.0	2.0	20.9	20.7	20.7
3- 7	4.3	4.3	4.3	30.1	30.0	30.2
8-14	9.9	9.8	9.9	9.3	9.3	9.1
15 and over	50.7	50.7	47.3	4.4	4.6	4.3
Total	5.22	5.30	5.01	100.0	100.0	100.0

¹ Exclusive of commuters, summer residents and locals.

An examination of the average length of visit during the past 12 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
1957	5.30
1958	5.01

A comparison of the distribution of entries according to length of stay is also shown in Statement 11. There was little change in the distribution in 1958, with slight increases in the one-day and 3-7 days traffic, while, on the other hand, the groups staying 8-14 days and 15 days and over registered comparable decreases.

Statement 12 indicates the relative importance of each group from an expenditure standpoint. As in the two previous years, the group staying 3-7 days accounted for roughly 41 per cent of the expenditures from residents of other countries travelling on customs permits. Next in order of importance was the group who spent 8-14 days and contributed 26.7 per cent of the receipts, an increase of 1.2 per cent as compared with 1957. The group staying 15 days and over was far more important in terms of receipts than in volume. In volume they constituted approximately 4 per cent, while they contributed just over 18 per cent of the total receipts, although both percentages are lower than in 1957. On the other hand, the group staying only one day made up 35.4 per cent of the volume but contributed just about 5 per cent of the receipts and, furthermore, the two-day group was recorded as nearly 21 per cent of the volume, yet only accounted for close to 8 per cent of the receipts. In addition, these percentages compare very closely to the figures for 1957. Statement 12 also records the average expenditure per car per day according to the length of stay. In 1958, all groups showed an increase in average expenditure per car per day, ranging from 0.3 per cent in the two-day group to 9.6 per cent in the 8-14 day group. As a result, the overall average expenditure per car per day was raised from \$10.21 in 1957 to \$10.95 in 1958, an increase of 7.2 per cent.

STATEMENT 12. Average Expenditures of Non-Resident Motorists Travelling in Canada on Customs Permits¹ Classified by Length of Visit, 1956-1958

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 1957
	1956	1957	1958	1956	1957	1958	
	per cent			dollars			%
1	5.3	5.6	5.8	8.10	8.55	8.98	+5.0
2	7.9	7.7	7.7	10.24	10.16	10.19	+0.3
3- 7	41.4	41.3	41.4	17.40	17.26	17.51	+1.4
8- 14	25.6	25.5	26.7	15.12	14.94	16.37	+9.6
15 and over	19.8	19.9	18.4	4.76	4.65	4.94	+6.2
Total	100.0	100.0	100.0	10.37	10.21	10.95	+7.2

¹ Exclusive of commuters, summer residents and locals.

Statement 13 shows a comparison of the length of stay and average expenditure per car per day by province of exit for the past three years. As in the preceding two years, again cars leaving Canada through ports in Saskatchewan had spent more time in Canada than cars leaving through the other provinces and, furthermore, their average expenditure per car per day increased from \$9.57 in 1957 to \$11.14 in 1958. Although cars leaving Canada

through ports in the province of Quebec once more averaged the shortest visits in 1958, on the other hand, it was the only province to record an increase, as decreases in the length of stay occurred in all other provinces. British Columbia, with an increase over 1957, continued to have the highest average expenditure per car per day, and the Atlantic provinces still had the lowest.

**STATEMENT 13. Average Expenditures of Non-Resident Motorists Travelling in Canada
on Customs Permits¹ Classified by Province of Exit, 1956-1958**

Province of exit	Length of stay (Days)			Average expenditure per car per day		
	1956	1957	1958	1956	1957	1958
				dollars		
Atlantic Provinces	10.3	9.7	8.5	8.73	8.39	8.36
Quebec	4.5	4.4	4.5	12.15	12.33	12.30
Ontario	4.8	4.9	4.7	9.00	8.82	9.61
Manitoba	6.9	7.3	6.4	10.56	10.47	11.23
Saskatchewan.....	10.8	9.9	9.5	9.02	9.57	11.14
Alberta	8.2	7.6	7.3	12.98	14.12	14.00
British Columbia and Yukon Territory	5.0	5.1	4.8	15.60	14.99	15.67
Canada	5.2	5.3	5.0	10.37	10.21	10.95

¹ Exclusive of commuters, summer residents and locals.

Special Survey of Non-Resident Travel Behaviour in Canada

This survey was introduced in 1955 on an experimental basis to discover some of the patterns of behaviour of non-resident travellers in Canada. The valuable results gained from it warranted a further expansion of its objectives, and in subsequent years data on geographical distribution and seasonal patterns were included as well.

Actually, non-resident motorists are questioned about their trips to Canada in two ways. First, on leaving Canada, they must surrender triplicate copies of travellers' vehicle permits issued originally by the Canadian customs officials at ports of entry. These permits indicate the length of stay, recorded directly by the ports of entry and exit, and they also contain the replies to questions on expenditures in Canada.

Secondly, information is gathered through special mail questionnaires sent to non-resident motorists who have visited Canada during the year. The names of persons to be questioned are carefully selected to attain a representative sample; of course, the information gained from such a method is far more detailed, and produces data on purpose of visit, accommodation used in Canada, a breakdown of expenditures for various purposes and total expenditures in Canada, the length of visit at destination and en route to Canada, and the approximate mileage in Canada. Since 1956 it has also asked for comments on favourable and unfavourable impressions and whether it was a first trip to Canada.

The general data on expenditure and length of stay gathered by the first method, i.e., from permits surrendered by non-resident motorists, are duplicated by the sampling method, and thus provide some check as to the validity of the sampling results in

these respects. But the importance of the latter method lies in the fact that it provides particular details and breakdowns on purpose of trip, accommodation, mileage, destination, etc. rather than a basis for estimates on expenditure in Canada, or length of stay. The length of stay, of course, appears as the correct figure on the travellers' vehicle permits because of the date stamps at the ports of entry and exit whereas on the questionnaires this information, at times, could be mis-stated.

As in the previous year, in 1958 again some 128,000 special sampling questionnaires were sent out. The names were selected from the returned vehicle permits by maintaining a proportion to the pattern of the geographical and seasonal frequency in which these permits accumulated at the various ports in all provinces across Canada. The selection was restricted to motorists travelling on permit since they represent the most important group as to outlay per type of transportation used. They contributed almost 46 per cent of the receipts from residents of the United States during 1958, and over 85 per cent of this proportion came forth from those staying three days and over. This fact was taken into proportionate account as well when the samples were chosen.

Response

About 30 per cent of the persons questioned in this survey responded by completing and returning the questionnaires, which represents an amount of almost 39,000. The largest percentage of answers was received from April to September, while during the first and fourth quarters the proportion of the replies was below the yearly average. Of the mail questionnaires sent out in the third quarter, 32 per cent were completed and returned, whereas out of

those mailed from January to March the response only amounted to 22 per cent. Again, a great many of those who did respond (88.5 per cent) had remained in Canada three days and over, but it should be kept in mind that the results of the sampling survey did not quite coincide with the pattern of length of stay determined by the travellers' vehicle permits. In this respect, the results obtained by this special survey are not representative of all traffic entering Canada on travellers' vehicle permits.

Proportion of Adults

The survey on the breakdown between children and adults revealed a higher proportion of adults. Similar to the previous survey, again in 1958 some 77 per cent of the persons covered by the questionnaires were adults. On a provincial basis, excluding the Yukon Territory, the largest percentage of children was observed in Ontario. Questionnaires indicating Nova Scotia as the province of entry had the highest percentage of adults, followed by Quebec and New Brunswick. When this breakdown was tabulated according to purpose of travel, questionnaires reporting business had the lowest percentage of children. The fact that children were listed on questionnaires reporting business seems to suggest that the purpose of trip was business for the head of the household and the other members of the family merely accompanied the husband or father for the trip.

When the total number of adults and the total number of children were analyzed by purpose of trip, the tabulations indicated that 72 per cent of all adults listed recreation, 21 per cent listed visits to friends or relatives, and about 6 per cent listed business as purpose of trip. Similarly, out of all children 75 per cent travelled for recreation, almost 22 per cent travelled to visit friends or relatives, and the remaining 3 per cent listed all other reasons. On a quarterly basis, the percentage of children in the third quarter was much higher than that of any other season of the year. Of all persons listed on

the questionnaires in the third quarter over 28 per cent were children; this would indicate an emphasis on family vacations during that period. In the first quarter the ratio was 157 children to 843 adults out of every 1,000 persons, as compared with 112 to 888 in the second and 125 to 875 in the fourth quarter.

First Trip

Nearly 14 per cent of the respondents visited Canada for the first time in 1958, while this figure was 15 per cent in 1957, and 17 per cent in 1956. The largest percentage of "newcomers" had entered through ports in Alberta and the Yukon Territory, where 24 and 27 per cent respectively indicated a "first trip". Some 17 per cent of the respondents entering through Quebec ports had arrived for the first time, while this proportion was 14 per cent for Manitoba and 12 per cent for Ontario. The smallest percentage of "first visits" was reported by motorists entering New Brunswick, where only eight visitors out of every hundred had not visited Canada before. Close to 11 per cent of the visitors to Nova Scotia arrived there for the first time. On a seasonal basis these proportions showed slight variations. From July to September, 16 per cent of all respondents were new visitors, and in the second quarter the proportion was 11 per cent. During the first and fourth quarters 7 and 9 per cent respectively were on "first visits".

When first and repeat visits were tabulated according to purpose of trip, about 18 per cent of the respondents giving recreation as the purpose also reported their first visit to Canada. The smallest proportion of "first visits" was specified by persons shopping with only 3 per cent being recorded in this category. "First visits" to Canada were reported by 7 per cent of those who visited friends or relatives, 8 per cent of the respondents on business, 12 per cent by persons listing education as purpose of trip, and 24 per cent in the residual category of "other" purposes.

STATEMENT 14. Purpose of Visit¹ Reported by American Motorists Visiting Canada, Compiled Quarterly, Special Survey 1958

	Percentage of questionnaires reporting main purpose of trip					
	Business	Education	Shopping	Recreation	Visiting friends or relatives	Other
	per cent					
First quarter	20.8	0.2	0.2	37.7	38.7	2.4
Second quarter	16.4	0.3	0.2	48.8	32.0	2.3
Third quarter	2.3	0.1	0.1	81.0	15.7	0.8
Fourth quarter	13.3	0.1	0.2	44.6	37.8	4.0
Year.....	7.6	0.2	0.1	67.6	22.9	1.6

¹ All questionnaires reporting purpose of trip and 3 days or more in Canada.

Purpose of Visit

An arrangement of the data according to purpose of visit to Canada showed that over 81 per cent of the questionnaires reported one purpose of trip, and the remainder reported two or more purposes. When the data on the questionnaires reporting more than one purpose are weighted according to purpose of trip and added to the compilations of the one-purpose questionnaires, it is found that almost 68 per cent of the respondents who had visited Canada for three days or more had undertaken their trips for the purpose of recreation. The comparable figure for 1957 was between 63 and 64 per cent, as compared with nearly 82 per cent in 1956. However, it must be kept in mind that the 1956 mailing list was assembled from permits surrendered during the months of July and August when a high percentage of persons were on annual vacations. Furthermore, the 1956 survey did not provide for seasonal patterns, while in 1957 and 1958 a seasonal distribution was attempted and, as Statement 14 illustrates, the reasons for travelling varied considerably with the time of year. During the third quarter of 1958, 81 per cent of all respondents travelling in Canada were on recreation, as compared with between 74 and 75 per cent in the third quarter of 1957. Recreation was a lesser attraction

in the first quarter when only about 38 per cent listed it as a reason, and in the fourth quarter it was given by only 45 per cent.

On an annual basis, the next important reason for travelling was visiting friends or relatives, but again there appeared seasonal deviations from the annual mean. During the calendar year, some 23 per cent of the visitors to Canada came for this reason, while the proportion was 39 per cent in the first quarter, the highest percentage given for any purpose in that period. Moreover, 378 out of every 1,000 persons visited friends or relatives during the fourth quarter, 320 during the second and 157 during the third. Travel for the purpose of business accounted for almost 8 per cent of all purposes listed during 1958, but again there existed seasonal variance. In the first quarter about 21 per cent of the visits were reported for this reason, which is a 6 per cent increase over the comparable proportion in 1957. The percentages of business trips reported during the other quarters resemble those of 1957; they accounted for roughly, 16 per cent in the second quarter, 2 per cent in the third, and 13 per cent in the last three months of 1958. Shopping, education and "other" purposes not specified were responsible for less than 2 per cent of the visits to Canada, and seem to be of little importance in attracting foreign visitors.

STATEMENT 15. Purpose of Visit¹ Reported by American Motorists Visiting Canada, by Province of Entry, Special Survey 1958

Province of entry	Percentage of questionnaires reporting main purpose of trip					
	Business	Education	Shopping	Recreation	Visiting friends or relatives	Other
	per cent					
Nova Scotia.....	2.7	—	—	78.9	18.2	0.2
New Brunswick.....	3.0	0.3	0.1	65.0	31.3	0.3
Quebec.....	7.9	0.3	0.1	61.1	29.7	0.9
Ontario.....	6.2	0.1	0.1	72.0	21.2	0.4
Manitoba.....	19.9	0.2	0.5	42.6	36.1	0.7
Saskatchewan.....	13.7	0.3	—	43.3	37.6	5.1
Alberta.....	9.2	0.1	—	69.9	11.9	8.9
British Columbia.....	12.9	0.2	0.3	64.3	20.1	2.2
Yukon Territory.....	1.3	—	—	3.2	0.7	94.8
Canada.....	7.6	0.2	0.1	67.6	22.9	1.6

¹ All questionnaires reporting purpose of trip and 3 days or more in Canada.

While Statement 14 shows the seasonal variations in motivation to travel, the same data were arranged in Statement 15 to demonstrate the geographical distribution by province. On this basis, almost 79 per cent of the visits to Nova Scotia were for the purpose of recreation, with Ontario reporting 72 per cent for this purpose, Alberta nearly 70 per cent and New Brunswick 65 per cent. These percentages, when compared to 1957, showed

an increase over the previous survey; while, on the other hand, fewer persons in 1958 were inclined to travel for the purpose of visiting friends or relatives. In fact, Saskatchewan, though still reporting the highest percentage of this category for all provinces, dropped from 43 per cent in 1957 to 38 per cent in this survey. In addition, noticeable decreases are shown for all provinces, and it is notable that respondents who had entered through

Alberta were concerned with visiting friends or relatives only to the extent of 12 per cent. Manitoba, with almost 20 per cent had the highest rate of business visits; more than double the proportion received in 1957. The other provinces showed only slight variations in the pattern observed in the previous survey; such as Saskatchewan with nearly 14 per cent who reported business trips and British Columbia with about 13 per cent. On the whole, a considerably larger proportion of the visits to the Western Provinces were for business reasons than in Eastern Canada.

Destinations

One section of this survey dealt with the study of regional patterns of destinations in Canada reported by non-resident motorists according to their province of entry. Only data from the three-day and over group were used in the compilations since it was assumed that the short-term traffic was to the greatest extent of local nature. Data showing destinations beyond the province of entry do not necessarily bear a close relation to the expenditures or duration of visit, because of the great diversity of routes and varying circumstances involved. Originally, only a geographical survey of this material was done, but in 1957 a breakdown of the volume of traffic was initiated on a seasonal basis, and in 1958 this distribution was examined again. Seasonal tabulations by province indicate that data on destination taken in any one of the quarters should not be considered as representative of the year, and provision for seasonal trends must be made in surveys to determine provincial destinations by province of entry. Accordingly, the results of the 1956 survey, derived from material gathered in July and August, are suitable for comparisons for that quarter only. Furthermore, when comparing previous surveys on a geographical basis it must be kept in mind that the ferry service from Bar Harbour, Maine, to Yarmouth, Nova Scotia, which started in 1956, made it possible for automobiles to enter Nova Scotia direct from the United States, and thus did affect the provincial distribution in the Maritimes.

For the most part, the tabulation of destinations revealed that the annual geographical distribution for the aggregate of all provinces had changed somewhat compared with 1957. It was found that 21 motorists out of every 100 responding had travelled beyond the province of their entry into Canada, while in 1957 this was the case with only 18. An examination on a seasonal basis, showed that in the aggregate for all provinces some 14 per cent of the respondents gave destinations beyond the province of entry during the first quarter, the same ratio as in 1957. In the second quarter of 1958, 15 per cent did not remain, whereas in the same period of 1957 only 7 per cent were destined to areas outside their province of entry. The proportion of persons leaving the province of entry for other destinations in Canada was the highest during the third quarter with 24 per cent, as compared to 21 per cent for the same quarter in 1957. In the fourth quarter out of every 100 entering a province 17 travelled to areas beyond.

More specific tabulations on an annual basis by province of entry and destination are shown in Statement 16. Similar to the previous two surveys, the province of destination as indicated by the majority of the questionnaires, with the exception of New Brunswick, was also the province of entry. Over 35 per cent of the respondents crossing at ports in New Brunswick listed destinations within that province, compared with 40 per cent in 1957. The largest proportion of respondents entering New Brunswick ports went on to Nova Scotia, when the ratio of this group increased from 32 per cent in 1957 to almost 37 per cent in 1958. Some 10 per cent continued on to Prince Edward Island, 13 per cent to Quebec, and nearly 2 per cent to Ontario. Moreover, there were considerable seasonal changes in this pattern. Of the motorists who proceeded to other destinations in Canada 15 per cent went on to Nova Scotia in the first quarter, 23 per cent in the second, 41 per cent in the third, and 30 per cent in the fourth quarter.

Of all motorists entering Nova Scotia via the ferry service at Yarmouth, some 75 per cent listed destinations in the province, between 3 and 4 per cent continued on to Prince Edward Island, almost 5 per cent to New Brunswick, 3 per cent to Quebec and more than 13 per cent indicated no particular destination but merely "touring". A substantial number of persons reporting to this survey during the previous two years did not specify any particular destination, and so it was decided to tabulate them separately in the 1958 survey under the heading of "touring". In the first quarter most questionnaires showing Yarmouth as the port of entry gave destinations in Nova Scotia, in the second quarter everyone reported destinations in the province, in the last quarter some 90 per cent, while in the summer months only 69 per cent remained within the province. During this period between 4 and 5 per cent of the respondents entering Canada via Yarmouth continued on to Prince Edward Island, 5 per cent went to New Brunswick, 4 per cent to Quebec, 1 per cent to Ontario and 17 per cent did not list any specific destination, indicating "touring".

Some 83 per cent of all American motorists entering Canada through Quebec ports gave destinations within that province, slightly more than 8 per cent continued on to Ontario, and 7 per cent did not specify their destinations. On a seasonal basis, the proportion of visitors indicating to have travelled to areas within the province was lower during the summer than at any other time of the year. In the first quarter almost 97 per cent did not travel beyond the province; likewise, in the fourth quarter between 90 and 91 per cent of the entries reported destinations within Quebec. The proportion of visitors proceeding to Ontario was highest during the second and third quarters of the year; similarly, touring without any particular destination was reported by the largest percentage of respondents during the summer months. The results of this tabulation confirm the seasonal trends detected during the previous survey.

STATEMENT 16. Destination Reported by Motorists from the United States After Remaining Three Days or Over in Canada, Special Survey 1958

Province of destination in Canada	Province of entry into Canada								
	Nova Scotia	New Brunswick	Quebec	Ontario	Mani- toba	Saskat- chewan	Alberta	British Columbia	Yukon Territory
	per cent								
Newfoundland	0.19	0.87	0.06	0.03	—	—	—	—	—
Prince Edward Island	3.53	9.66	0.13	0.04	—	—	—	—	—
Nova Scotia	74.72	36.57	0.61	0.33	—	—	—	0.02	—
New Brunswick	4.65	35.01	0.52	0.18	—	—	—	—	—
Quebec	2.97	12.72	82.72	11.52	0.27	—	0.09	0.06	—
Ontario	0.74	1.97	8.36	84.43	7.43	1.11	0.36	0.22	—
Manitoba	—	—	0.02	0.78	71.89	4.88	0.72	0.28	—
Saskatchewan	—	—	0.02	0.08	6.62	66.30	2.33	0.73	0.61
Alberta	—	—	0.06	0.29	6.89	18.18	63.41	10.31	0.61
British Columbia	—	0.04	0.15	0.11	3.38	2.22	10.94	82.15	0.61
Yukon Territory	—	—	—	0.01	—	—	0.27	0.14	1.83
Northwest Territories	—	—	—	—	—	—	—	0.06	—
Touring (no destination specified)	13.20	3.16	7.31	1.91	1.76	0.88	7.26	2.27	—
In transit ¹	—	—	0.02	0.05	1.76	6.43	14.26	3.62	—
In transit ²	—	—	0.02	0.24	—	—	0.36	0.14	96.34
Total	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

¹ In transit to Alaska.

² In transit to United States.

In 1958 some 84 per cent of the visitors entering through ports in Ontario reported destinations within the province, as compared with 86 per cent in 1957; nearly 12 per cent proceeded to Quebec, 2 per cent reported touring without listing any specific area, and the remaining small percentage travelled on to either the other Canadian provinces, Alaska, or destinations in the United States. The seasonal proportions follow closely the annual pattern for Ontario; only in the fourth quarter, a period of relatively light travel, does the proportion of those travelling beyond the province fall to almost 10 per cent as compared with 16 per cent for the year. The percentage of persons touring without listing any specific destination was between 2 and 3 per cent in the summer months. Statement 16 indicates on a proportional basis that the province of Quebec received more visitors who had entered through Ontario and New Brunswick than enter Quebec ports and leave for these two provinces. It should be noted again, however, that this part of the survey dealt only with motorists who had indicated trips of three-day duration or longer, and is not representative for the aggregate automobile permit traffic.

Approximately 72 per cent of the respondents entering through ports in the province of Manitoba listed destinations within the province; over 7 per cent proceeded to Ontario, as compared with 9 per

cent in 1957. The proportion of visitors continuing on to Saskatchewan was also slightly lower in 1958 with only 7 per cent as compared with 9 per cent in the previous year, but, on the other hand, almost 2 per cent more travelled on to Alberta, namely 7 per cent of all entries into Manitoba. Over 3 per cent went on to British Columbia, and the same proportion reported "touring" and "in transit" travel combined. In the third quarter, a substantially higher percentage of those entering through Manitoba left for other destinations, notably for Ontario and Alberta when each received over 10 per cent of the visitors crossing at Manitoba ports. While during the summer period only 61 per cent stayed in Manitoba, the percentages for the other three quarters of the year were well above the annual figure. From Statement 16 it is interesting to note that the percentage of visitors entering through Ontario and proceeding to Manitoba is much smaller than the traffic in the opposite direction. However, an examination of the actual volume of travel between the two provinces, indicates that three times as many motorists leave Ontario for Manitoba than leave Manitoba for Ontario.

Of the entries through Saskatchewan over 66 per cent gave destinations in that province, as compared with 75 per cent in 1957; 18 per cent continued on to Alberta; 5 per cent to Manitoba; and 6 per cent indicated travel through to Alaska.

On a quarterly basis the results of this survey underline the seasonal trends discovered in the previous survey.

In 1958 nearly 63 per cent of the visitors entering through Alberta reported destination in the province. On a seasonal comparison this proportion was almost unchanged for all four quarters of 1958, although the annual proportion was some 10 per cent less than in the previous year. This change can be explained by the separate recording of reports indicating "touring".

The proportions of entrants remaining in British Columbia and those reporting destinations in other provinces were practically unchanged when compared to 1957. Some 82 per cent gave destinations within the province, more than 10 per cent proceeded to Alberta, and almost 4 per cent were in transit to Alaska from the United States. In the first quarter between 90 and 91 per cent of the American motorists entering through ports in British Columbia reported destinations in the province, some 89 per cent remained there during the second quarter, 77 per cent in the third, and 88 per cent in the fourth quarter.

Over 96 per cent of the visitors entering Canada at ports in the Yukon Territory were in transit from Alaska to the United States, but they used different provinces of exit; out of this proportion, 8 per cent returned to the United States via Manitoba ports, 11 per cent through Saskatchewan, 37 per cent through Alberta and 43 per cent crossed from Canada to the United States at ports in British Columbia. Similarly, visitors travelling through Canada from the United States to Alaska entered Canada at different ports. Almost all proceeded through the Yukon Territory, but about 44 per cent had entered Canada at British Columbia ports, 41 per cent at Alberta ports, 8 per cent in Saskatchewan, and the remainder in Manitoba, Ontario and Quebec before continuing on to Alaska through the Yukon Territory.

Types of Accommodation

In tabulating the data obtained from the questionnaires according to type of accommodation used in Canada, it must be kept in mind that this survey is concerned only with automobile traffic entering Canada on travellers' vehicle permits; non-automobile traffic is not included. Also, accommodation used will be affected to some extent by the type available in certain areas. For instance, the motel and motor court facilities have expanded more rapidly in some provinces than in others and, being more readily available, may have attracted a greater proportion of travellers.

The results of these tabulations indicate that motor courts or motels again were the best liked type of accommodation for motorists, which underlines the pattern established in the previous surveys from 1955 to 1957. Out of every 1,000 motorists in 1958, 293 were accommodated by motels or motor courts, as compared with 298 in 1957 and 304 in 1956. It was also shown that almost 24 per cent stated to have stayed with friends or relatives, which is almost the same proportion as 1957. It may be noted that although only 23 per cent of the respondents checked visiting friends or relatives as purpose of trip, on the other hand, almost 24 per cent stated to have stayed with them during their trip. Accordingly, some having been accommodated by friends or relatives listed other purposes of trip than primarily such visits. Hotels or resorts followed in importance and were chosen by a little over 20 per cent of all respondents, a figure virtually unchanged when compared with 1957. Tourist homes attracted only 34 out of every 1,000 motorists as compared with 41 in the previous year. Vacation cottages, continuing in popularity, again received almost 14 per cent of all motorists in this survey. During the last three years the proportion of persons camping out has changed little, and in 1958 it represented 6.3 per cent of the total; trailer coaches and other types of accommodation were used by about 3.5 per cent.

STATEMENT 17. Accommodation Used by Motorists from the United States While Travelling in Canada¹ Compiled Quarterly, Special Survey 1958

	Hotel or resort	Motor court or motel	Tourist home	Vacation cottage	Camp out	Trailer coach	Visiting friends or relatives	Other
	per cent							
First quarter	38.9	20.5	2.5	0.5	²	0.1	34.1	3.4
Second quarter	23.3	27.2	2.0	11.3	4.4	0.6	28.3	2.9
Third quarter	17.5	31.8	4.2	16.3	7.8	1.4	19.4	1.6
Fourth quarter	20.8	22.7	2.3	8.7	3.6	0.7	35.8	5.4
Year	20.1	29.3	3.4	13.7	6.3	1.1	23.7	2.4

¹ Automobile visits of 3 days or over in Canada.

² Less than 0.1 per cent.

Statement 17 illustrates how the type of accommodation used varied with the time of the year in which the trip was undertaken. During the winter months the highest proportion of our visitors stayed in hotels or resorts. In the first quarter of 1958, 39 per cent of all persons stayed in hotels, while 34 per cent were accommodated by friends or relatives, and between 20 and 21 per cent used motels. The preference for the hotel declined somewhat during the second quarter reaching a minimum in the third quarter, but during the fourth quarter a partial recovery was observed. The popularity of the motor courts or motels followed almost the opposite pattern according to the season of the year. Motels provided accommodation for our visitors to the greatest extent during the summer months, whereas they were at their minimum of importance during the first and fourth quarters of 1958. Friends or relatives provided for a comparatively high ratio of our visitors at all seasons of the year, except during the third quarter when other types like tourist homes, trailer coaches, vacation cottages and camping out attracted their peak proportions for the year. Use of vacation cottages during the third quarter gained somewhat in popularity when compared with 1957, and it is evident that the season of the year had direct influence on the number of persons using this type of lodging. In general, the seasonal patterns for 1958 followed quite closely the trend observed in the 1957 survey.

Types of Accommodation by Purpose of Trip

The purpose for which the trip was undertaken represents another factor influencing the type of lodging used. For instance, persons travelling for business reasons preferred hotels to all other types combined, and out of every 1,000 persons giving business as the purpose of trip in this survey 528 had stayed in hotels, 313 had used motels or motor courts, 71 had depended on friends or relatives and the remainder used other accommodation. Moreover, hotels were used more frequently during the first quarter of 1958 by persons travelling for this purpose in Canada than during the other three quarters of the year and, besides, the seasonal trend for the use of hotels described in the previous paragraph is evident also with persons on business. Persons on recreation, who represent the largest group of visitors to Canada, were more diversified in their choice of lodging. On an annual basis about 35 per cent stayed in motor courts or motels, 22 per cent hotels or resorts, and 21 per cent in vacation cottages. Over 9 per cent of this group camped out, between 4 and 5 per cent used tourist homes, and the remainder stayed with friends or relatives, lived in trailer coaches or used other types of accommodation. On a seasonal basis, almost two-thirds of this group used hotels or resorts in the first quarter, while 24 per cent stayed in motels. During the remainder of the year, vacation cottages provided lodging for more than 20 per cent of this group, while the share of visitors in hotels dropped to 22 per cent in the second, 21 per cent in the third and 23 per cent in the fourth quarter. Motels attracted as high as 37 per cent of the volume of

persons on recreation in the third quarter. Of the visitors to Canada who had indicated visiting friends or relatives as the purpose of trip, 76 per cent obtained accommodation in their homes, about 13 per cent stayed in motels, 7 per cent in hotels, and the remaining 4 per cent used all other types of lodging. Obviously persons in this group listed accommodation en route, and possibly there were instances when friends or relatives would not be in a position to provide for their visitors at destination. Persons who had indicated shopping, education and other reasons for travelling in Canada represented less than 2 per cent of the total volume of visitors, and the lodgings used by these groups were hotels to an extent of 47 per cent by shoppers, motels by 49 per cent of "other" travellers, and miscellaneous types of accommodation like apartments, rooming houses, etc., by visitors who had come for education. Visitors of the three day and over category who had combined several purposes for the trip lived mostly with friends or relatives.

Types of Accommodation by Province of Entry

Not all provinces showed the same patterns in providing the various types of lodging for their visitors. But since this survey was concerned with automobile permit travel alone, the most popular type of accommodation for all provinces, as in 1957, were motels or motor courts. It is likely, however, that a survey including non-automobile traffic would indicate a much lower proportion of persons using this sort of lodging. In 1958 the provincial proportions of the volume of travellers using motels ranged from almost 61 per cent for the Yukon Territory to close to 41 per cent for Nova Scotia, the same for Alberta, 36 per cent for British Columbia, 32 per cent for Quebec, 30 per cent for New Brunswick, and about 25 per cent for each of Ontario, Manitoba and Saskatchewan. The average proportion of respondents using hotels in all provinces was 20 per cent, but in Quebec close to 28 per cent of the volume of visitors specified this type of lodging, which is a higher percentage than that of any of the other provinces; this proportion was higher than in 1957, but the increase during 1958 was relatively slight when compared with the growth from 24 per cent in 1956 to 27 per cent in 1957. In most provinces the largest proportion of their visitors stayed in hotels or resorts during the first six months of the year, and for Quebec this figure amounted to 53 per cent during the first quarter, probably due to the popularity of the Laurentian winter resorts. A smaller proportion of the visitors to New Brunswick reported hotel accommodation than in any of the other provinces, and this proportion was as low as 11 and 10 per cent respectively in the third and fourth quarters of the year. Tourist homes were used by close to 10 per cent of the visitors to Nova Scotia, by 8 per cent in New Brunswick, and by 6 per cent in Quebec. During the third quarter, the season of heaviest travel, Nova Scotia tourist homes accommodated over 11 per cent of the visitors, while the average for this kind of lodging in all provinces during the third quarter was only 4 per cent. Further-

**STATEMENT 18. Accommodation Used by Motorists from the United States While Travelling in Canada¹
by Province of Entry, Special Survey 1958**

Province of entry	Hotel or resort	Motor court or motel	Tourist home	Vacation cottage	Camp out	Trailer coach	Visiting friends or relatives	Other
	per cent							
Nova Scotia	19.2	40.7	9.7	5.3	4.7	—	18.3	2.1
New Brunswick	12.0	30.2	7.7	7.2	8.0	0.9	30.2	3.8
Quebec	27.8	32.0	6.1	3.0	2.1	0.5	26.4	2.1
Ontario	17.9	25.5	3.0	21.7	5.4	0.6	23.5	2.4
Manitoba	23.7	25.1	0.5	6.9	6.7	1.6	33.0	2.5
Saskatchewan	18.8	25.0	0.7	9.4	7.1	1.6	34.6	2.8
Alberta	17.9	40.5	2.8	2.5	14.6	5.2	15.3	1.2
British Columbia	24.7	36.3	0.9	2.9	10.2	2.8	20.1	2.1
Yukon Territory	17.3	60.7	—	—	17.3	0.5	2.3	1.9
Canada	20.1	29.3	3.4	13.7	6.3	1.1	23.7	2.4

¹ Visits of 3 days or over in Canada.

more, this type of accommodation enjoyed little popularity among the visitors to the Western Provinces and, except for Alberta, the percentages were negligible. Vacation cottages continued to be more popular in Ontario than in any of the other provinces with almost 22 per cent of the respondents using this type of lodging. During the third quarter of 1958, 255 out of every 1,000 visitors covered by this survey had stayed in Ontario vacation cottages. The lowest proportions for this lodging were reported by visitors entering Canada through Alberta, British Columbia and Quebec during all quarters of the year. Camping out was chosen more frequently in Alberta and British Columbia than in any of the other provinces except the Yukon Territory. In all provinces east of Alberta less than 10 per cent of the respondents camped out, while 17 per cent in the Yukon Territory, 15 per cent in Alberta and 10 per cent in British Columbia made use of this type of lodging. The trailer coach was used in similar patterns, being preferred more in Alberta and British Columbia than in the other provinces. As Statement 18 indicates there are considerable variations between the different provinces in the proportion of respondents staying with friends or relatives. In Saskatchewan this kind of lodging was used by almost 35 per cent of all persons, while those entering through Alberta used it to the extent of only 15 per cent, confirming the pattern observed in the 1956 and 1957 surveys. However, there were only minor changes per province in the percentage of persons who stayed with friends or relatives compared with the previous year; in fact, only the Maritimes showed a slight fall in this category, while the other provinces retained the same proportions as in 1957.

Mileage

The mail questionnaires sent out for this special survey also contained questions on the approximate mileage travelled in Canada, tabula-

tions of which illustrated the change in the mileage per length of stay. Respondents who had remained in Canada for one day or less stated to have travelled, on the average, some 153 miles per trip. The distances reported varied with the time of the year, and the longest trips in this category were undertaken in the third quarter, when the distances amounted to 169 miles per trip. In the other quarters, when the total one-day volume of permit travel was relatively lower than in the third quarter, the mileage reported per trip ranged from 118 in the fourth to 136 in the first and 149 miles in the second quarter.

Persons who had remained in Canada for two days averaged 232 miles per trip in 1958, compared with 237 miles in 1957. This decrease was noticeable mainly during the third quarter when the average distance per report decreased from 283 miles in 1957 to 266 in 1958. Shorter distances were travelled during the other seasons, and motorists in the first quarter indicated to have done merely 188 miles during their two-day trips in Canada.

The mileages reported by motorists who had stayed in Canada three days or more followed a similar seasonal pattern when compared to the one and two-day groups. The peak mileage was reached during the third quarter, when respondents averaged 768 miles per trip, about 10 miles less than the 1957 survey had revealed. The tabulations showed that the figure for this group during the first quarter was about 466 miles, 535 for the second and 638 for the fourth. Properly weighted by season, the annual average per trip travelled in Canada by motorists responding to this survey was 688 miles, slightly less than the 697 mile average for 1957. Comparisons with the results of the 1956 survey can just be made for the third quarter since then the questionnaires were only sent out during July and August. During that time the average mileages per trip were about 2 per cent higher than in 1958.

STATEMENT 19. Average Mileage in Canada¹ as Reported by Motorists from the United States, by Destination and Province of Entry, Special Survey 1958

Province of destination	Province of entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Newfoundland	Newfoundland	—	—	—	—	—
	Other Provinces	2,000.0	3,000.0	2,341.3	1,386.0	2,195.3
	Canada	2,000.0	3,000.0	2,341.3	1,386.0	2,195.3
Prince Edward Island	Prince Edward Island	—	—	—	—	—
	Other Provinces	676.0	1,125.5	1,154.7	1,151.9	1,143.1
	Canada	676.0	1,125.5	1,154.7	1,151.9	1,143.1
Nova Scotia	Nova Scotia	1,155.0	628.2	1,031.5	765.6	938.2
	Other Provinces	1,419.6	1,385.1	1,495.0	1,361.4	1,467.2
	Canada	1,341.8	1,059.0	1,362.3	1,149.5	1,303.5
New Brunswick	New Brunswick	329.9	468.4	537.7	359.4	476.7
	Other Provinces	1,160.0	1,407.7	1,508.8	975.0	1,444.6
	Canada	527.6	564.9	663.0	372.7	576.3
Quebec	Quebec	288.7	318.2	522.5	358.0	418.3
	Other Provinces	874.1	914.8	1,081.6	885.0	1,020.6
	Canada	421.0	520.4	784.0	485.3	652.4
Ontario	Ontario	439.8	486.9	541.0	522.6	523.5
	Other Provinces	648.5	779.0	992.9	1,003.1	921.0
	Canada	444.5	499.1	553.8	535.9	535.8
Manitoba	Manitoba	216.6	362.8	509.1	363.1	428.6
	Other Provinces	880.3	1,107.1	916.2	1,080.7	948.5
	Canada	360.1	464.1	653.8	453.7	566.4
Saskatchewan	Saskatchewan	1,128.8	627.9	1,023.3	913.3	878.8
	Other Provinces	650.0	1,445.7	1,546.8	1,181.3	1,486.1
	Canada	1,009.1	817.7	1,220.5	949.6	1,059.7
Alberta	Alberta	618.7	785.1	1,032.2	855.5	980.2
	Other Provinces	1,275.1	1,242.9	1,494.1	1,544.5	1,457.8
	Canada	1,004.0	1,052.3	1,266.2	1,139.5	1,223.7
British Columbia	British Columbia	209.2	272.5	418.6	346.2	353.6
	Other Provinces	4,705.8	3,366.7	1,630.5	2,494.4	1,849.5
	Canada	272.0	298.9	499.9	382.8	416.1
Alaska (in transit to or from)		2,446.7	2,349.1	3,714.8	2,545.8	3,092.4
Touring (no destination specified)		—	1,082.5	1,576.8	1,768.0	1,574.6
In transit to United States		—	656.8	990.8	918.3	901.6
Canada²		465.8	535.3	768.4	637.7	688.4

¹ Questionnaires reporting 3 days or more in Canada.

² Includes vehicles destined to Yukon Territory and Northwest Territories.

The distance travelled varied considerably with the purpose of trip. By arranging the information collected from the samples according to purpose of trip, it was discovered that respondents who had remained in Canada for three days or more and who had come to shop, covered approximately 270 miles, as compared with 318 miles in 1957. Those indicating "other" reasons for travel in Canada did about 2,000 miles per trip, but it must be noted that a substantial number of these people were in transit to or from the United States and Alaska. Americans coming to visit friends or relatives travelled some 497 miles, while those on business averaged 602 and those on recreation 686 miles. Generally, the distances reported by most of these groups were shorter than those of 1957.

Statement 19 shows the mileage travelled in Canada according to destination by province of entry. Respondents of the three-day and over group who reported destination within the province of entry had travelled 501 miles compared with 537 miles in 1957, while respondents entering one province but proceeding to destinations in other provinces had travelled 1,396 miles, which also shows a slight drop from the 1957 figure of 1,442 miles. Motorists destined to British Columbia reported the shortest trips of all provinces again in 1958, namely some 416 miles. Those entering British Columbia at ports within the province averaged some 354 miles, but motorists entering through other provinces travelled some 1,850 miles to reach their destination. The longest trips were reported by

travellers to or from Alaska; these trips covered a distance of about 3,092 miles, compared with trips to Newfoundland averaging some 2,995 miles. American motorists who indicated to have toured Canada with no particular destination averaged some 1,595 miles per trip, and those in transit to the United States travelled 902 miles. Visitors to Prince Edward Island averaged 1,143 miles, and those to the province of Nova Scotia travelled 1,303 miles; but entering Nova Scotia via the ferry at Yarmouth, their average was only 938 miles while, on the other hand, entering through other provinces, travel to Nova Scotia destinations amounted to 1,467 miles per trip. For all of Ontario, trips averaged 536 miles, but persons entering through ports in the province covered 524 miles, whereas entrants from other provinces with destinations in Ontario averaged 921 miles per trip. Americans giving destinations in Alberta reported trips averaging 1,224 miles; again, when entering at ports within the province they covered about 980 miles, and those travelling to destinations in Alberta when the port of entry was in other provinces reported to have travelled 1,458 miles. Returns from the other provinces showed similar patterns in the mileages indicated by visitors whose destinations were in one province when entering at ports within that province or through other provinces. Furthermore, respondents giving destinations in Quebec reported 652 miles per trip being the only province reasonably close to the average for Canada.

The time of year had some bearing on the number of miles travelled per visit. In the first quarter an average of 466 miles per trip was reported. Respondents entering Canada through ports in one province and proceeding to another covered some 1,239 miles, while trips within the province consisted of 416 miles. During the second quarter of 1958, Americans visiting Canada averaged about 535 miles per trip. Persons who reported destinations within the province of entry travelled 424 miles, whereas visitors entering via ports in other provinces travelled 1,155 miles. Normally, visits during the third quarter involve more travelling in Canada. The average trip in the period from July to September inclusive covered 768 miles in Canada, but motorists en route to destinations in provinces other than that of entry travelled 1,448 miles, substantially more than the average for the year (1,396 miles); visitors proceeding to places within the province of entry drove an average of 551 miles. The comparable distances covered in the fourth quarter of 1958, although slightly shorter than those in the third, were considerably greater than during the first half of the year. Persons indicating destinations within the province of entry reported 471 mile trips, and those entering through other provinces travelled 1,464 miles to reach their destinations. The average length of trip during the fourth quarter, regardless of port of entry, was 638 miles.

Length of Stay

The two sources of information on length of stay provided patterns which did not coincide at all points. A direct comparison of the travellers' ve-

hicle permits surrendered during the months in which the questionnaires were mailed for the survey shows an under-coverage in some classifications and excessive coverage in others. For example, 25 per cent of the long-term travellers' vehicle permits had been surrendered three days after they had been issued, and 16 per cent had been returned after four days. A similar breakdown of the questionnaires from the survey showed that in the long-term classification almost 17 per cent of the respondents stated they had remained in Canada for three days, and almost 14 per cent for four days. On the other hand, a larger percentage of respondents on the questionnaires indicated stays of five, six and seven days than the percentage of permits tabulated for these classifications. This would mean that, since according to Table 1 the average expenditures per car per day were higher for the five, six and seven-day, than for the three and four-day classifications, and because there was an excessive coverage for the five to seven-day groups in the mail survey, the data from the survey or data from any other survey that would be biased in this manner, should not be used as a basis for estimates on receipts from foreign travel in Canada. But it must be pointed out that the main purpose of this special survey was not to determine the length of stay or expenditures of Americans in Canada as these two items are determined directly from the travellers' vehicle permits. Rather, this survey is primarily to study the travel behaviour of our visitors while they are in Canada, and information on purpose of trip, accommodation used, mileage, destination, etc. is gained more readily by such a method.

Usually the length of time American visitors spend at their destinations in Canada represents only a portion of the over-all length of their vacation trips. A portion of their travel time is allotted to en route travel to destination, and in many cases the time spent in Canada is only part of a vacation which extended to several countries. The questionnaires, therefore, gathered information on the days spent in Canada (a) at destination and (b) en route, as well as data on whether or not this trip was part of a longer vacation and how long it lasted all in all. Tabulations revealed that while the whole vacation per respondent had lasted on the average about seventeen days, a little over ten days of this time were spent in Canada. (The tabulations of the long-term permit data in Table 1, after deducting the one and two-day groups, show that the average trip in Canada had lasted about ten days as determined by the original date stamps at the ports of entry and exit). Furthermore, 29 per cent of their ten days in Canada was time spent en route, and 71 per cent was vacation at destination.

Showing length of stay as a proportion of the whole vacation trip, 61 per cent of the respondents' travel time had been allotted to Canadian travel, and, more specifically, 43 per cent to vacation at Canadian destinations and 18 per cent to en route travel in Canada. These proportions varied somewhat with the time of the year. During the second and fourth quarters only 59 per cent of the total

travel time was reported for vacation in Canada, i.e., 15 per cent of it was spent en route and 43 per cent at the destination, for both quarters. During the summer months respondents indicated to have allotted over 63 per cent of their total vacation time to travel in Canada, or 44 per cent at destination and 19 per cent en route. Although the over-all duration of the vacation trips reported during the first quarter was about three days shorter than during the third, the proportions of time spent en route and at destinations in Canada were about the same for both quarters.

While in Canada, persons on business trips spent 77 per cent of their time at destination and 13 per cent travelling en route. This is the shortest en route travel reported for any purpose of trip, except education. Respondents indicating shopping trips spent 61 per cent of their time at destination, and those on recreation allotted 68 per cent of their stay in Canada at place of visit. Persons visiting friends or relatives spent 76 per cent of their time at place of visit while, as already mentioned, the aggregate for all purposes amounted to 71 per cent at destination and 29 per cent en route travel.

On a provincial basis the differences in length of stay in Canada varies with the relative proximity of the areas visited. Some 56 per cent of all motorists in this survey visited Ontario, and their stay at destination was the longest for all provinces with only 25 per cent of their time allotted to en route travel. Visitors to Manitoba and Saskatchewan spent 28 and 29 per cent of their travel time en route, and persons visiting Quebec and New Brunswick used 33 per cent of their time travelling to the place of visit. The largest proportion for en route travel was reported by visitors to Alberta and British Columbia; they spent 41 per cent of their time en route before arriving at their destination.

Purpose of Expenditures

Besides being asked to state the expenditure per trip, persons included in this survey were asked to show on what items they spent their money while in Canada. To simplify the procedure, the questionnaires listed the following groups of items: transportation, food and beverages, lodging, handicrafts and souvenirs, other merchandise, and a sixth group to include expenditures on items not specified already. The arrangement of total expenditures by groups of items purchased showed hardly any change over the results of the tabulations made in 1957, or even 1956. Out of every dollar spent between 31 and 32 cents again were used to purchase food and beverages; over 22 cents were used for lodging; 16 cents for transportation; close to 12 cents for other merchandise; 11 cents for items not further specified; and close to 7 cents were used to purchase souvenirs or handicrafts. The outlay for lodging in camps, however, in some cases included the cost of a guide as well as the cost of boats and outboard motors. It is interesting to note that the breakdown of the travel dollar has shown practically no change for the past four years.

However, the breakdown varied somewhat for persons listing different purposes of trip. Motorists in Canada on recreation made up over 60 per cent of all persons covered by this survey, and on trips lasting three days and over they spent slightly more on lodging, food and beverages but less on transportation than the average for all purposes. Persons on business spent more on lodging and food than any other group, but the least proportion of their travel dollar went to the purchase of handicrafts, souvenirs and other merchandise. Shoppers, however, allocated about 50 per cent of their outlay for merchandise and 9 per cent for souvenirs and handicrafts, which is considerably higher than the average; but, on the other hand, only 5 per cent for lodging and 16 per cent for food and beverages which is well below the general mean. Those visiting friends or relatives paid a greater share of their travel expenditures for transportation than any other category while, at the same time, their lodging costs consumed the smallest proportion. Persons remaining in Canada less than three days spent slightly more of their travel dollar on merchandise, souvenirs and handicrafts, but somewhat less on transportation and lodging. The percentage of outlay on food and beverages was about the same for all respondents, regardless of length of stay. The seasonal breakdown of expenditures followed the annual pattern quite closely with only minor quarterly variations.

A tabulation of the expenditures on a geographical basis reveals that respondents allocated their money in differing proportions by province. The highest proportion for transportation was allocated by respondents travelling in Alberta, Saskatchewan and the Yukon Territory, while the lowest for this item was reported by visitors to Quebec. On the other hand, those visiting Quebec spent a larger percentage of their money on food, beverages and lodging than visitors to any other province in Canada. Visitors to Saskatchewan and the Yukon Territory reported a lower percentage of outlay on accommodation than those visiting any other province. The province of Ontario received over 56 per cent of all money spent by non-resident motorists who were in Canada for three days and more and who had responded to this survey which is reasonably close to the estimate from other sources for all travel in the province as shown in Statement 9. The pattern of expenditures on the various items in this province showed only minor divergences from the annual pattern set across Canada. The percentages of outlay on transportation and souvenirs was a little smaller, but the portion of the travel dollar allocated for food, beverages and accommodation was slightly greater than the general average. In the province of British Columbia, which according to the survey is next in importance as to receipts from this group of visitors, the breakdown of expenditures indicates that visitors spent 21 per cent of their outlay on transportation as compared with 16 per cent for the aggregate, but the percentages they spent on food, beverages and lodging were a little below the over-all averages.

Comments by Visitors

Finally, a tabulation of comments or impressions, both favourable and unfavourable, was undertaken for travellers in the two-day and three-day and over groups. Of all respondents, more than 52 per cent commented favourably on impressions formed in Canada, 23 per cent had both positive and negative remarks, 21 per cent refrained from saying anything and 4 per cent had nothing but criticism. The smallest proportion, namely 3 per cent, made solely negative remarks during the third quarter, while this proportion was 5 per cent during the winter months. The percentage of favourable remarks was highest in the second quarter and lowest in the first. Indifference to this question was strongest during the third quarter when 24 per cent made no comments of any kind. To investigate the nature of the remarks made, first all favourable and then all unfavourable comments were compiled by specific kind on a provincial and seasonal basis.

In 1958, 78 per cent of all comments made were positive. Scenery, hospitality and roads were lauded most often. Of all positive remarks 30 per cent dealt with scenery, 26 per cent with the Canadian people, hospitality and courtesy, 12 per cent with good road conditions, 7 per cent with fishing, just to mention the most prevalent. Of course, a great variety of other items were enjoyed, like our cities and towns, our food, accommodations, churches, historical sites, camping facilities, stores, reasonable prices, highway markings, tourist information, the absence of billboards, the climate, national parks, beaches, golf clubs, the politeness of customs and police officers, the progress in building, the picnic areas and many others. On a seasonal basis, the scenery was praised most often during the third quarter of 1958, while during the first, second and fourth quarters more comments were made on hospitality and courtesy than on any other single item. Other favourable impressions were

noted to a greater or lesser degree according to the season of the year for which certain activities were best suited, like fishing in the spring or shopping at Christmas. Furthermore, the favourable expressions differed greatly according to province but are too numerous for a detailed analysis in this report.

On the other hand, 22 per cent of all comments made by respondents were of negative nature. Most complaints dealt with poor road conditions, the discount on the United States dollar, and high prices. In fact, 30 per cent of all unfavourable criticism was about the poor conditions of the roads, the lack of road signs, careless drivers, and about speed laws. Some 18 per cent were annoyed to lose money when changing United States currency, and coupled with this complaint high prices in Canada were mentioned. Other things criticized were almost as numerous as ones which received praise, and included poor restaurant service and lodging facilities, Canadian liquor laws, early closing hours of stores, lack of highway restaurants, lack of camping grounds; and, indeed, several persons aired their disappointment not to have seen any R.C.M.P. officers! During spring and fall the unfavourable comments on road and driving conditions were highest, which is to be expected. A greater proportion of persons complained about the discount rate during the second quarter when this rate was 3 per cent, than during the third quarter when it was 4 per cent. The severity of these complaints has obviously no particularly close connection with the size of the discount rate itself. On a provincial basis of distribution, the nature of the complaints varied considerably although high prices were criticized to the same extent by visitors to all provinces. Again it should be pointed out that the remarks of dissatisfaction made up only about 22 per cent of all comments made, both favourable and unfavourable.

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

Expenditures for travel to foreign countries by residents of the United States reached a new record in 1958, according to the United States Department of Commerce. The amount spent on foreign travel amounted to \$2,140 million, an increase of \$190 million or approximately 10 per cent higher than the previous record of \$1,950 million established in 1957. The increase was more pronounced in the first and fourth quarters of the year, while the third quarter showed a slight drop from the 1957 level. The new record developed chiefly through an increase in transportation costs which were about three times higher than the previous year. This was due to the substantial increase in travel to more distant countries with corresponding higher transportation costs and particularly to the heavy increase in air travel where fares constitute a greater proportion of the total travel expenditures. There was also an expansion in cruise travel where some 75 per cent of the outlay goes for fares and other expenditures aboard ship.

Actual payments to foreign countries in 1958 comprise \$1,460 million spent abroad plus \$320 million paid to foreign carriers, or an aggregate of \$1,780 million. The balance of \$360 million represents payments to carriers registered in the United States for transportation to foreign areas. The breakdown on transportation costs amounted to 47 per cent paid to foreign carriers and 53 per cent to carriers registered in the United States. Payments to foreign ships and planes for fares advanced by one-fifth over 1957, while fares paid to United States carriers increased by only half as much; which suggests a greater proportion of the passengers were carried by foreign airlines, and the popularity of cruise travel which is principally on foreign vessels.

The volume of travel to overseas countries by residents of the United States involved some 1,398,000 trips during 1958, an increase of 2 per cent over 1957. Most of the increase in volume ap-

peared in travel to Europe and countries in the Far East. The sharp drop in travel to countries with political unrest more than offset the increase to other countries in the Western Hemisphere.

Travel to the West Indies, Central and South America is chiefly by air and the greatest number of travellers to this area originate in the Middle Atlantic States. About 75 per cent of the travel to Bermuda comes from the states of New York, Connecticut, New Jersey and Massachusetts, while nearly one-third of the travel to Cuba is from Florida. During the Florida season, however, about 66 per cent of American travellers to the Caribbean actually reside in New England, the middle Atlantic or Central States, but during the summer months fewer residents of the Northern States are in Florida and travel to the West Indies is mainly confined to persons living in Florida or nearby states.

Travel to Mexico is principally from neighbouring California and Texas, and New York which is easily accessible by air. Since 1952 there has been a steady increase in travel to Europe from California, Illinois and Michigan; more especially now that these states have direct air transportation to Europe. In fact, available data indicate that direct air transportation to a country or area attracts many visitors.

The increase in expenditures for travel in foreign countries during 1958 was more pronounced than in the previous year despite the business recession and, besides, was more apparent in travel to Europe and the Far East. Expenditures within foreign countries were \$88 million higher than in 1957, of which some \$77 million went to European countries and \$11 million to countries in the Far East. Travel to Canada and the Caribbean area, on the other hand, appears to have been more directly affected by the recession which was more severe in cities close to the Canadian border populated by a large proportion of potential American visitors and, no doubt, the political unrest in Cuba was detrimental to travel in the Caribbean area.

Data released by the United States Department of Commerce showed that in terms of United States dollars Canada received about 5 per cent less than in 1957 while Mexico received an additional \$15 million; percentage-wise the increase for Mexico amounted to between 4 and 5 per cent. American expenditures in Canada have already been discussed in this report and need not be repeated, except to mention that most of the decrease was in the non-automobile traffic where the length of stay declined from 6.1 days in 1957 to 5.5 days in 1958; and, also, the average expenditure per visit was lower. At the same time, the average length of stay for persons entering by automobile on travellers' vehicle permits also declined in 1958. Compared with other foreign countries, Canada's share of the expenditures made by residents of the United States

on travel to foreign countries has gradually diminished in the post war years from 48 per cent of the total in 1945 to 22 per cent in 1958. Percentage-wise Canada and Mexico received almost the same proportion of the total, although the comparison in dollars revealed that Canada received about \$4 million more than Mexico.

Travel expenditures in Mexico rose to a new peak of \$320 million, of which about two-thirds was spent in Mexican border towns. The new record represents a gain of 5 per cent over 1957 and reflects a greater number of crossings along with the increased cost of living in Mexico which caused the average expenditures of travellers, especially to the interior, to rise.

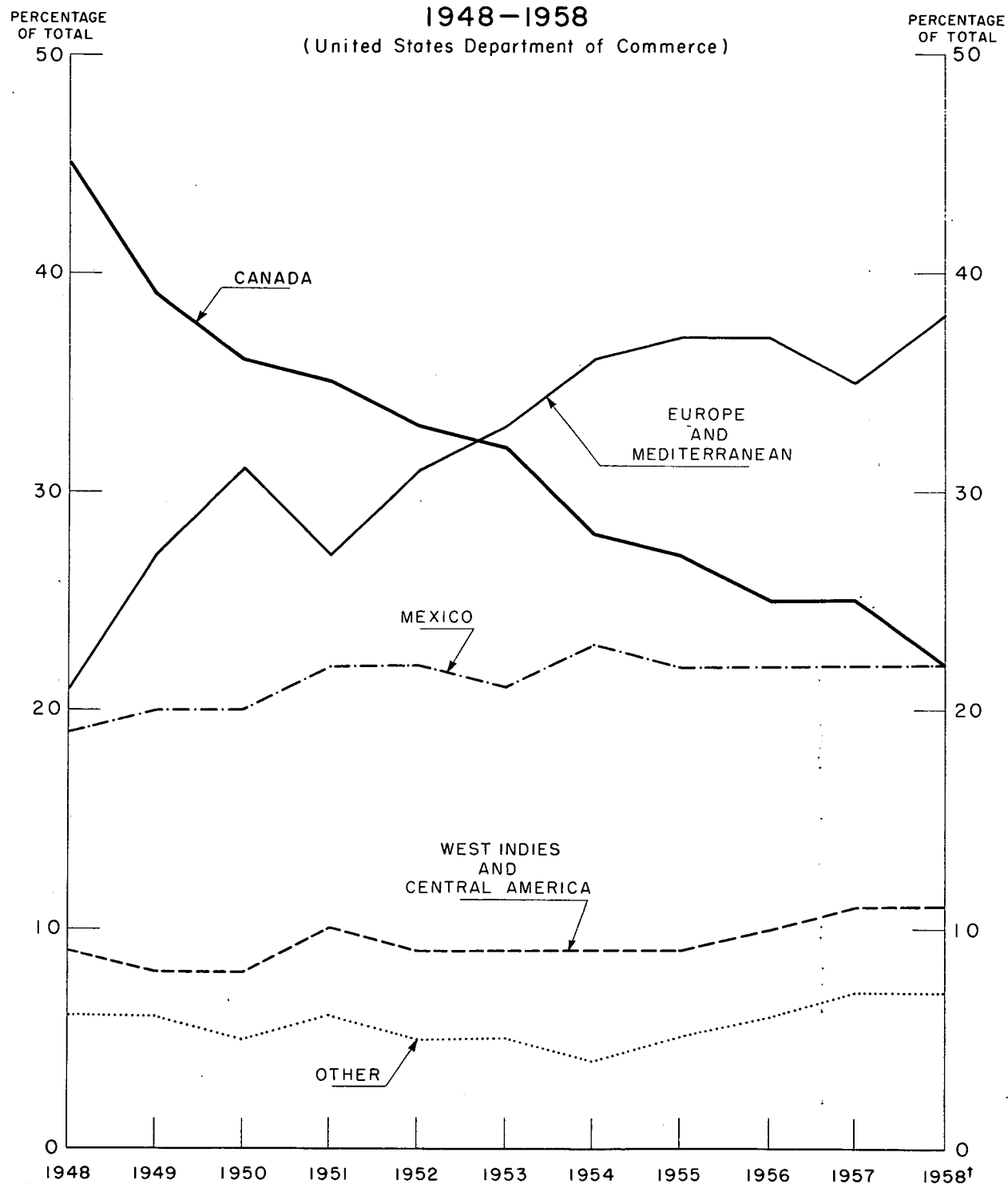
After a minor reversal during 1957 in the trend towards greater proportions of the total expenditures going to Europe and the Mediterranean area, a new record in this respect was again established in 1958. Chart 1 shows that European countries have improved their position from 21 per cent of American expenditures on foreign travel in 1948 to 37 per cent in 1955 and 1956. However, in 1957 this area received only 35 per cent of the total, due to the inauguration of short-stay excursions at reduced fares which lowered the outlay for travel in this area. In 1958 the European countries received 38 per cent of the total amount spent abroad or, in other words, some \$560 million. This represents 16 per cent more than in 1957 and also, is the highest annual increase since 1955. The gain over 1957 was due principally to an increase in the number of travellers as the average expenditure per visit to European countries was about the same as in 1957, namely \$1,531 per person. Expenditures in Europe amounting to \$1,048 with an additional \$664 for transatlantic fares or a total of \$1,712 were reported by persons travelling by ship as compared with \$1,436 for plane passengers. Moreover, expenditures of air travellers comprised \$786 spent in Europe and \$650 for fares. Air travellers reported 41 days stay as compared to 68 days for sea travellers which explains the higher expenditure of the latter group. The average length of stay in Europe declined from 52 days in 1957 to 50 days in 1958, reflecting a greater proportion of air travellers in the total. Expenditures per trip of foreign-born travellers are about 37 per cent below those of travellers born in the United States, due to the tendency of the foreign-born to visit the family or friends and, in addition, to limit the extent of their travel within Europe. In 1958, travellers born in the United States averaged \$1,000 in Europe as compared with \$632 reported by foreign-born travellers.

About 45 per cent of the American visitors to overseas areas went to Europe and two-thirds of these travelled by air. The airlines offered a new and more economical type of accommodation during the second quarter of 1958, named the economy class. From the time of inauguration it became the most fully utilized of any type of air transportation

CHART-1

DISTRIBUTION OF TRAVEL EXPENDITURES* IN FOREIGN COUNTRIES BY RESIDENTS OF THE UNITED STATES 1948-1958

(United States Department of Commerce)



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

†DATA FOR 1958 ARE SUBJECT TO REVISION

Monthly Statement of Foreign Vehicles (Non-permit, Local Traffic) Entering Canada.

Month _____

Port _____

Date	Number of Automobiles depositing state licence cards	Repeat entries by auto- mobiles holding travel- ler's vehicle permits	Motorcycles	Bicycles	Commercial vehicles	Taxis	Horse- drawn vehicles
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
21							
22							
23							
24							
25							
26							
27							
28							
29							
30							
31							
Total							

Date _____

Customs and Excise Officer

To be mailed to Balance of Payments Section, International Trade Division, Dominion Bureau of Statistics, OTTAWA,
in special envelope at the close of each month.

Monthly Statement of Canadian Vehicles Returning to Canada

Month _____

Port _____

Date	Automobiles			Motorcycles	Bicycles	Commercial vehicles	Taxis	Horse-drawn vehicles
	24 hours or less	Over 24 hours and under 48 hours	48 hours and over					
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								
27								
28								
29								
30								
31								
Total								

Date _____

Customs and Excise Officer

To be mailed to Balance of Payments Section, International Trade Division, Dominion Bureau of Statistics, OTTAWA,
in special envelope at the close of each month.

The automobile plays a very important part as a means of transportation between Canada and the United States and, therefore, is examined in detail and treated separately from the balance of the residual highway group. In 1958 nearly 80 per cent of the 28.5 million non-immigrant entries from the United States and close to 81 per cent of the 27.4 million re-entries into Canada by Canadians were in automobiles, while the remainder of all crossings used non-automobile transportation. Customs officials at all ports of entry report the number of foreign vehicles entering Canada and the number of Canadian vehicles returning each month. Forms for tabulating these reports are supplied by the Dominion Bureau of Statistics and designated as T-A (yellow paper); T-B (white paper); T-C (pink paper). Form T-A is used to record the number of foreign vehicles entering Canada on travellers' vehicle permits; form T-B is used to record the number of foreign vehicles entering Canada as non-permit traffic; and form T-C is used to record the number of Canadian vehicles returning to Canada. Every month all ports complete these forms showing a record of the highway traffic and

forward a copy to the Bureau of Statistics. This data is then used in compiling statistics on international travel. For the convenience of our readers samples of the various forms in use at the present time appear in this report.

Existing customs regulations require the use of a traveller's vehicle permit for all foreign vehicles which remain in Canada longer than 48 hours or which travel beyond the jurisdiction of the port of entry. This document is completed in triplicate when the foreign vehicle enters Canada, the original copy being held at the port of entry, while the duplicate and triplicate copies are retained by the motorist during the length of stay in Canada. The date and port of entry appear on all three copies and, when the duplicate and triplicate copies are surrendered by the motorist at the point of departure from Canada, the date and port of exit are stamped on both copies. The duplicate copy is then matched with the original at the port of entry as evidence that the vehicle has been exported, while the triplicate copy is mailed to the Dominion Bureau of Statistics for statistical purposes. The triplicate

TRIPLICATE

E-50 (1,000 000-8-55) CANADA CUSTOMS

DATING STAMP OF PORT OF ENTRY

TRAVELLER'S
VEHICLE**PERMIT**
No S 295768DATING STAMP OF FRONTIER
PORT OF EXIT

(PRINT HERE NAME OF OWNER OF CAR)

(FOR STATISTICAL PURPOSES ONLY)

permanently residing at

(FULL ADDRESS OF OWNER)

being a temporary visitor in Canada

at (VISITING ADDRESS IN CANADA)

hereby apply for a permit to use in Canada the Vehicle and Outfit described hereunder, conditional that the Vehicle and Outfit will not be used for hire or primarily for the carriage of articles and that same will be exported within _____ months from date hereof

(MAKE OF CAR)

(YEAR)

(SERIAL NO.)

(STATE)

(LICENSE NO.)

(NO. OF PERSONS IN VEHICLE)

DESCRIPTION OF OTHER ARTICLES IMPORTED

VALUE

Extra Auto Equipment

HEATER

RADIO

SPOTLIGHT

SEAT COVERS

SIGNATURE OF OWNER

APPROVED

CUSTOMS EXCISE OFFICER

COMMUTER _____ SUMMER RESIDENT _____ LOCAL _____

(SEE OVER)

GUEST OF CANADA:

PLEASE ASSIST US BY ANSWERING THIS QUESTION:

1. Approximate total amount spent in Canada on this visit by you and those in your vehicle for all purposes, (examples: gas, oil, repairs, lodging, food, beverages, merchandise, amusements, etc.)

Total \$ _____ Indicate whether Canadian ☐ or United States ☐ dollars.

This information will be used only for the purpose of estimating total travel expenditures and will be treated as strictly confidential.

PLEASE SURRENDER THIS FORM TO
CANADIAN CUSTOMS. BEFORE LEAVING CANADA

CONFIDENTIAL QUESTIONNAIRE TO RESIDENTS OF THE UNITED STATES RETURNING FROM TRIPS TO CANADA

TRAVEL STATISTICS UNIT
DOMINION BUREAU OF STATISTICS
OTTAWA, CANADA

(Please report on one trip only)

(Do not include that portion of your trip en route through the United States)

1. Was your recent visit your first visit to Canada? ☐ Yes ☐ No
2. What was your destination in Canada? _____
3. Where did you enter Canada from the United States? _____
4. Where did you re-enter the United States from Canada? _____
5. What was the main purpose of your trip?

<input type="checkbox"/> Business	<input type="checkbox"/> Recreation (include vacation and other pleasure)
<input type="checkbox"/> Education	<input type="checkbox"/> Visiting Friends or Relatives
<input type="checkbox"/> Shopping	<input type="checkbox"/> Other (please specify) _____
6. Number of days spent IN CANADA on this trip: (a) At destination
(b) Travelling or en route
7. If this was part of a longer vacation trip how long was your vacation?
8. Approximately how far did you travel IN CANADA? (Number of miles)
9. How many persons are covered in the expenditures on this trip?

(a) Adults
(b) Children
10. Approximately what amount did you spend IN CANADA for all purposes? \$
(Transportation, living expenses, merchandise, amusement etc.) (omit cents)
11. What type of lodging did you use at your destination in Canada?

<input type="checkbox"/> Hotel or Resort	<input type="checkbox"/> Camp Out
<input type="checkbox"/> Motor Court or Motel	<input type="checkbox"/> Trailer Coach
<input type="checkbox"/> Tourist Home	<input type="checkbox"/> Friends or Relatives
<input type="checkbox"/> Vacation Cottage	<input type="checkbox"/> Other
12. While in Canada what were your expenses for the following items?

Transportation	\$
Food and Beverages	\$
Lodging	\$
Handicrafts and Souvenirs	\$
Other Merchandise	\$
Other	\$
13. What was there about your trip to Canada that you particularly liked? _____

14. Did you form any unfavourable impressions on your trip? _____

We invite you to use the self-addressed envelope to return this questionnaire.

copy contains a question asking for a report of expenditures in Canada for all purposes; this answer being voluntary, is given as the motorist leaves Canada when the information requested is still fresh in the mind. This document is a very beneficial source of statistical information as it is used by the most important of all types of traffic and, in turn, is subjected to a very thorough examination by means of mechanical tabulations. In addition to the information on expenditures of foreign motorists in Canada, it provides data on the state or country of origin of the vehicle, the length of stay in Canada, number of persons using this type of transportation, special categories such as commuters, summer residents, etc., and the ports of entry and exit which on examination are useful in determining possible routes through Canada. Without this document, a sample of which is reproduced in this report, it would be impossible to supply most of the information that is requested from year to year.

Mechanical tabulation cards make it possible to separate heavy spending groups such as summer residents from lower spending groups and, in this way, the appropriate rates of expenditure can be applied to each group according to the volume. Statement 2 shows the wide variation in average expenditure rates for the various types of automobile traffic travelling on customs permits and the necessity of treating each group separately. Permits designated as "Other" in Statement 2 form a high percentage of the total volume and, consequently, are subjected to a further breakdown by which the large number of cars staying one or two days are handled apart from the smaller number which stay for longer periods. Well over half of the foreign automobiles travelling on customs permits come within the one and two-day class and their average expenditures are of such a nature to necessitate treating each of the one-day and two-day groups separately from the group staying three days and over, in view of the volume involved. Average expenditure rates are compiled from the large number of forms declaring expenditures in Canada and are tabulated on a provincial basis in order to estimate a figure as accurately as possible. Statement 3 reveals the necessity of treating each province individually. In 1958 the question on expenditures in Canada was answered on 1.4 million permits covering well over 4 million persons.

To supplement the information collected from the triplicate copies of travellers' vehicle permits a special survey is conducted by means of "mail questionnaires". Special forms are mailed to residents of the United States who have visited Canada during the year, requesting further detail such as destination in Canada, purpose of trip, number of days spent at destination and en route, what part of the vacation was spent in Canada, breakdown between adults and children, mileage in Canada, type of accommodation used, breakdown of the travel dollar, and whether their impressions were favourable or unfavourable. Although the special survey is restricted to persons entering Canada in automobiles on travellers' vehicle permits, nevertheless, it does

E 49



CANADA

GUEST OF CANADA

VOLUNTARY STATISTICAL RETURN

NO SIGNATURE REQUIRED. For the use of the Dominion Bureau of Statistics for the purpose of estimating total tourist and travel expenditures. Please assist by answering the following questions:

1. Number of persons in your vehicle (including yourself)
2. Approximate total amount spent in Canada on this visit by you AND THOSE IN YOUR VEHICLE for ALL purposes:

Total \$

If no expenditure has been made state nil here:.....

THANK YOU!

YOUR COURTESY IS APPRECIATED

Motor Car	<input type="checkbox"/>	Commercial vehicle	<input type="checkbox"/>
Motorcycle	<input type="checkbox"/>	Taxi	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>	Horse-drawn vehicle	<input type="checkbox"/>

7501-31 : 4-9-53

apply to that segment of travel which contributes nearly half of our receipts from residents of the United States travelling in Canada. Even though the "mail questionnaires" add information which is very useful to individuals or organizations interested in travel, they should not be considered as a substitution for the travellers' vehicle permits. With the mail questionnaire there is difficulty in obtaining a proper weighting according to length of stay in Canada, whereas there is no reason to question the length of stay compiled from the travellers' vehicle permits where the date of entry and date of departure are clearly recorded by Customs officials as the vehicle crosses the border.

The remainder of the non-resident automobiles entering Canada referred to as the non-permit class are made up chiefly of local traffic. They do not require a customs permit, but are restricted to travel within the jurisdiction of the port of entry and may not remain longer than 48 hours in Canada. The volume of this type of traffic is heavy accounting for some 6.2 million vehicles and 15.2 million persons in 1958. The rate of spending is low due to the short visit and local nature of the traffic and, therefore,

data on expenditures are compiled separately from the permit type. The number of non-permit vehicles is recorded each day by the Customs officers at all points of entry into Canada and reported to the Dominion Bureau of Statistics at the end of each month on form T-B. Periodically throughout the year a sampling procedure is applied in order to obtain the average expenditure and number of persons per vehicle. During the sampling periods the expenditures and persons in all vehicles are recorded on Form E49 (shown elsewhere in this report). The rates obtained from this sampling procedure are applied to the volume of non-permit automobile traffic recorded each day. Data collected in this manner form the basis for estimates prepared on expenditures by residents of other countries travelling in Canada within this category.

Visitors from other countries using carriers other than automobiles are classified by the type of transportation used to enter Canada. The United States Department of Commerce collects data on travel expenditures in Canada by residents of the United States on Form 536 reproduced (through the courtesy of the United States Department of Commerce). Summaries from the compilation of these questionnaires are made available to the Dominion Bureau of Statistics. Declared expenditures are averaged according to type of transportation and province of re-entry from Canada to the United States. After the necessary adjustments are made to the figures on volume, the rates obtained are applied to the appropriate number of residents of the United States travelling in Canada via rail, through bus, boat and plane.

FEES AND POSTAGE PAID
U. S. DEPARTMENT OF COMMERCE

Expenditures of United States Travelers in Canada

Please assist by replying to the questions on the reverse side and mailing this card.

This questionnaire has nothing to do with customs enforcement. Its sole purpose is to enable the United States Department of Commerce to estimate total travel expenditures in computing the balance of international payments of the United States.

No postage is required.

**OFFICE OF BUSINESS ECONOMICS,
DEPARTMENT OF COMMERCE,
WASHINGTON 25, D. C.
BE-50**

16-53610-9

Some of the adjustments which are necessary to the data on volume are as follows: nearly half of the non-residents entering Canada by rail are travelling in transit on American railroads following the short route between Detroit and Buffalo through south-western Ontario. In 1958 some 308,100 persons were within this category but their expenditures can be considered negligible as they have little or no

opportunity to leave the train and spend money in Canada. Ferry traffic across rivers or other short distances of water between Canada and the United States is excluded from entries by boat. Data on the number of arrivals by boat consist principally of passengers carried by the ships operating between Vancouver-Victoria and Seattle on the Pacific Coast, entries to the Atlantic provinces, and certain points

Form 536—Revised (4-57)	NO SIGNATURE REQUIRED	Budget Bureau No. 41-R319.7. Form approved.
1. DATE OF ENTRY INTO CANADA	PLACE OF ENTRY	
2. HOW DID YOU ENTER CANADA? (Check one)	3. DATE OF DEPARTURE FROM CANADA	
<input type="checkbox"/> TRAIN <input type="checkbox"/> BUS <input type="checkbox"/> BOAT <input type="checkbox"/> PLANE <input type="checkbox"/> OTHER		
4. PRINCIPAL CANADIAN CITIES OR TOWNS VISITED ON THIS TRIP		
5. APPROXIMATE AMOUNT (in United States dollars) SPENT FOR:		
(a) TRANSPORTATION (Include fares purchased in Canada and through transportation purchased in the United States to points in Canada) \$		
STATE WHERE SUCH THROUGH TRANSPORTATION WAS PURCHASED		
(b) ALL OTHER PURPOSES IN CANADA (Include lodging, food, purchases, amusements, taxis, gifts, etc.) \$		
6. WAS THIS TRIP PRIMARILY FOR BUSINESS PURPOSES? <input type="checkbox"/> YES <input type="checkbox"/> NO		
7. NUMBER OF TRAVELERS COVERED BY THIS RETURN (including yourself)		
8. CITY AND STATE IN WHICH YOU RESIDE		
Thank you—Your cooperation is appreciated		

16-53610-9 GPO

in Ontario but the latter are more seasonal in nature. Appropriate rates are used for each region according to the type of traffic with further refinements at ports admitting special traffic. Bus traffic is exclusive of local bus traffic between border communities such as the tunnel busses operating between Windsor and Detroit. Bus passengers travelling across southern Ontario have more opportunity to spend money than in transit rail passengers and are credited with spending a nominal rate much lower than the regular averages for bus traffic. A moderate number of persons entering in the Windsor-Fort Erie areas are considered as in transit between Detroit and Buffalo. With regard to plane traffic a small deduction is made for passengers flying in transit between the United States and Alaska. In transit plane passengers are given a rate comparable to that used for in transit bus passengers but much lower than the rate used for regular plane traffic. The remainder of the United States residents travelling in Canada are grouped into a residual class called "Other Travellers" and include persons proceeding on foot or by ferry, taxi, motorcycle, bicycle or local bus. This group also is treated separately and a special rate used as the average rate of expenditure per visit is much lower than for other types of travel, with the possible exception of the in transit classifications.

The number of persons visiting Canada from overseas countries is small compared to the volume of traffic from the United States. However, the average duration of stay is much longer than visits from the United States and the cost of ocean transportation involves substantial expenditures. Usually, between 35 and 45 per cent of the visitors from overseas countries arrive on Canadian carriers and international transportation costs paid to Canadian companies are included in the receipts of visitors from overseas countries. On the other hand, international transportation costs paid to foreign carriers are, of course, not included in the estimates of receipts from residents of overseas countries. Average expenditures of the visitors from overseas countries vary from a few hundred dollars for residents of the West Indies to more substantial amounts for residents of distant countries like Australia and New Zealand.

In attempting to estimate receipts from travel in Canada recognition must be given to the fact that the visits may vary considerably; such as the casual trip of a resident of the United States who may walk across the border for an hour or less or cross from a border community for a short time. Again, perhaps the visit of a family spending two or three weeks vacation or persons who may stay several months in Canada. From observation over a period of years, it has been established that expenditures follow a definite pattern from year to year and vary according to the type of transportation used, type of visitors, length of stay, etc. Consequently each type must be treated separately, as explained above, otherwise a sample average applied to such a heterogeneous mass of travellers would give a figure on travel that would be of little value. Each of the various

classifications form a different proportion of the aggregate, therefore, it is important that an average expenditure that is representative for the type of visitor be applied to the number of visits within each category. A simple average could be used only if the various classifications were homogeneous in their nature but this is not true of travel in Canada by residents of other countries. The more typical "tourists" spending summer vacations in Canada are merely a part of these movements and average expenditures representative of their visits cannot be applied to the many other groups crossing the border.

E 60A



PLEASE HELP BY ANSWERING THESE QUESTIONS

For use of Dominion Bureau of Statistics in estimating total tourist and travel expenditures.

1. Number of persons in your car including driver.....
2. Length of stay in the United States
3. Approximate total amount spent in the United States on this visit by you and those in your car for all purposes (examples: gas, oil, repairs, lodging, food, beverages, merchandise, amusements, etc.)

Total \$..... Indicate whether
Canadian ☐ or United States ☐ Dollars.

FOR STATISTICAL PURPOSES ONLY

No signature necessary

Motor Car	<input type="checkbox"/>	Commercial vehicle	<input type="checkbox"/>
Motorcycle	<input type="checkbox"/>	Taxi	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>	Horse drawn vehicle	<input type="checkbox"/>

7503-30 : 21-10-53

In estimating expenditures on travel outside Canada by Canadians the principles involved are much the same as those described for estimating expenditures on travel in Canada by residents of other countries. As already mentioned, records of all residents of Canada returning from visits to the United States are maintained separately from the

numbers returning directly from visits to overseas countries. These records are broken down showing the number returning by the various types of transportation, and in the case of persons returning from visits to the United States the volume of traffic is heavy and of great diversity. The volume of automobile traffic is recorded daily by the Customs officers at all ports of entry according to length of stay and reported to the Dominion Bureau of Statistics at the end of each month on form T-C. Periodically a sampling procedure is applied in order to obtain the average expenditure and number of persons per vehicle. During the sample period a form E60A (as shown) is completed for each vehicle re-entering

Canada. Around 77 per cent of the residents of Canada returning from visits to the United States use automobiles for transportation.

A selection of Canadians returning by non-automobile transportation is sampled by means of a post card questionnaire distributed at the border by Immigration officials. This form (shown in the report) requests data on length of stay, port of entry into the United States and re-entry into Canada, number of persons, total expenditure outside Canada, and also the type of transportation used to ensure that the information compiled may be applied to the proper classification.

FREE
No stamp
required

DOMINION BUREAU

OF STATISTICS

OTTAWA,

CANADA.

ON HER MAJESTY'S SERVICE

Information to be Supplied by Residents of Canada Returning from Travel in the United States

The Dominion Bureau of Statistics is vitally interested in securing information on foreign travel by residents of Canada. The information is required in estimating total expenditures of Canadian travellers outside of Canada - an important item in Canada's international transactions.

Your answers to the questions on the reverse side will be very useful for this purpose and we need as many responses as possible in order that our sample may be adequate. No signature is required and your answers will be used for statistical purposes only. Please complete this card and drop it in a mail box. No postage is necessary.

Your co-operation will be appreciated.

Walter E. Ruffett.

Dominion Statistician.

CONFIDENTIAL

No signature required

1. Number of days on this trip: (a) In the United States
(b) Elsewhere outside Canada
2. What countries did you visit outside the United States?
3. Where did you enter the United States?
4. What was your chief destination?
5. Where did you re-enter Canada?
How? Train ☐ Bus ☐ Other (please specify)
Boat ☐ Aeroplane ☐
6. Approximate amount spent outside Canada for all purposes, (include living expenses, merchandise, local transportation, amusements, etc.)
(In terms of Canadian dollars) \$ (omit cents)
7. Transportation (other than automobile) include through transportation purchased in Canada to points in the United States, also fares purchased in the United States.
(In terms of Canadian dollars) \$ (omit cents)
8. State city or town where your transportation started.....
9. Number of travellers covered by this form (including yourself).....

7503-13 L 1-6-59

- THANK YOU -

Additional information on the characteristics of Canadian travel in the United States is compiled from questionnaires mailed to a selected group of Canadians returning from the United States. The questionnaire used for this segment of travel is printed on both sides with page 1 requesting information on visits to the United States, while page 2 is similar to the overseas questionnaire used for persons returning from abroad. Thus, the respondent is given an opportunity to report visits to countries other than the United States, as well as the time

spent in the United States en route to their destination. A copy of the questionnaire appears in this report.

In addition to other items of interest, persons selected for this survey are asked for the purpose of trip, destination in the United States, whether the trip was in transit through the United States to another province in Canada, cost of transportation apart from other expenses, point in Canada from which the trip originated and the total of all expenditures outside Canada.

CONFIDENTIAL QUESTIONNAIRE TO CANADIAN TRAVELLERS RETURNING FROM TRIPS OUTSIDE CANADA

TRAVEL UNIT
DOMINION BUREAU OF STATISTICS
OTTAWA

Trips to the United States, report on Page 1.
Trips Overseas via the United States, report on Pages 1 and 2.
Trips Directly Overseas, report on Page 2.

PLEASE REPORT ON ONE TRIP ONLY

1. Number of days spent in the United States on your most recent trip outside Canada
2. How many persons are covered in the expenditures on this trip (a) adults
(b) children
3. Where did you enter the United States from Canada?
4. Where did you re-enter Canada?
5. Type of transportation used in returning to Canada
☐ Automobile ☐ Bus
☐ Train ☐ Aeroplane
☐ Boat ☐ Other (please specify) _____
 Persons using aeroplane transportation: please complete
 Name of air line:
6. What was your chief destination in the United States?
7. If your trip was in transit through the United States, please state your destination in (a) or (b).
 (a) in Canada (province)
 (b) Other Countries
 (See page 2 also)
8. What was the main purpose of your trip?
 Business ☐
 Formal study ☐
 Health ☐
 Recreation (include vacation and other pleasure) ☐
 Shopping ☐
 Visiting friends or relatives ☐
 Other (please specify) ☐

9. Approximate amount spent in the United States (include living expenses, merchandise, automobile operation, local transportation, amusements, etc.) \$
 (omit cents)
10. Transportation (other than automobile): Include through transportation purchased in Canada to points in the United States also fares purchased in the United States. \$
 (omit cents)
11. State city or town where your transportation started:

CONFIDENTIAL QUESTIONNAIRE TO CANADIAN TRAVELLERS RETURNING FROM TRIPS OVERSEAS

(Including Mexico, other Latin America, Bermuda, West Indies, etc.)

PLEASE REPORT ON ONE TRIP ONLY

1. Approximate cost of fares for international transportation to and from North America (including taxes on transportation), and incidental expenses aboard ship. (Please do not include cost of transportation within Canada.)

(a) Direct air line service with Canada: Name of air line:

(b) Air line service via United States: Name of air line:

(c) Steamship via Canadian ocean ports: Name of steamship company or vessel:

(d) Steamship via United States ocean ports: Name of steamship company or vessel:

Outbound	Inbound
Canadian Dollars (omit cents)	

2. Please state in Canadian dollars your total expenditures abroad for meals, lodging, amusements, purchases and local travelling expenses, excluding those covered in question 1. \$ _____ (omit cents)

3. Areas visited	Number of days stay in each area	Specify countries visited in each area	Approximate expenditure in Canadian dollars in each area
United Kingdom			
Other European			
Other British			
Latin America			
Elsewhere, outside Canada			

Please answer the following questions if they are not covered on Page 1.

4. Point of departure from Canada? _____

5. Where did you re-enter Canada? _____

6. What was the main purpose of your trip? (Check)

☐ Business

☐ Recreation (include vacation and other pleasure)

☐ Formal study

☐ Visiting friends or relatives

☐ Health

☐ Other (please specify) _____

7. How many persons are covered in the expenditures on this trip?

_____ Adults and _____ Children

Please mail in the enclosed envelope - No postage is required. Thank you for co-operating with us.

CONFIDENTIAL QUESTIONNAIRE TO CANADIAN TRAVELLERS RETURNING FROM TRIPS ABROAD

Travel Statistics Unit
Dominion Bureau of Statistics
Ottawa, Canada

1. Approximate cost of fares for international transportation to and from North America (including taxes on transportation), and incidental expenses aboard ship: (Please do not include cost of transportation within Canada).

	Outward	Inward
	Canadian Dollars (omit cents)	
(a) Direct air line service with Canada		
Name of air line:		
(b) Air line service via United States		
Name of air line:		
(c) Steamship via Canadian ocean ports		
Name of steamship company or vessel:		
(d) Steamship via United States ocean ports		
Name of steamship company or vessel:		

2. Where did you re-enter Canada?

3. What was the main purpose of your trip? (Check)

- ☐ Business
 ☐ Recreation (include vacation and other pleasure)
- ☐ Education
 ☐ Visiting friends or relatives
- ☐ Health
 ☐ Other (please specify)

4. Please state in Canadian dollars your total expenditures abroad for meals, lodging, amusements, purchases and local travelling expenses, excluding those covered in question 1. (omit cents) \$

5. Areas Visited	Approximate number of day's stay in each area,	Specify countries visited in each area	Approximate expenditure in Canadian dollars in each area
United Kingdom			
Other European			
Other British			
Latin America			
Elsewhere, outside Canada			

6. How many persons are covered in the expenditures on this trip? Adults and Children

7. Please give any explanation which you may consider advisable and any other observations which may help in analysis of tourist travel:

.....

.....

Please mail in the enclosed envelope - No postage is required. Thank you for co-operating with us.

Although the number of persons returning from visits to overseas countries amounts to a very small percentage of the total, this segment of traffic has become increasingly important during the past few years. The amount of money involved in Canadian travel to overseas countries is of greater importance than indicated by the number of visits. The average duration of stay is much longer than trips to the United States and the cost of ocean transportation involves substantial amounts. Travel to overseas countries via Canadian carriers, however, does not entail a payment for non-resident services and ocean transportation paid to such lines is not included in the estimates of Canadian expenditures in overseas countries. Transportation paid to foreign carriers, on the other hand, is included in the estimates of Canadian expenditures in overseas countries. Between 50 and 60 per cent of ocean transportation goes to foreign carriers and is included in the estimates. The questionnaire asks the respondents to state whether they travelled overseas by air or steamship and the name of the company supplying the transportation to and from North America. Persons selected for the samples are also asked to give the name of the countries visited and

the approximate length of stay and expenditures in each of the following areas: United Kingdom, Other European Countries, Other Commonwealth Countries, Latin America and elsewhere outside Canada. Questions on point of departure; place of re-entry into Canada; number of persons covered in reply and if adults or children; purpose of visit; and expenditures other than ocean transportation are also included. For convenience this questionnaire also appears in the report. Furthermore, questionnaires sent to residents of Canada by the Dominion Bureau of Statistics are available in a bilingual form when required. Expenditures reported vary considerably according to the area visited and, therefore, the appropriate averages are applied to estimates of the number of persons visiting each area as compiled from the sample. Similar to the traffic from other countries to Canada, Canadian visits to other countries show a wide variation and estimates based on a simple average for all visits would yield data that could be highly unsatisfactory. All types of travel do not account for the same proportion of the total, consequently the different categories must be examined closely and appropriate methods applied to yield a proper estimate.

Canadian Travel in the United States

During 1958 Immigration officials reported 27.4 million Canadians re-entering Canada from the United States; the largest figure ever reported for this group. Although in previous years the over-all volume of travellers re-entering Canada had increased significantly, the rate of growth in volume showed a downward trend in 1957. Now this trend has reversed its direction again, and the rate of increase in the total volume is up by 212,300 visitors over the previous year, or 1 per cent. The per cent increase from 1956 to 1957 had only been 0.5 per cent or 132,700 more crossings.

This rate of growth, in fact, still kept declining during the first and second quarters of 1958. From January to March, for example, there was a 4.8 per cent drop, and from April to June the down-trend tapered off to 0.5 per cent less than the same period in 1957. It was only in the third and fourth quarters that the growth in volume began its upward movement; from June to December inclusive, about 440,000 more Canadians re-entered than during the corresponding months in 1957 and this, mainly, accounted for the over-all increase in 1958.

STATEMENT 20. Expenditures of Canadian Travellers in the United States by Length of Stay, 1958

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	18,043,700	65.80	32,088,100	7.76
Over 24 hours and under 48 hours	967,200	3.53	10,255,200	2.48
Rail in transit	5,600	0.02	—	—
Other travellers (pedestrians, local bus etc.)	3,919,200	14.29	14,272,300	3.45
Total.....	22,935,700	83.64	56,595,600	13.69
Long-term traffic:				
Motorists—48 hours and over	3,173,500	11.57	173,322,600	41.94
Rail.....	399,800	1.46	56,548,100	13.68
Through bus.....	435,100	1.59	42,285,800	10.23
Aeroplane.....	361,100	1.32	78,084,900	18.89
Boat	116,500	0.42	6,490,100	1.57
Total.....	4,486,000	16.36	356,731,500	86.31
Grand total.....	27,421,700	100.00	413,327,100	100.00

¹ Subject to revision.

Changes also occurred in the mode of travelling. Over one million more Canadians re-entered by automobile, which is a gain of almost 5 per cent over the corresponding figure in 1957. Furthermore, it is interesting to note that more use was made of travel by plane, when for instance, in 1958 some 27,400 more people re-entered Canada by this means than in 1957. The net rail traffic, on the other hand, dropped by 8.9 per cent, or 39,100 crossings, and re-entries by bus decreased in 1958 by about 18,600. Seemingly, in the case of bus travel the longer distance through buses were used to a greater extent, as the average expenditure per person re-entering by bus increased by \$8.75, or 11.1 per cent.

Returning Canadians are also recorded according to length of stay in the United States. The over-all change in the volume is notably due to persons crossing by automobile, however, within this category the length of stay may vary from year to year. In 1956, for example, most of the increase appeared in the short-term category, i.e., more Canadians remained one day or less. In 1957, almost 600,000 more Canadian motorists returned after a stay of only one day or less as compared to 1956, while in 1958 the increase amounted to 1.1 million visits, or 6.6 per cent over 1957. The number in the two-day category declined by 45,400 or 4.5 per cent less than the figure for 1957. There was no significant change in the long-term automobile traffic, with an increase of merely 2,500 visitors over 1957 who remained abroad more than two days. In fact, when compared to 1957 the long-term traffic, considering all conveyances, showed a very slight decline of 5,500 Canadians returning from the United States. However, the crossings in the short-term traffic, counting persons in all conveyances, shows an increase of 217,800 which contributed to the net over-all growth of 0.8 per cent over 1957.

The record expenditures of the previous year were also surpassed in 1958. Canadians travelling in the United States spent almost \$10.3 million more than in 1957. This shows an increase of 2.5 per cent and is attributable to the long-term travellers. This group was responsible, in fact, for an

increase of \$11.7 million or 3.4 per cent, which was somewhat offset by the decreased rate of spending in the short-term group. While in 1957 the latter group-spending had increased by \$4 million or 7 per cent over the previous year, the amount in 1958 dropped by almost \$1.4 million in spite of the increased number of visits in this category.

The average expenditure in the short-term group was \$2.46 per visit, which is an 8 cent drop from the previous year. This is mainly due to the increased "one day or less" automobile traffic. However, the long-term expenditures per visit climbed to \$80.57 from the previous year's \$77.84. On a per capita basis, every resident of Canada has spent \$23.84 in the United States, which is 1.5 per cent less than 1957. This average expenditure is smaller since, besides the effect of the number of commuters included in the short-term category, more "24 hour or less" visits were recorded.

To sum up, although the number of short-term visitors has increased by about 1 per cent, due to more automobile travel, the spending of that group diminished by 2.4 per cent. The number of long-term travellers remained substantially unchanged in 1958, yet the expenditures advanced by 3.4 per cent, as a result, in part, of preferred boat and plane travel.

Not all the money spent by Canadians visiting the United States is spent on travel. In addition, the value of merchandise bought and declared under the \$100 exemption privilege is reported to the customs officials. In 1958 there has been no change in this amount, which remained at \$74 million, or \$55.53 per declaration. During 1957 an increase of about 1 per cent over the previous year was recorded. It is observed that, although the total value of merchandise bought increases slightly over the years, this amount represents an increasingly smaller proportion of the total money spent. During 1958, only 17.9 per cent of the total expenditures were used to acquire merchandise, while this rate had been 18 per cent in 1957, compared with 19 per cent in 1956 and 1955, 21 per cent in 1954 and 23 per cent in 1953.

Canadian Travel in the United States by Type of Transportation

In 1958 the automobile further increased its edge over all other conveyances as the favourite mode of travel. Almost 81 per cent of all Canadians travelling in the United States re-entered by motor-car. In comparison, during 1957 only 77 per cent crossed by automobile leaving 23 per cent to the other means of transportation. Furthermore, in tracing this trend over the past eight years, it is noted that in 1950 less than one-half of the Canadians re-entering Canada from the United States were in automobiles. There is a close relationship between the over-all growth in the number of automobile registrations and the advancement in the number of re-entries made in automobiles. In 1950 passenger car registrations amounted to 1,906,927 which, at that time, was the equivalent of one auto-

mobile per every 7.3 persons resident in Canada. In subsequent years the number of registrations has grown more rapidly than the increase in population; in 1957 the number of registered automobiles amounted to a total of 3,375,297 or one car for every 4.9 persons, and in 1958 there was one car for every 4.8 persons as registrations of passenger cars advanced 5.6 per cent to a total of 3,572,963. However, during the period of 1950-1958 the rate of increase in the number of Canadians returning from visits to the United States in cars had a greater momentum than the rate of growth in registrations.

At present, returning Canadian automobiles are recorded according to length of stay, in one of three divisions; one day or less, over one day but

less than two days, and three days and longer. Since returning vehicles of the first two groups are listed under short-term traffic, all merchandise purchases declared under the \$100 customs exemption privilege are assumed to have been acquired by travellers in the long-term category.

Re-entries of Canadian registered cars from the United States amounted to 7.9 million in 1958, which is an increase of 120,600 cars over 1957, or 1.6 per cent. This growth is, in its entirety, due to the stronger short-term traffic. In fact, the latter group advanced by 171,500 vehicles, which is an increase of 2.7 per cent over the comparable figure of 1957, while the drop in the two-day and three-day categories somewhat offset this increase. Seven per cent or 24,100 fewer Canadian automobiles re-entered in the two-day group and, besides, there were also 50,800 less re-entries from the long-term category than in 1957, which equals a drop of 3.6 per cent. The greatest advance in short-term traffic was experienced in the second and third quarters of 1958, when 46,200 and 142,000 more Canadian vehicles re-entered from the United States. This is comparable to an increase of about 3 per cent in the second and 7 per cent in the third quarter, over the Spring and Summer periods of 1957. The most intense growth in the rate of long-term travel took place in the first quarter of 1958, when almost 3,500 more Canadian automobiles returned, or over 2 per cent more than during the first part of 1957. Florida is the preferred destination during the January to March period and during these months the rate of growth in the number of Canadians re-entering has been more rapid than the advancement in the over-all gain. From October to December 1958 fewer Canadians returned from visits in the United States both in the short-term and long-term groups, and the rates of decrease compared with 1957 were one-half of one per cent in the short-term, and over 6 per cent in the long-term traffic, or the equivalent to a general decrease in the fourth quarter of 1.5 per cent for both short and long-term traffic.

Unlike 1957, when the outlay for travel by Canadians in the United States using automobiles advanced at a greater rate than the increase in the number of persons, in 1958 the trend was reversed. Although the total volume of persons travelling by car was enlarged by 5.5 per cent, the over-all spending merely advanced by 1.6 per cent over the previous year. This is the result of lower average spending by the short-term travellers; while Canadians staying 24 hours or less in the United States spent about \$0.6 million more than in 1957, this increase was offset by a much steeper rise in volume of re-entries, which reduced the average outlay per car from \$4.98 in 1957 to \$4.94 during 1958. The greatest drop occurred in the fourth quarter, when 12 per cent less was spent. Canadian motorists visiting the United States longer than 24 hours spent 5 per cent more per automobile than during the previous year. The sharpest upswing was noted in the second and fourth quarters, when the rate of spending advanced by 7 per cent and 13 per cent respectively. This was accentuated

by the fact that in both the second and the fourth quarters relatively fewer visitors spent considerably more.

During 1958, nearly 83 per cent of all cars visiting the United States returned within 24 hours, as compared with 82 per cent in the previous year. As Table 8 indicates, the length of stay of Canadian automobiles in the United States was practically unchanged on the over-all from 1957, although the volume of cars had increased. The equivalent figures for the number of foreign cars in Canada shown in Table 1 remained relatively unchanged, whereas the average length of stay was down. A more specific study of automobile travel according to length of stay is made in Tables 1 and 1A for foreign cars in Canada, and in Tables 8 and 8A for Canadian automobiles in the United States. The data on foreign cars include only the number of permits issued, excluding visits by American commuters, summer residents, locals and non-permit vehicles. Comparable to 1956 and 1957, again in 1958 Canadian motorists in the United States spent most per day and per car during a 3 day visit while, at the same time, foreigners reached their daily peak spending per car on a 5 day stay in Canada. Furthermore, the amount involved for Canadians at \$34.30 was considerably higher than the \$18.38 Americans spent per car per day during their optimum outlay period.

While the number of American motorists in Canada continued to decline as the length of stay was extended, on the other hand, there are definite patterns of length of visit in the 1 week, 2 week, 3 week and 4 week duration for Canadians. Table 9 represents a survey by province of re-entering Canadian automobiles according to their length of stay outside of Canada.

During 1957 the outlay by returning Canadian motorists had grown by \$15 million, while all non-automobile spending had been curtailed by about \$3 million. In the corresponding categories for 1958, the non-automobile spending rose sharply by about \$7 million, compared with the moderate addition of \$3 million to Canadian motorists' expenditures in the United States. The number of Canadians returning in all conveyances other than automobile declined sharply from 6.1 million to 5.3 million. Since this decline took place in the short-term local border traffic of pedestrians, local buses, etc., it had the effect of raising considerably the average amount of outlay in the United States per returning Canadian resident (in the non-automobile group) from \$31.05 in 1957 to \$37.25 in 1958 or by 20 per cent.

However, the curtailed local traffic is not the only reason for the higher average spending in the non-automobile group. In 1958 some 28,000 more than the 333,000 Canadians in 1957 found it convenient to travel by aeroplane to the United States, with the result that their expenditures advanced \$7.8 million, particularly during the first half of the year. This figure shows an advance in outlay of almost 12 per cent over the comparable figure of 1957.

STATEMENT 21. Expenditures of Canadian Travellers in the United States by Types of Transportation Used to Re-Enter Canada, 1954 - 1958

Type of transportation	1954	1955	1956	1957	1958 ¹
millions of dollars					
Automobile	147.4	178.2	197.4	212.3	215.6
Train	65.4	66.3	64.3	60.6	56.5
Boat	5.7	5.1	4.9	5.2	6.5
Bus (exclusive of local bus)	44.1	46.1	41.9	40.1	42.3
Aeroplane	39.9	52.7	66.4	70.3	78.1
Other (pedestrians, local bus etc.)	17.5	14.4	16.1	14.6	14.3
Total	320.0	362.8	391.0	403.1	413.3

¹ Subject to revision.

The next highest increase in expenditure occurred in the outlay by Canadians returning by long-distance buses. Although the volume of persons fell from 454,000 in 1957 to 435,000 in 1958, the total outlay of this smaller group rose by \$2.2 million to \$42.3 million in 1958. The increased average suggests that more use was made of the longer distance through buses, and that the average time spent in the United States per person, and with it the average expenditure, had increased. In this group, the sharpest rise occurred in the period from October to December 1958.

The significant up-surge in expenditures by Canadians returning from the United States by boat in the second quarter of 1958 was the main cause of the \$1.3 million growth in total outlay for the year in this group. While 21,000 more persons crossed by boat, or 22 per cent more than 1957, the outlay during the year rose by 25 per cent. Local border crossings listed under "Other Travellers"

fell by roughly 800,000 to a little below 4 million, while the expenditures of this group dropped approximately \$300,000.

For several years the railroad traffic has been steadily on the decline. Canadian travellers returning from the United States by train in 1956 numbered approximately 480,000. In 1957 this figure was reduced by 41,000 or 9 per cent and still further decreased in 1958 by 39,000 or almost another 9 per cent. The rate of decline in corresponding expenditures, however, was not as steep as the loss in passenger volume. In 1956 this group had spent a total of \$64.3 million, but in 1957 the outlay was \$60.6 million which is a decrease of 6 per cent, while the decrease in 1958 amounted to \$4.1 million or 7 per cent. Since the fall in the number of passengers was more pronounced than in the over-all outlay, the average per person was slightly higher than in the previous year.

Special Survey of Canadian Travel Behaviour in the United States

Again in 1958 the "mail questionnaire" was used for a sample survey of Canadian travellers in the United States to detect patterns of behaviour. From this special "mail questionnaire" information was assembled on length of stay in the United States; type of transportation used; the amount of money spent; the main purpose of the trip; the port of entry into the United States, and the port of re-entry into Canada, as well as the state of destination in the United States. While this survey has provided some very useful information on Canadian travel to the United States, it is, however, more representative of the long-term category and, therefore, the patterns of behaviour described herewith should not be used to generalize data on the over-all flow of Canadian travel to the United States which includes a large volume of short-term travel.

Purpose of Visit

Three different ways were used to determine the purpose or purposes of the trip. Questionnaires were tabulated according to the aggregate of all

questionnaires showing purpose of visit; those reporting one reason only; those indicating two or more purposes for the trip. Each of the three ways will in turn be briefly discussed, although for data on the average length of stay and average expenditure per person by purpose of trip only questionnaires reporting one reason were used and, therefore, can be subjected to more detailed comparisons.

For the first time, in 1958 the statements on purpose of visit show the reason of health separately. A substantial number of the persons questioned checked off this item and, moreover, listing it under a separate heading revealed that more Canadians visited the United States for their health than to get an education.

When all questionnaires were compiled according to purpose of visit, a summary of the data showed that recreation appeared as the main reason in 41 out of every 100 cases. This figure indicated only a slight increase over 1957. Visiting friends or relatives was given in 32 per cent of all cases

as the primary concern of the trip, compared with 33 per cent in 1957. More people were attracted to shop in 1958, but trips for business reasons were of less importance. There was little change in the already low number reporting education as the purpose of visit.

If the information is compiled according to one purpose of visit only, the figures differ considerably from the data compiled by using multiple purposes of visit. Statements 22-24 are arranged in this manner to arrive at some of the following comparisons. Of the travellers who indicated only one purpose of trip, 43.4 per cent visited the United States for recreation, which is an increase of roughly 2 per cent over 1957. The number of persons who indicated visiting friends or relatives as the sole purpose dropped by almost 3 per cent in 1958 to a total of 33.3 per cent. Shopping in the United States appealed to 9.4 per cent of all Canadians travelling there for a single reason only; this represents a 1.6 per cent increase over the equivalent 1957 figure. Nevertheless, when used in conjunction with other reasons shopping appeared more frequently as a reason for the trip. Business trips were given as the single purpose as often in 1958 as in 1957, namely 8.8 per cent, and only 0.6 per cent of those questioned stayed in the United States solely for education, which is less than one-third of the comparable 1957 figure. However, as education can be taken as formal study or considered in the broad sense of

the word, compilations were expected to differ somewhat from the previous year. Prior to 1958 health was included with "other" as a purpose of trip but, as already mentioned, is now listed separately. Accordingly, figures for "other" reasons are not subject to comparison with other years.

In arranging the data reported by respondents giving more than one reason per visit, again different patterns appear. Travellers giving two or more purposes listed recreation in 34 per cent of all cases, while shopping was next in importance with 28.7 per cent, followed by visits to friends or relatives with 27.5 per cent. In this arrangement of data, the high percentage for shopping as a reason of travel is due to the fact that many Canadians travelling for recreation or to visit friends or relatives combined these trips with shopping. Business in conjunction with other purposes of visit was checked off in 5.6 per cent of all cases, health 3.2 per cent, and "other" 0.6 per cent. Except for education which was listed as a reason for travel in only 0.4 per cent of all cases, as compared with 3.4 per cent in 1957, the breakdown by multiple purposes of visit was similar to that of the 1957 survey.

Data from questionnaires giving one purpose of trip only are discussed in the following paragraphs of this section from four different aspects, accompanied by corresponding statements.

STATEMENT 22. Purpose of Visit¹ Reported by Canadians Returning from the United States, Compiled Quarterly, Special Survey, 1958

	Business	Education	Shopping	Recreation	Visiting friends or relatives	Health	Other
	per cent						
First quarter	7.4	0.7	5.4	41.6	41.1	3.0	0.8
Second quarter	12.5	1.0	11.8	39.1	29.4	5.1	1.1
Third quarter	5.4	0.6	6.6	50.8	32.4	0.6	3.6
Fourth quarter	11.7	0.3	15.0	37.4	31.8	1.3	2.5
Year	8.8	0.6	9.4	43.4	33.3	2.2	2.3

¹ Questionnaires reporting one purpose only.

Definite patterns of reasons for travel can readily be detected when analyzing reports according to the time of the year. As expected, there are pronounced trends of activities suitable to certain seasons, like increased recreational travel in the summer, more visiting and shopping in the holiday seasons, fewer business trips in the middle of the summer, etc. In 1958 business as the reason of travel was heaviest in the second and fourth quarters of the year, with 12.5 per cent and 11.7 per cent respectively, as compared with only 5.4 per

cent during the summer holiday season. Education was by far the least important of all reasons during all quarters of 1958, and reached its lowest point during the period from October to December when only 0.3 per cent of the respondents reported education as the purpose of visit. On a seasonal basis, shopping again reached a maximum during the fourth quarter of the year when 15 per cent of all responses listed it as the reason for their trip. While more persons stated recreation as the purpose of trip during all quarters of the year, the

period from July to September inclusive was particularly high when almost 51 out of every 100 Canadian travellers to the United States had recreation in mind. Visiting friends or relatives remains a popular reason for the trip and varied according to the season of the year. Comparable to 1957 the percentages were highest in the first and third quarters while, on the other hand, the lowest percentage appeared in the second quarter. However, during the second quarter of 1958 more respondents took

journeys for health when a maximum of slightly over 5 per cent was reached although the average for all quarters combined amounted to only 2.2 per cent. Thus it is deduced that of the persons returning to Canada in the spring of the year, after spending a winter in the south, many have made the trip for reasons of health. A detailed breakdown is shown in Statement 22, where questionnaires reporting one purpose only are tabulated according to season and purpose of visit.

STATEMENT 23. Purpose of Visit¹ Reported by Canadians Returning from the United States, by Province of Re-Entry, Special Survey, 1958

Province of re-entry	Business	Education	Shopping	Recreation	Visiting friends or relatives	Health	Other
	per cent						
Maritimes	6.2	0.3	3.8	33.4	48.3	3.3	4.7
Quebec	9.9	0.6	3.6	55.1	26.8	3.1	0.9
Ontario	9.6	0.6	8.6	41.0	36.9	1.9	1.4
Manitoba	7.2	0.8	14.5	39.4	28.7	2.0	7.4
Saskatchewan	7.0	1.1	10.2	34.0	34.0	2.5	11.2
Alberta	12.1	1.1	8.0	43.1	25.8	5.8	4.1
British Columbia and Yukon Territory	5.9	0.8	18.2	39.6	29.9	1.8	3.8
Canada	8.8	0.6	9.4	43.4	33.3	2.2	2.3

¹ Questionnaires reporting one purpose only.

In Statement 23, on the other hand, information on the purpose of visit is arranged according to province of re-entry. It has been assumed, for all practical purposes, that the province of re-entry might well be considered the province of residence. Residents of Alberta reported the highest percentage of business trips per province, while British Columbia and the Yukon Territory listed relatively fewer business trips than all the other provinces. But as far as shopping is concerned, British Columbia visitors head the list; over 18 per cent of all British Columbians visiting the United States were induced by shopping. Directly opposed to this are Quebec and the Maritimes, where only 3.6 per cent and 3.8 per cent respectively, reported shopping as a reason. At the same time, persons from Quebec listed recreation most frequently, while Maritimers, more than anybody else, travelled in the United States to visit friends or relatives, at a rate of 48 out of every 100: whereas the lowest percentage of visits in this category was reported by residents of Alberta. However, residents of that province indicated that almost 6 per cent of all their visits to the United States were for the sake of health, which is well above the average of 2.2 per cent for all provinces combined.

Analyzing the purpose of Canadian visits to the United States is complicated by the number who gave their main destination as another province in Canada while, at the same time, they had passed through the United States en route. Many questionnaires also checked recreation or visits to friends or relatives as the purpose of trip although it was evident this applied to the part of the journey spent in Canada and the trip through the United States was mainly in transit. In addition to the examples already given a high proportion of the questionnaires checking "other" reasons for the trip to the United States were in transit. Altogether, it is estimated that less than 5 per cent of the respondents were in transit through the United States to other parts of Canada, although this proportion may well be higher in some areas. This cannot be assumed to represent the total extent of the in transit movement, however, as data in the survey are restricted to the long-term traffic. Many journeys could be made via the United States between different provinces in Canada and be recorded in the short-term traffic. Segregation of the questionnaires indicating in transit traffic show that the automobile was used in almost all cases for this purpose.

**STATEMENT 24. Purpose of Visit¹ Reported by Canadians Returning from the United States
by Type of Transportation, Special Survey, 1958**

Type of transportation	Percentage of persons reporting main purpose of trip						
	Business	Education	Shopping	Recreation	Visiting friends or relatives	Health	Other
	per cent						
Rail.....	9.0	0.9	12.0	32.2	42.4	2.8	0.7
Bus	2.4	0.7	16.3	41.3	36.8	2.0	0.5
Aeroplane	25.6	0.9	2.2	42.2	24.3	3.7	1.1
Boat	6.9	2.2	18.6	47.7	22.7	1.3	0.6
Total non-automobile	15.8	0.9	8.2	38.5	32.7	3.0	0.9
Automobile	4.2	0.4	10.2	46.6	33.7	1.7	3.2
Grand total	8.8	0.6	9.4	43.4	33.3	2.2	2.3

¹ Aggregate of questionnaires reporting one purpose only.

The ratio in which the various types of transportation were used for each purpose of trip is shown in Statement 24. For example, of all people indicating to have used automobiles in travel to the United States, 46.6 per cent went for recreation and 33.7 per cent visited friends or relatives, the latter figures having slightly decreased when compared with 1957. The least important reason for which car travel was used in 1958 was education; trips for education accounted for only 0.4 per cent of all trips undertaken by motorists. For all types of transportation, recreation and visiting were the most frequently checked reasons, with the possible exception of air travel where business trips were next in importance to recreation. Approximately 42.4 per cent of all train passengers reported visits to friends or relatives, another 32.2 per cent travelled for recreation, and 12 per cent for shopping. Whereas in 1957 some 4.5 per cent more train passengers visited friends or relatives than in 1958, the percentage reporting recreation and shopping showed an advancement of about 3 per cent. On the whole, as in 1957, recreation was reported most frequently for all types of transportation, with the exception of rail. Education, in comparison with 1957, was listed as a reason of travel for all modes of transportation by less than one-quarter as many persons during 1958.

Length of Stay

The "mail questionnaires" used for the special survey also query the respondents on length of stay in the United States, and this information is compiled according to purpose of trip by type of transportation used. To simplify matters, the length of stay discussed in the following paragraph is, in each case, the over-all average for all types of transportation by the purpose of visit.

As had been the case in former years, again the shortest average length of stay was reported by persons who travelled for shopping. Thus it appears that many Canadians who visit the United States

mainly for shopping return shortly after the 48 hour minimum stay required for customs exemption. Similar to the previous survey, on a provincial basis there was very little variation in the length of stay reported by shoppers. Persons on business trips in the United States averaged practically the same length of stay as in 1957, slightly below 8 days. With the exception of the Maritimes this average does not vary greatly on a provincial basis. Following the trend of the previous two surveys, trips made for recreation and visits to friends or relatives were of nearly the same duration, namely 10.4 and 10.1 days respectively. Comparable figures for 1957 show recreation 11.8 days and visits to friends or relatives 11.2 days, indicating, on the whole, a shorter trip by roughly one day. When recreation trips were examined on a provincial basis there was some noticeable variation in the length of stay, as persons from Alberta averaged trips of 13 days, while respondents from Saskatchewan reported an average stay much shorter, only 6.2 days. On the other hand, it was noted that respondents from Saskatchewan on visits to friends or relatives stayed 15.3 days. Altogether visits to friends or relatives were of longer duration for the Western Provinces, whereas they spent less time on trips for recreation. The season of the year continues to have a bearing on the length of stay for persons on recreation and visits to friends or relatives. During the first six months of 1958 trips of longer duration were reported for both recreation and visits to friends or relatives which compares favourably with 1957 and again points to longer visits in the southern states during the winter and early spring. Health as a purpose of trip is shown separately for 1958, with a length of stay averaging 42.6 days, and is likely responsible for lowering the length of stay for "other" reasons to 6.6 days from 22 days in 1957. As may be expected, Canadians in the United States for purposes of education had the longest length of stay, 90.8 days; a considerable change from the 1957 average of 38 days but, no doubt, meaning that in 1958 education was considered as formal study.

CHART-2

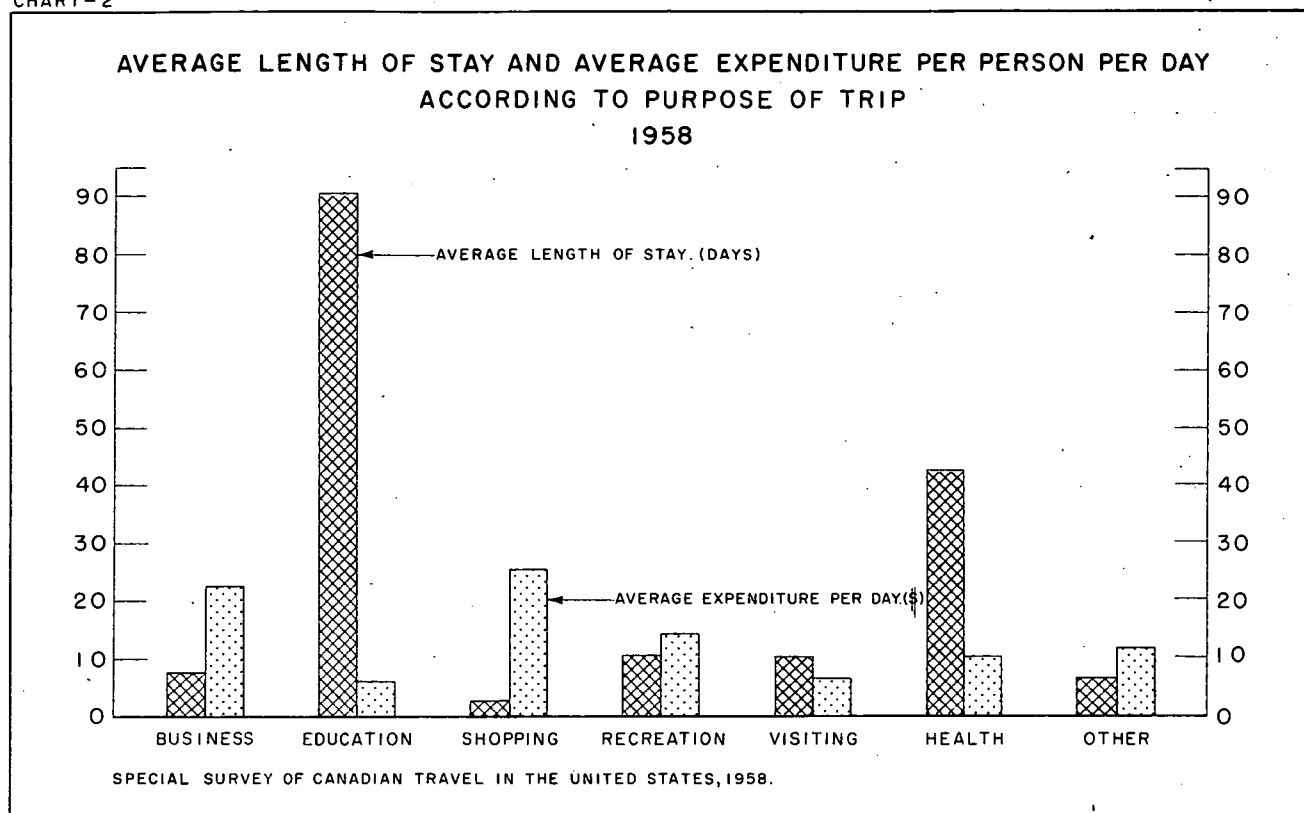
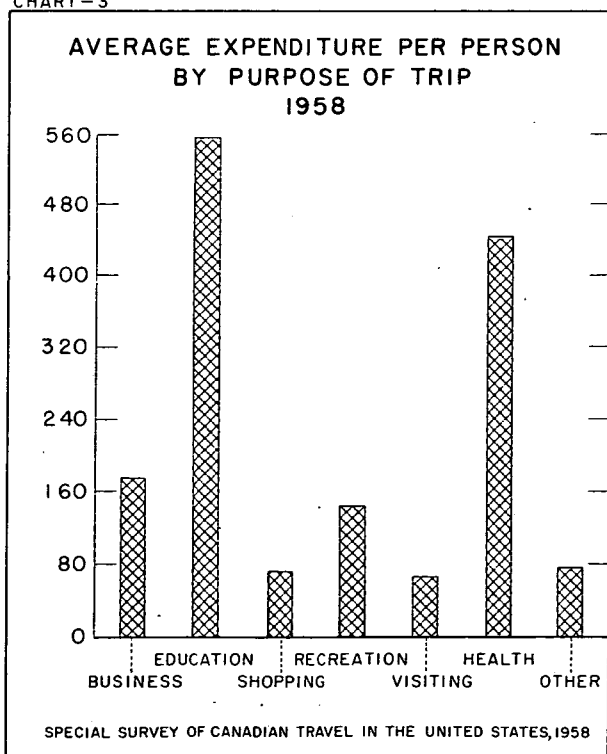


CHART-3



Expenditures

In addition to the length of stay, respondents were questioned on their expenditures in the United States and, in order that comparisons of interest might be made, this information was compiled by purpose of trip and type of transportation used, as well as by purpose of trip according to province of re-entry. Again in 1958 the most per trip was spent by persons travelling for the purpose of education, with an average of \$557 per person per trip. This amounts to an increase in average expenditure of over \$250 per person per trip compared with the previous year. Rising costs in education and the respondents considering education more on the basis of formal study was possibly instrumental in the increase. Although the \$557 per trip was the highest average expenditure for any purpose, on a per person per day basis it only amounted to \$6.13, lowest of any purpose owing to the high average length of stay. Persons travelling for health spent \$443 per trip, furthermore, in this category the only regional variation was in re-entries into Saskatchewan, where an average expenditure of \$835 per person per trip was reported. Nevertheless, again because of the great length of stay, the daily expenditure was only \$10.41 per person. On a regional basis, spending on business trips was more or less uniform, and there was no significant change in the average expenditures when compared with the previous year. There were, however, differences

in this mean according to type of transportation. The total range extended from \$86 for boat travellers on business to \$251 for those using bus transportation. The average for all types of conveyance was an expenditure of \$174 per business trip, or \$22.28 on a per diem basis, which ranks second only to the \$25.36 spent by shoppers. The lowest average outlay per trip was reported by persons visiting friends or relatives; when transportation was by automobile the mean was \$45, while persons using plane averaged \$135 per trip, compared with the \$68 average for all types of transportation. However, persons re-entering the Western Provinces had spent about 25 per cent more per visit to friends or relatives than the average for all provinces. Chart 2 is arranged by average length of stay and average outlay per person per day according to purpose of trip, while Chart 3 gives comparative data on average expenditure by purpose of trip.

Destination

At the same time, this special survey also gathered information on the destination of Canadian travellers to the United States, and these data were examined in three ways: by state of destination according to the season of the year; by state of destination and province of re-entry; and by area of destination regardless of season or type of transportation. Tables 13 and 14 respectively, and Map 2, illustrate this discussion. In questionnaires listing more than one destination, the state farthest from the International border was taken. Data for states lying close to the border should be taken as minimal since Canadians had to pass through those States on their way farther south.

The state of New York again was visited by the largest percentage of Canadians, roughly 26 per cent. As in 1957 these visits were decidedly heavier in the fourth quarter when the average was 29 per cent, which suggests either Christmas shopping or visits over the Christmas season. Almost 12 per cent had checked Washington state as their destination in 1958, replacing Florida which in 1957 had been the next important state of destination on a yearly basis. The percentages reported for the state of Washington show little variation according to the season. On the other hand, Florida with approximately 11 per cent was visited almost exclusively during the first half of 1958, and only to the extent of 3.5 and 5 per cent during the July to December period, as compared with the 24 and 19 per cent of the first two quarters. The equivalent percentages for 1957 from January to June although comparable were in the reverse order, viz. 20 and 23 per cent respectively. As already explained, the questionnaires for this survey are sent out to Canadians on their return from visits to the United States and, therefore, some of the figures for the first quarter are possibly from respondents who went to Florida towards the end of the previous year. Almost 10 per cent, a slightly higher figure than that of 1957, declared Michigan as their destination and, as had happened during the preceding year, the seasonal peak occurred in the last quarter.

Again California attracted slightly over 5 per cent and, similar to the pattern of Florida, more visits were reported for the first half of the year.

This information was also compiled according to province of re-entry. At ports of re-entry in the Maritimes, 34 out of every 100 Canadians questioned in this sample declared Massachusetts as their United States destination; 26 per cent of this group did not travel any farther than Maine, and New York had attracted approximately 16 per cent. The number of persons re-entering the Maritimes and returning from visits to other states was relatively insignificant, and there were no notable changes in this pattern when compared with 1957. Almost 39 per cent of the re-entries through Quebec ports had not travelled beyond the state of New York; this represents almost the same proportion as 1957. Another 13 per cent had visited Massachusetts, notably the city of Boston, and 12 per cent reported Florida as their destination. The pattern of states immediately south of the border attracting the greater proportion of persons from bordering provinces is clearly shown by Table 14. New York and Michigan were again the most preferred destinations for those returning through Ontario and, though Florida had attracted about 1 per cent fewer persons of this group than in 1957, it was still a strong third with 15 per cent. Almost 60 out of every 100 persons re-entering through British Columbia had not travelled beyond Washington, 10 per cent visited Oregon and 18 per cent had gone as far as California. Minnesota had attracted about 40 per cent of the persons returning via Manitoba, while only 16 per cent, as compared with 22 per cent in 1957, gave North Dakota as their destination. On the other hand, the trend was different for Saskatchewan, where over 37 per cent, as compared with 24 per cent in 1957, had declared North Dakota as their destination of travel. There was a similar relationship in travel patterns for the province of Alberta as most persons did not travel beyond the border state of Montana.

Map 2 shows to which areas of the United States most Canadians travelled in 1958; type of transportation is not considered in this tabulation, and the ratios represent the annual figure rather than the seasonal. The Middle Atlantic States of New York, New Jersey and Pennsylvania, again attracted almost 30 per cent of all respondents, and this rate is only 0.7 per cent lower than in 1957. Whereas in 1957 the South Atlantic States of Florida, Mississippi, Alabama, Georgia, North and South Carolina, the Virginias, Maryland, Delaware and the District of Columbia, had seen almost 3 per cent more Canadians than in 1956, during 1958 only 13.5 per cent listed these states as their destination, which is a decline of a little more than one per cent compared with 1957. The Pacific States of Washington, Oregon and California, remained as the area second in importance by receiving 19 per cent of Canadian travel, or almost 1 per cent more than was determined in this special survey during the previous two years. The East North Central Area

DESTINATION OF CANADIANS IN THE UNITED STATES,
VISITS OF MORE THAN 48 HOURS, SPECIAL SURVEY 1958
(PERCENTAGE)



also saw an increase of Canadian travel. During 1958 more than 16 per cent had indicated this area as their destination, which is an increase of roughly 2 per cent over the previous year. Furthermore, almost two-thirds of this figure are visits to the state of Michigan. On the other hand, travel to the New England States declined in 1958 when only 11.5 per cent of those responding to this survey declared

these states as their destination, compared with 12.6 per cent in 1957 and 12.2 per cent in 1956. Only 5.5 per cent travelled to the West North Central Area, out of which percentage about three-fifths did not go beyond the state of Minnesota. All other areas not mentioned elsewhere in this text, accounted for approximately 4 per cent of Canadian travel.

Travel Between Canada and Overseas Countries

Volume of Travel and Expenditure

Travel between Canada and overseas countries continued to show an upward trend during 1958, but the rate of expansion was not so pronounced as in the previous year. The total number of entries by residents of overseas countries and Canadians returning direct from visits to overseas countries advanced about 10 per cent as compared with a gain of 15 per cent in the previous year. At the same time, the breakdown shows visits to Canada by residents of overseas countries advanced some 8 per cent as compared with a gain of 17 per cent in the preceding year; and, furthermore, re-entries by residents of Canada returning from visits to overseas countries advanced about 10 per cent as compared with a gain of 14 per cent in the year 1957.

Expenditures involved in overseas travel also continued to show a definite expansion over the previous year. Receipts from overseas visitors advanced \$2 million to a total of \$40 million for the year; approximately 5 per cent higher than the previous record of \$38 million in 1957. Payments by Canadians advanced 6 per cent in 1958 to a total of \$129 million. As a result, the balance between receipts and payments stood at a debit balance of \$89 million, the highest on record. Moreover, this constitutes an increase of \$5 million in the debit balance when compared with 1957. It should be noted, in addition, that the debit balance in the overseas account amounted to about 46 per cent of Canada's total deficit on travel account in 1958.

STATEMENT 25. Balance of Payments on Travel Account Between Canada and Overseas Countries, 1957-1958¹

Net Credits (+) Net Debits (-)

	All overseas countries		United Kingdom		Other sterling area		Other O.E.E.C. countries		All other countries	
	1957	1958	1957	1958	1957	1958	1957	1958	1957	1958
	millions of dollars									
Receipts	38	40	18	18	5	6	10	11	5	5
Payments	122	129	47	52	11	11	48	52	16	14
Net balance	- 84	- 89	- 29	- 34	- 6	- 5	- 38	- 41	- 11	- 9

¹ Subject to revision.

Overseas Visitors to Canada

In 1958 the non-resident visitors (other than immigrants) arriving in Canada direct from overseas countries through Canadian ports of entry numbered 39,600, an increase of about 8 per cent or approximately 3,000 more visits than in 1957. As well as the number of visitors entering direct from overseas countries an estimated 26,000 arrived via the United States, an increase of 1,000 or 4 per cent more than in 1957. Altogether, the number of entries direct and by way of the United States amounted to 65,600, an increase of 4,000 visits or a total between 6 and 7 per cent higher than the previous record established in 1957.

The aeroplane continued to advance in popularity as a means of oceanic transportation in bringing visitors to Canada direct from overseas

countries. In 1958 the breakdown in type of transportation amounted to some 54 per cent arriving via plane and 46 per cent via ship. In 1957 the corresponding breakdown amounted to 52 per cent via plane and 48 per cent arrived via ship. For a three year period prior to 1957 about 54 per cent of the visitors from overseas countries arrived via ship and the remainder, representing approximately 46 per cent of the total, used planes for oceanic transportation. The inauguration of economy flights and the improved service by plane, no doubt, have been factors influencing a greater diversion to air travel.

Canadian air and steamship lines carried a smaller percentage of our visitors during 1958 as compared with the previous year. In 1958 some 41 per cent of the visitors to Canada from overseas

STATEMENT 26. Number of Non-Immigrant Visitors Entering Canada Direct from Overseas Countries, by Type of Transportation, Principal Countries, 1957-1958

Country of residence	Arrivals by aeroplane		Arrivals by vessel		Total	
	1957	1958	1957	1958	1957	1958
United Kingdom	8,820	10,311	10,892	11,790	19,712	22,101
England	7,016	8,175	8,179	8,726	15,195	16,901
Scotland	1,543	1,706	2,052	2,222	3,595	3,928
Northern Ireland	133	249	413	465	546	714
Wales	109	154	211	326	320	480
Lesser British Isles	19	27	37	51	56	78
% of Total	46.3	48.1	61.8	64.6	53.8	55.7
Commonwealth Countries (n.e.s.)	3,079	3,380	1,440	1,473	4,519	4,853
Australia	534	566	781	728	1,315	1,294
West Indies Federation	850 ¹	901	128 ¹	160	978 ¹	1,061
Hong Kong	422	543	41	28	463	571
New Zealand	203	257	237	232	440	489
Bermuda	435	466	14	6	449	472
India	171	189	28	52	199	241
Union of South Africa	168	146	84	91	252	237
Other Commonwealth Countries	296	312	127	176	423	488
% of Total	16.2	15.8	8.2	8.1	12.3	12.3
Europe (n.e.s.)	4,748	5,309	4,948	4,646	9,696	9,955
Germany	1,004	1,115	1,409	1,373	2,413	2,488
Netherlands	824	936	1,220	1,333	2,044	2,269
France	1,253	1,316	911	754	2,164	2,070
Switzerland	236	312	142	115	378	427
Italy	190	214	172	157	362	371
Belgium	138	226	157	111	295	337
Austria	64	132	147	113	211	245
Ireland (Republic)	100	105	100	112	200	217
Denmark	95	109	76	93	171	202
Norway	81	122	164	75	245	197
Sweden	68	106	37	29	105	135
Spain	54	95	16	31	70	126
Yugoslavia	32	53	60	60	92	113
Other European Countries	609	468	337	290	946	758
% of Total	25.0	24.8	28.1	25.5	26.5	25.1
Others	2,375	2,415	326	328	2,701	2,743
Mexico	624	771	24	32	648	803
South America (n.e.s.)	494	358	37	72	531	430
Japan	165	243	63	40	228	283
Asia (n.e.s.)	123	172	28	23	151	195
Africa (n.e.s.)	97	123	62	45	159	168
Middle East (n.e.s.)	182	132	17	10	199	142
Israel	114	98	45	27	159	125
Argentina	90	114	7	10	97	124
Other Countries	486	404	43	69	529	473
% of Total	12.5	11.3	1.9	1.8	7.4	6.9
Total	19,022	21,415	17,606	18,237	36,628	39,652

¹ British West Indies.

n.e.s.—not elsewhere specified.

countries arrived via Canadian carriers, whereas in 1957 between 42 and 43 per cent used this means of transportation. On the other hand, it should be noted that only 36 per cent used Canadian carriers in 1956 and 33 per cent during 1955. Comparable data on transportation expenditures of overseas visitors entering via the United States have not been compiled but, no doubt, most of the expenditure for oceanic transportation would go to foreign carriers.

Residents of the United Kingdom have accounted for more than half of the visitors from overseas countries for several years, but the percentage of the total has gradually declined from 57 per cent in 1955 to 54 per cent in 1957. Now, however, during 1958 the trend towards a decreasing percentage of the total originating in the United Kingdom appears to be checked and nearly 56 per cent of the visitors arriving direct from overseas countries gave the United Kingdom as the country of last permanent residence. The proportion originating in other Commonwealth countries has re-

mained fairly constant during the past four years, namely about 12 per cent. The percentage of the total originating in other European countries declined from 27 per cent to a basis comparable with 1956 when 25 per cent arrived from this region. Meanwhile the number originating in other areas not already specified remained unchanged at 7 per cent.

Receipts from residents of overseas countries travelling in Canada again reached new records in 1958 although the increase was appreciably smaller than the year before. Estimates showed that \$40 million was received from residents of overseas countries as compared with \$38 million in 1957, an increase of \$2 million or approximately 5 per cent. In 1957 the corresponding rate of expansion in our receipts from overseas was nearly 36 per cent. Included in the receipts are transportation costs paid Canadian carriers covering fares between Canada and overseas countries. Transportation earnings amounted to more than 50 per cent of the total receipts in this category.

Canadian Travellers Overseas (Returning Direct)

Volume and Expenditures

Once again, new records were established in the number of visits to overseas countries by residents of Canada. In 1958 Canadians returning direct from overseas countries numbered 132,000, an increase of 12,200 re-entries or approximately 10 per cent more than the previous year. The rapid expansion, formerly experienced in travel to overseas countries by Canadians during the period of 1954 to 1956 inclusive, has tapered to a more moderate rate in the past two years. Whereas in 1958 the increase amounted to approximately 10 per cent as compared with 13 per cent in 1957, the rate of gain in each of the previous three years was about 20 per cent. Re-entries direct to Canada were supplemented by an estimated 42,000 who returned via the United States, thus making a total of 174,100, a gain of 15,200 visits in the aggregate or roughly 10 per cent over the 1957 figure.

Expenditures of Canadians in overseas countries reached a new record of \$129 million in 1958, some \$7 million higher than the previous record of \$122 million established in 1957. Although the new record is nearly 6 per cent higher than the preceding year, the rate of expansion is noticeably more moderate than in previous years. It should be noted, in addition, that the rate of gain is gradually decreasing each year. In 1957 the rate of gain over the previous year amounted to 14 per cent while in 1956 there was an increase of 24 per cent as compared with 1955. In 1958 payments for travel in overseas countries advanced in about the same proportion as our receipts from overseas visitors.

Estimates for 1958 indicate that the United Kingdom received some \$52 million from the Canadian travel account, comparable to the amount received by all other European countries. When compared with the previous year the United Kingdom received an additional \$5 million which represents

an increase of between 10 and 11 per cent, while the other European countries received an extra \$4 million or an increase of around 8 per cent. There was no change in payments to countries in other sterling areas, and, furthermore, the group referred to in Statement 25 as "other countries" received between 12 and 13 per cent less or approximately \$2 million under the previous year.

With the exception of payments to United States carriers, oceanic transportation costs paid to non-Canadian carriers are included with the estimates of travel expenditures in overseas countries. However, payments for overseas transportation paid to carriers of United States origin are debited to the travel account with the United States. On the other hand, receipts by Canadian carriers do not represent a movement of funds out of Canada, consequently they are not included with expenditures of Canadians in overseas countries. In 1958 transportation costs to and from North America amounted to approximately 47 per cent of the expenditures reported by Canadians returning direct from overseas countries; practically the same proportion as in the previous year. Transportation costs incorporated in the overseas account include incidental expenses en route but do not include transportation within Canada. The proportion of oceanic transportation costs received by Canadian carriers was approximately the same as 1957, namely some 40 per cent which is slightly lower than in 1956 and 1955. Comparable data released by the United States Department of Commerce show that in 1958 United States carriers received 53 per cent of the overseas transportation costs paid by Americans as against 47 per cent paid to foreign carriers. The corresponding breakdown for 1957 shows a slightly different trend when 45 per cent of the overseas transportation costs went to foreign planes and ships while 55 per cent went to United States carriers.

**STATEMENT 27. Residents of Canada Returning Direct from Overseas Countries,
Principal Ports of Re-Entry, 1954 - 1958**

Port of re-entry	1954	1955	1956	1957	1958
Gander, Nfld.	8,529	9,729	1,925	3,254	2,665
Dorval, Que.	17,937	19,507	33,415	37,927	49,383
Malton, Ont.	7,036	7,823	13,592	15,962	21,067
Vancouver, B.C. (Aeroplane)	3,183	4,523	7,472	9,369	9,897
St. John's, Nfld.	944	608	720	710	573
Halifax, N.S.	4,017	6,713	5,892	7,557	4,138
Saint John, N.B.	1,164	1,034	1,089	1,373	1,281
Quebec ¹ , Que.	27,673	33,408	37,182	38,877	38,453
Vancouver, B.C. (Vessel)	568	1,039	1,182	1,332	1,258
Other ports	2,507	3,635	3,625	3,541	3,404
Total all ports	73,558	88,019	106,094	119,902	132,119

¹ Many returning residents cleared at Quebec disembark at Montreal.

In order to obtain information on the overseas travel of Canadians, questionnaires have been sent to selected groups of travellers returning directly from overseas in recent years. In addition to information on expenditures, questions are asked regarding such items as type of transportation, des-

tinuation, points of departure and re-entry, purpose of visit, etc. Results from these questionnaires have appeared to be reasonably consistent from year to year and, as the coverage has been extended, more information has been yielded from this source even though the basis is only a sample.

**STATEMENT 28. Residents of Canada Returning Direct from Overseas Countries,
Principal Ports of Re-Entry, Compiled Quarterly, 1958**

Port of re-entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Gander, Nfld.	131	485	1,394	655	2,665
Dorval, Que.	8,042	10,590	21,091	9,660	49,383
Malton, Ont.	5,681	4,893	7,310	3,183	21,067
Vancouver, B.C. (Aeroplane)	3,541	2,159	2,488	1,709	9,897
St. John's, Nfld.	64	117	254	138	573
Halifax, N.S.	2,118	1,140	545	335	4,138
Saint John, N.B.	1,008	3	1	269	1,281
Quebec ¹ , Que.	—	8,509	22,196	7,748	38,453
Vancouver, B.C. (Vessel)	294	433	285	246	1,258
Other ports	78	529	2,129	668	3,404
Total all ports	20,957	28,858	57,693	24,611	132,119

¹ Many returning residents cleared at Quebec disembark at Montreal.

Type of Transportation

The breakdown according to type of transportation, as compiled from questionnaires to overseas travellers, shows that about 39 per cent of the overseas transportation costs of persons returning direct went to the steamship lines and 61 per cent covered fares to the air lines. Air travel to overseas countries has expanded rapidly during the past few years. In 1955 receipts for overseas transportation were fairly evenly distributed between air and vessel routes, then in 1956 an upward surge began when air routes received 56 per cent of the total, 59 per cent in 1957 and 61 per cent in 1958. At the same time, the amount received by vessel routes declined in the same proportion as the advances shown by air routes. The trend to a higher proportion of air travel is reflected in Statement 27 which shows the extent to which the two types of transportation have been used by Canadians returning direct from overseas during the past five years. It is noted that most Canadians returning from overseas by aeroplane re-enter Canada through the ports of Gander, Dorval, Malton and Vancouver, whereas re-entries by vessel are mainly through St. John's, Newfoundland; Halifax, Nova Scotia; Saint John, New Brunswick; Quebec, Montreal, and Vancouver. With the exception of Gander, Newfoundland, the main airports have shown a steady increase over the five year period. In 1958 the ports reporting air traffic accounted for between 62 and 63 per cent of the re-entries as compared with 56 per cent in 1957 and 53 per cent in 1956. Ports showing re-entries by vessel accounted for some 35 per cent of the re-entries in 1958 as compared with 41 per cent in 1957 and 44 per cent in 1956. Ports not specified in the statement accounted for between 2 and 3 per cent of the total in 1958 as compared with 3 per cent in 1957 and 4 per cent in 1956. Canadians returning through ports recording air traffic numbered 83,012 in 1958 compared with 66,512 in 1957, a gain of 16,500 visits or nearly 25 per cent. Residents of Canada returning via ports comprising traffic by vessel numbered 45,703 in 1958 as compared with 49,849 in 1957, a decrease of 4,146 or approximately 8 per cent. Ports not specifically named in Statement 27 accounted for 3,404 re-entries in 1958 as compared with 3,541 in 1957, a decline of 137 or nearly 4 per cent. The aggregate for all ports was about 10 per cent higher than the previous year. The seasonal pattern of data for the year 1958 appears in Statement 28 which shows a diversion of traffic by vessel to Halifax, N.S. and Saint John, N.B. during the part of the year when navigation to Quebec and Montreal is closed.

Destination

Canadians selected for the survey of overseas travel were also asked to report their destinations on the questionnaires. As many respondents (particularly persons returning from visits to Europe) reported visits to several countries on one trip abroad, it was necessary to record the information on the basis of the area visited rather than attempt

to show the detail for each country separately. Data reported on destinations by Canadians returning direct from overseas countries reveal a change of trend in some areas as compared with 1957. In 1958 some 26 per cent of the respondents reported visits to the United Kingdom only, as compared with 36 per cent in the previous year. The proportion reporting visits to the United Kingdom and other European countries was relatively unchanged at 31 per cent. Visits to European countries other than the United Kingdom advanced to 19 per cent of the total, as compared with 15 per cent in 1957 and 12 per cent in 1956. Visits to the West Indies Federation accounted for nearly 6 per cent of the total in 1958, whereas in 1957 about 4 per cent of the respondents reported visits to the British West Indies. This is not a valid comparison, however, as all countries formerly compiled as British West Indies are not included in the West Indies Federation. Visits to Bermuda represented between 4 and 5 per cent of the total in 1958 as compared with 3 per cent in 1957, while visits to Mexico were unchanged at 4 per cent of the total. Visits to Hawaii accounted for nearly 4 per cent of the total, and between 2 and 3 per cent reported visits to a combination of several areas. Some 1 per cent of the total reported visits to Central America and the non-British West Indies, while less than 1 per cent visited each of the following areas: South America, Australia and New Zealand, Other Commonwealth, and other countries not already specified. The information presented in this paragraph does not include Canadians who travelled to overseas countries and returned via the United States.

It is also notable that, as in the preceding year, the destinations reported by respondents returning direct from overseas countries varied considerably according to the period of the year. Visits to the United Kingdom only were below the yearly average (26 per cent) in the first and second quarters, but reached a maximum of 32 per cent of all visits in the third quarter, then dropped again in the fourth quarter to 29 per cent. Visits to the United Kingdom and other European countries advanced consistently throughout each quarter of the year to a maximum of 39 per cent in the fourth quarter. Visits to other European countries accounted for 16 per cent of the total in the first quarter, 21 per cent in the second quarter, and 19 per cent in the third and fourth quarters of the year. Once again, travel to the West Indies Federation and Mexico was heaviest in the first quarter of the year when 16 per cent of the respondents reported visits to the West Indies Federation and 12 per cent visits to Mexico. Comparable data for the second quarter show 7 per cent to the West Indies Federation and 5 per cent to Mexico, whereas visits to these areas were at a minimum during the third quarter of the year. Visits to Bermuda reached a peak of 9 per cent during the second quarter, while Hawaii accounted for about 7 per cent of the total during the first and second quarters of the year. Apparently the temperate climate of these areas attracts many persons on vacation during the first half of the year.

From the sample an analysis of data on destination according to port of re-entry shows that 31 per cent of the respondents who re-entered Canada at Gander and Dorval reported visits to the United Kingdom, while 33 per cent had visited the United Kingdom and Continental Europe. Approximately 22 per cent visited European countries other than the United Kingdom, some 4 per cent had been to Bermuda, and between 3 and 4 per cent had been to the West Indies Federation. Nearly 2 per cent reported visits to Mexico, while a similar percentage reported destinations in two or more areas.

Overseas travellers re-entering Canada at Malton reported fewer visits to Europe with between 13 and 14 per cent who had visited the United Kingdom, 12 per cent with visits to the United Kingdom and other European countries, and 11 per cent with destinations in Continental Europe only. On the other hand, nearly 25 per cent of the travellers re-entering Canada at Malton reported destinations in the West Indies Federation, 18 per cent had been to Bermuda, and 16 per cent visited Mexico. Of the remainder the majority had been to Central or South America, while some had been to more than one area.

Some 38 per cent of the respondents who re-entered Canada by air and ship at Vancouver reported visits to Hawaii. Next in importance were visits to Europe which accounted for nearly 35 per cent of the total and comprised 16 per cent with visits to the United Kingdom and other European countries, 13 per cent to Continental Europe, and 6 per cent to the United Kingdom only. Mexico was the destination of 10 per cent, while 7 per cent had visited more than one area. Some 2 per cent reported visits to Australia and New Zealand and 1 per cent had been to South America; the remaining 7 per cent reported visits to countries not already specified.

Comparable to 1957 about 41 per cent of the respondents re-entering Canada by ship at the Atlantic and St. Lawrence River ports had visited the United Kingdom and Continental Europe, while 33 per cent had visited the United Kingdom only. Roughly 21 per cent had visited European countries other than the United Kingdom, and the remainder reported visits to other areas overseas.

Length of Stay

An analysis of the questionnaires from Canadians returning direct from overseas countries shows that the length of stay varied somewhat according to the destination. In 1958 the over-all average length of stay reported by respondents returning direct from the United Kingdom declined to 55 days as compared with 59 in 1957 and 63 in 1956. Persons returning by ship spent 74 days as compared with 82 days in 1957 while, on the other hand, persons returning by plane stayed about 38 days, an increase of around 2 days over the 1957 figure.

The respondents visiting both the United Kingdom and other European countries reported visits of 66 days abroad in comparison with 77 days in 1957 and, furthermore, the time spent abroad

was divided as follows: 32 days in the United Kingdom and 34 days in other European countries. For 1957 the breakdown revealed 38 days in the United Kingdom and 39 days in Continental Europe. Comparable to the pattern for visits in the United Kingdom only, persons using ships for oceanic transportation reported longer visits than persons who travelled by plane, although both reported shorter visits than in 1957. Persons travelling by ship were abroad for 84 days which was divided as follows: United Kingdom 44 days and 40 days in other European countries. Persons returning by plane reported 47 days abroad, some 19 of which were spent in the United Kingdom and 28 were in Continental Europe.

The length of stay reported by persons who had visited Continental Europe only, declined from 70 days in 1957 to 58 days in 1958. Plane travellers reported 43 days abroad, while persons returning by ship averaged nearly 80 days in Europe. It is possible that some persons may have included the number of days en route to and from North America, although they were asked to report only the length of stay in each country. This would have more effect on traffic by ship on account of the length of time required to make the trip by vessel.

Visits to the other Commonwealth countries are chiefly by aeroplane and vary considerably in duration. When compared with 1957 there was little change in the length of stay reported by visitors to Bermuda, namely 17 days. Visits to the West Indies Federation averaged between 21 and 22 days but this figure is not comparable with 1957 which covered the British West Indies. However, in some of the other Commonwealth countries visits were noticeably shorter.

Other countries frequently visited were Mexico where the length of stay remained unchanged at 21 days; Central America and West Indies not British where the length of stay dropped from 25 days in 1957 to 14 days in 1958; South America where the average stay was extended from 29 days in 1957 to 41 days in 1958; and Hawaii where the average length of visit advanced from 22 days in 1957 to 29 days in 1958.

Purpose of Visit

Once again, the purpose of visit was compiled and, comparable to the 1957 survey, questionnaires reporting more than one purpose of trip were weighted and combined with the forms which reported one purpose only. Approximately 44 per cent of the travellers to overseas countries made the trip to visit friends or relatives as compared with 42 per cent in 1957 and 37 per cent in 1956. Questionnaires showing recreation as the purpose of visit also advanced in importance during 1958 when 42 per cent of the respondents reported recreation the purpose of their overseas visit. In 1958 nearly 10 per cent of the overseas trips were for business reasons compared to 11 per cent in 1957. Between 1 and 2 per cent of the overseas travel in 1958 was for education and 3 per cent reported health as the purpose of trip.

STATEMENT 29. Purpose of Visit Reported by Canadians, Returning Direct from Overseas Countries, Compiled Quarterly by Type of Transportation, 1958

Type of transportation by quarter	Business	Education	Health	Recreation	Visiting friends or relatives
	per cent				
Aeroplane:					
First quarter	11.2	0.3	4.7	46.8	37.0
Second quarter	14.9	0.5	4.9	49.5	30.2
Third quarter	8.7	1.0	0.9	39.6	49.8
Fourth quarter	18.2	1.3	1.9	37.1	41.5
Year	12.2	0.7	3.1	43.6	40.4
Vessel:					
First quarter	6.2	2.6	1.6	28.1	61.5
Second quarter	7.0	1.6	4.2	41.4	45.8
Third quarter	5.9	3.8	2.9	41.9	45.5
Fourth quarter	5.1	1.7	2.0	37.0	54.2
Year	5.9	2.7	2.7	39.2	49.5
Aeroplane and vessel:					
First quarter	10.4	0.7	4.2	43.7	41.0
Second quarter	12.5	0.9	4.7	47.0	34.9
Third quarter	7.5	2.2	1.8	40.6	47.9
Fourth quarter	11.0	1.5	2.0	37.0	48.5
Year	9.9	1.5	2.9	41.9	43.8

In addition to the seasonal pattern on purpose of trip Statement 29 also gives the breakdown by type of transportation. Business trips were reported by 12 per cent of the air passengers as compared with 6 per cent of the persons returning by ship. Journeys for recreation were reported by 44 per cent of the air passengers as compared with 39 per cent of the re-entries by ship, while there was little difference in the proportion reporting trips for their health between the two types of transportation. Visits to friends or relatives, on the other hand, were reported by nearly 50 per cent of the boat passengers as compared with 40 per cent of the persons using planes for transportation. Although education is of minor importance as a purpose of visit to overseas countries, Statement 29 shows that nearly 3 per cent of the respondents who returned by ship indicated they had been overseas for their education, whereas less than 1 per cent of the re-entries by air were recorded in this category. Interesting comparisons between the two types of transportation on a quarterly basis can be arrived at by examining Statement 29 in detail.

Some seasonal variation appeared in the purpose of visit reported during 1958. Business trips were reported by a higher proportion of the respondents in the second quarter; whereas they represented a smaller percentage of the total in the third quarter than at any other period of the year. Health was reported more frequently during the first half of the year and comparable to business was a

smaller percentage of the total in the third quarter than at any other period. Some 44 per cent of the respondents recorded recreation as the purpose of their visit in the first quarter, which advanced to 47 per cent in the second quarter, declining to 41 per cent in the third quarter, and 37 per cent in the last quarter of the year. On a seasonal basis, more people visited friends or relatives in the fourth quarter than at any other period of the year, whereas visits of this nature were lowest in the second quarter as shown in Statement 29.

Moreover, a further analysis shows the purpose of visit to overseas countries also varies according to the area visited. Comparable to 1957, between 73 and 74 per cent of the visits to the United Kingdom were for the purpose of visiting friends or relatives. Some 60 per cent of the visits to other European countries were for the same purpose which also compared closely to the previous year. However, comparisons with 1956 figures show that 66 per cent of the visits to the United Kingdom and 54 per cent of the visits to other European countries were to visit friends or relatives. The tendency to visit the United Kingdom and other European countries for this purpose has been steadily increasing over the past few years. Recreation accounts for about 17 per cent and business for nearly 7 per cent of the visits to the United Kingdom, whereas, on the other hand, recreation accounts for 26 per cent and business for 9 per cent of the visits to other European countries.

STATEMENT 30. Purpose of Visit Reported by Canadians Returning Direct from Overseas Countries, Compiled by Destination, 1958

Destination reported	Business	Education	Health	Recreation	Visiting friends or relatives
	per cent				
United Kingdom only	6.9	0.8	2.0	16.6	73.7
U.K. and other European countries	14.7	2.6	1.1	51.9	29.7
Other European countries only	9.0	1.9	2.9	26.3	59.9
Other Commonwealth countries	5.0	—	7.3	72.9	14.8
All other countries	8.9	0.3	6.9	75.6	8.3
Grand total	9.9	1.5	2.9	41.9	43.8

Canadians returning from combined trips to the United Kingdom and other European countries reported a much higher percentage of visits for recreation than persons visiting each area separately. The proportion reporting recreation advanced from 46 per cent of the total in 1957 to 52 per cent in 1958, and visits to friends or relatives advanced from 27 per cent in 1957 to 30 per cent in 1958. Business trips, however, declined about 3 per cent in 1958 and trips for educational reasons also decreased in importance.

Comparable to the previous year some 73 per cent of the visits to other Commonwealth countries (mainly Bermuda and the West Indies Federation), were for recreation, whereas visits to friends or relatives accounted for 15 per cent of the total in 1958 as compared with 13 per cent in 1957. Visits

to other Commonwealth countries for purposes of health also advanced in 1958 while business trips, on the other hand, were of less importance.

The residue of countries in areas not already specified are grouped for convenience and listed as "other countries". Some changes appear in the purpose of visit for this group as follows: recreation accounted for 76 per cent in 1958 as compared with 74 per cent in 1957; business trips advanced from 8 per cent to 9 per cent; and purposes of health advanced from 4 per cent in 1957 to 7 per cent in 1958. Visits to friends or relatives, on the other hand, accounted for 8 per cent of the visits to "other countries" in 1958 as compared with 11 per cent in 1957. The most important countries included in this residual classification are Mexico, Hawaii, Cuba, Puerto Rico, and the countries of South America.

Canadian Travellers Overseas (Returning Via the United States)

Additional information was collected in 1958 from Canadians returning via the United States from visits in overseas countries. The questionnaire used for Canadians returning from visits to the United States was revised to include questions on both sides, with page 1 requesting information on visits to the United States, while page 2 is similar to the overseas questionnaire. The new form was devised so that persons visiting other countries in conjunction with a trip to the United States would be able to give full particulars of such a trip. The respondent is thus given an opportunity to report on visits to other countries in addition to that part of the trip en route through the United States. Data presented below were compiled from questionnaires completed in 1958 but comparable information for previous years is not available.

Travel between Canada and overseas countries by way of the United States is estimated at 42,000 visits. An analysis of this travel shows a pattern which is different in many respects from travel direct with overseas countries. For example, these

respondents gave a much higher percentage of destinations in countries such as Bermuda, West Indies, Mexico, Central America and Hawaii, which are closer to the United States and, furthermore, indicates that possibly stop-overs were made en route. Some 22 per cent of the respondents returning from abroad via the United States visited Mexico compared to 4 per cent of the persons returning direct. Similarly, 12 per cent of the persons returning from overseas via the United States had visited the West Indies Federation, while only 6 per cent of the persons returning direct reported the same destination. Data for other areas showing corresponding trends are as follows: Central America and West Indies not British 12 per cent vs. 1 per cent; Bermuda 10 per cent vs. 5 per cent; South America 5 per cent vs. 1 per cent; and Hawaii 7 per cent vs. 1 per cent. A comparison of travel to European countries shows the opposite trend as 6 per cent of the re-entries via the United States had visited the United Kingdom compared with 26 per cent of the re-entries direct. In addition, visits to the United Kingdom and other European countries

were reported by 11 per cent of the re-entries via the United States compared with 31 per cent direct, and visits to European countries other than the United Kingdom were 10 per cent vs. 19 per cent.

Canadians returning via the United States from visits to overseas countries averaged about 5 days stay in the United States en route in addition to the length of visit abroad. Visitors to the United Kingdom reported 36 days overseas and 4 days in the United States as compared with 55 days reported by persons returning direct. Persons visiting both the United Kingdom and other European countries spent 64 days abroad and 6 days in the United States, a total of 70 days in comparison with 66 days reported by persons returning direct. On the other hand, visits to European countries other than the United Kingdom lasted 60 days as well as the

4 days spent in the United States and together are somewhat longer than the visits of persons travelling direct. For visits to Bermuda and the West Indies Federation the time spent in the United States when added to the time spent abroad was comparable to the length of visit reported by persons returning direct. It was also noted that visitors to Bermuda spent 3 days in the United States en route while visitors to the West Indies Federation 4 days en route. Exclusive of the time spent en route the length of stay in Mexico or Central America was about the same whether the respondent returned direct or via the United States. When the time spent en route through the United States, approximately 3 days, was added to the length of stay in South America or Hawaii there was little difference from the length of stay reported by persons returning direct from these two countries.

STATEMENT 31. Purpose of Visit Reported by Canadians Returning from Overseas Countries via the United States, Compiled by Destination, 1958

Destination reported	Business	Education	Health	Recreation	Visiting friends or relatives	Other
	per cent					
United Kingdom only	14.6	—	1.6	30.9	49.6	3.3
U.K. and other European countries	15.7	1.8	1.8	45.2	32.0	3.5
Other European countries only	11.3	—	6.9	33.0	47.3	1.5
Other Commonwealth countries	6.7	—	7.4	68.0	15.9	2.0
All other countries	8.5	0.5	8.7	69.5	11.3	1.5
Grand total	10.5	0.5	6.7	58.5	21.9	1.9

The purpose of visit reported by persons returning from overseas countries via the United States varies somewhat from that reported by persons returning direct. Although an extra category described as "other" is shown for purpose of visit for Canadians returning from overseas countries via the United States it constitutes less than 2 per cent of the total. Even though most respondents checking "other" reasons for the trip specified shopping, it is possible the shopping may have occurred en route through the United States. Between 58 and 59 per cent of the persons returning via the United States reported recreation as the purpose of visit, which is substantially higher than the 42 per cent on recreation who returned direct. The percentage visiting friends or relatives is much lower in travel via the United States and comparable to 1957 some 22 per cent checked visiting as the purpose of trip, whereas 44 per cent of the persons returning direct had gone to visit friends or relatives. Between 10 and 11 per cent of the "via United States travellers" checked business reasons for the trip as compared with 12 per cent

in 1957. Nearly 7 per cent of the respondents had visited overseas countries for reasons of health, but this may include a group of persons who consider vacations in warmer climates as being beneficial to their health.

A study of Statement 31 on the basis of area visited also reveals different patterns. Visits to friends or relatives are most popular with tourists to the United Kingdom, while journeys to other Commonwealth countries and the residue of "other countries" are predominately for recreation. A high percentage of the visits to other Commonwealth countries via the United States are to Bermuda and the West Indies Federation, while the numerous trips to Hawaii are included in the residual category. Health was recorded more frequently for areas including countries with a warmer climate and especially during the first and second quarters of the year which, as already mentioned, is an indication the respondents may be thinking in terms of personal comfort.

STATEMENT 32. Purpose of Visit Reported by Canadians Returning from Overseas Countries via the United States, Compiled Quarterly, 1958

	Business	Education	Health	Recreation	Visiting friends or relatives	Other
	per cent					
First quarter	6.5	—	11.9	71.6	10.0	—
Second quarter	7.5	0.3	10.6	60.0	20.2	1.4
Third quarter	11.8	1.0	3.5	52.0	29.2	2.5
Fourth quarter	15.0	0.4	2.5	53.8	24.7	3.6
Year	10.5	0.5	6.7	58.5	21.9	1.9

On a quarterly basis the maximum proportion of visits for recreation (71.6 per cent) was in the first quarter, declining in the second quarter to 60 per cent, and a minimum of 52 per cent was reached in the third quarter. Trips for reasons of health were also at their maximum of importance in the first quarter of the year when 12 per cent of the returns were checked as health. Statement 32 shows that this proportion declined retrogressively throughout the year, and reached a minimum of between 2 and 3 per cent in the fourth quarter. Visits to friends or relatives, on the other hand, were highest in the third quarter and at a minimum in the first quarter of the year. Between 6 and 7 per cent of the

returns in the first quarter checked business as the purpose of trip, but the percentage on business advanced progressively throughout the year until the fourth quarter when 15 per cent of the overseas visits via the United States were on business.

About 58 per cent of the respondents returning via the United States reported they had been travelling in groups of two or more, but this proportion varied according to the type of transportation and period of the year. During the first three quarters more persons travelled in groups than singly, but tabulations for the fourth quarter indicated more persons travelling alone than in groups.

Supplementary Analysis of International Travel

It is apparent that American travel expenditures in Canada have the same effect on the balance of payments as exports to the United States. Accordingly, in 1958 receipts from residents of the United States travelling in Canada were second only to the exports of newsprint paper to that country valued at \$590,167,000; a position that travel has occupied for several years. The relationship between travel and newsprint amounted to a spread of \$281 million in 1958 as compared with \$285 million in 1957 and \$307 million in 1956. If the comparison is restricted to the third quarter of the year which accounts for more than 50 per cent of the annual receipts from travel, the order of importance remains unchanged but the difference between the newsprint and travel income is narrowed substantially. During the third quarter of 1958, travel receipts from residents of the United States were between \$172 and \$173 million as compared with exports of newsprint valued at \$178 million. On the other hand, from some points of view exports of wood pulp valued at \$74 million, which also represent exports of the pulp and paper industry, should be added to this figure. Uranium ores and concentrates occupied second position in the value of commodity exports to the United States during 1958, some \$46 million below the value of travel "exported" to the United States during the same period. In 1957 wood pulp (considered separately) had ranked second in value of commodity exports, but was some \$90 million below the receipts from travel by Americans.

When travel receipts as a whole are compared with exports to all countries, travel ranks in third place. Although total travel receipts of \$349 million are considerably less than exports to all countries of newsprint valued at \$690 million and wheat valued at \$446 million, on the other hand, planks and boards valued at \$292 million (which rank third in domestic exports) are some \$57 million below the value of travel "exported" to all countries in 1958. Similar data for the year 1957 show that travel receipts of \$363 million were close to second place when compared with the value of domestic exports. Newsprint paper ranked first with a value of \$715 million, wheat was second with \$380 million, only \$17 million above the value of travel "exported", while wood pulp at \$292 million ranked third in value, and was some \$71 million below the value of travel receipts.

In the same manner that travel receipts are comparable to domestic exports in the effect on the balance of payments, so the amount spent by Canadians on travel in the United States and other countries can be likened to the imports of commodities. In 1958 Canada imported from the United States machinery (non-farm) and parts valued at \$453 million, which is just \$40 million higher than the \$413 million (including merchandise valued at \$74 million declared under the \$100 customs exemption) Canadians spent on travel in the United States. Imports of automobile parts (except engines) at \$234 million rank second in value of commodity imports in 1958

and are nearly \$180 million under the payments for travel. In 1957 the commodity items already referred to had the same rank in order of importance, but the payments for travel in the United States were \$149 million less than the value of machinery (non-farm) and parts and, coincidentally, were \$149 million above the imports of automobile parts.

In comparing total payments for travel with imports from all countries, disbursements for travel in foreign countries ranked first in comparison with any commodity imported. Although machinery (non-farm) and parts valued at \$533 million ranked first in the list of commodities imported, the amount spent by Canadians on foreign travel exceeded the value of this commodity by approximately \$9 million. Petroleum, crude and partly refined, valued at \$279 million ranked second in commodity imports, some \$263 million under the "imports" of travel during 1958. Comparable data for 1957 show payments for foreign travel of \$525 million, as compared with \$632 million for non-farm machinery and \$306 million for crude and partly refined petroleum, again the first and second ranking commodities imported.

From this it can be seen that travel is an important source of foreign funds, and one that directly and indirectly affects many sections of the business and economic life of Canada. Expenditures on travel, at the same time, appear vulnerable to changes in prosperity, as evidenced by the drop of 5 per cent during the 1958 recession in the United States.

When analyzing international travel between Canada and the United States the high percentage of short-term travel should constantly be kept in mind. Normally, over 84 per cent of the border crossings into Canada by non-immigrants from the United States are for a duration of less than 48 hours, and a large proportion of this number remain less than one day, often only a few hours. In 1958 the number of crossings recorded in this category amounted to 24.1 million, while the number of persons staying longer than 48 hours amounted to 4.4 million or together an aggregate of 28.5 million.

Although Canadian travel to the United States follows much the same pattern there is the tendency towards a slightly higher proportion of long-term visits. In 1958 Canadian long-term visits to the United States exceeded American long-term visits to Canada by approximately 35,600 although the aggregate number of all crossings was about 1 million lower than U.S. visits to Canada. Short-term visits by Canadians totalled 22.9 million as compared with 24.1 million by Americans in Canada.

Inasmuch as the average expenditure per person for short-term visits to Canada amounted to only \$3.00 per person, consequently the expenditures of this group are relatively unimportant as a source of receipts from foreign travellers. At the same time, the United States received an average of almost \$2.50 per person from all short-term Canadian visits. Comparable to the short-term traffic of Americans in Canada, a large proportion of the Canadian visits in the United States are for less than one day, and may be for a few hours only.

Although the interchange of persons between the two countries was almost equal in the long-term category, on the other hand, Canadians spent more money in the United States than their counterparts did in Canada. As a result, the balance of receipts from long-term travellers was in favour of the United States by almost \$120 million. In 1958 Americans in the long-term category, who had selected Canada for a visit, remained about 8 days. The non-automobile component of this group includes some visits of one or two days which cannot be isolated under present procedures. American visits in the long-term group numbered 4.4 million and their expenditures are estimated at \$238 million which amounts to about \$53 per visit or nearly \$7 per person per day, with variations for persons using different types of transportation. Averages in the non-automobile group are higher since a travel fare is required for each person, whereas motorists share the cost of transportation.

On the other hand, Canadian travellers staying over 48 hours in the United States spent considerably more than their counterparts spent in Canada. Long-term visits by Canadians numbered 4.5 million and their expenditures are estimated at \$357 million which amounts to about \$79 per trip or nearly \$10 per person per day. The average length of stay for all long-term Canadians amounted to approximately 8 days, although there was a wide variance in the non-automobile traffic. Comparable to American visits in Canada, the non-automobile component of the long-term classification includes some visits of one or two days but the average stay for this group is about double that of the American counterpart in Canada.

On a per capita basis the total of all American visits to Canada in 1958 represented between 16 and 17 per cent of the population or about 1 person in every 6. On the other hand, Canadian visits to the United States totalled some 27.4 million or an average of approximately 1.6 visits during the year for every person residing in Canada. The relationship of travel expenditures between the two countries follows much the same pattern. On a per capita basis Canadians spend an average of about \$25.00 per person on travel in the United States while Americans averaged around \$1.86 per person on travel in Canada.

Travel to overseas countries shows a much closer relationship for the two countries. Excluding trips to Canada and Mexico during 1958, visits to other countries by residents of the United States amounted to about 0.8 per cent of the population. In the same manner, if Canadian visits to the United States are excluded and trips to Mexico are deducted from overseas travel on the basis of the survey, visits to all other countries amounted to about 0.9 per cent of the population of Canada.

Several factors contribute to the spread between American spending in Canada and Canadian spending in the United States and it is difficult to

establish the degree of importance or list them in that order. A comparatively high percentage of Canadians report destinations in the distant resort states of Florida and California particularly during the first part of the year. This requires very long journeys to reach the destination, whereas there is not the tendency for Americans to penetrate Canada in the same proportion as most developed areas in Canada are relatively close to the border. Much wider ranges of destinations and facilities in the United States are open to the Canadian traveller. Many of these require a much longer trip in that country and they are available at all times of the year. It is significant that the Canadian travel deficit with the United States all occurs in the winter, early spring and late autumn months of the year. Many large metropolitan centers in the United States are also much farther from the border than is the case in Canada and likewise provide luxury facilities at all seasons and are widely patronized by Canadians, as do the distant major resort areas of Florida and California, already referred to. Furthermore, most of the Canadian population lives close to the border with easy access to the United States. In the United States large parts of the population live close to the Mexican border, or have other convenient travel facilities open to them either for visits overseas or in the United States.

There is also the much more important role of shopping in Canadian expenditures in the United States. Purchases of merchandise there by Cana-

dian travellers amount to some 20 per cent of the long-term expenditures. The purchases of merchandise by United States visitors to Canada are believed to be relatively much less. This assumption is substantiated by the returns from special surveys which show that 9 per cent of all Canadian long-term visits to the United States were mainly for shopping, whereas 0.1 per cent of the American visits to Canada by motorists were for shopping.

The fact also remains that the United States is the primary choice, and often the only opportunity for many Canadians to travel outside Canada, which also serves to explain the higher average expenditures and thus the unfavourable "trade" balance with the United States for travel services. There is also a greater tendency on the part of Americans to own their own summer cottages in Canada or to camp out which generally reduces the expenditures per person per day. Seemingly American travellers are much more diversified in their choice of travel destinations. In the first place there is the diversity of facilities available in the United States as well as in the two neighbouring countries, Canada and Mexico, all competing for tourist trade. Then many Americans choose countries in Europe, the Mediterranean, West Indies, Central America, etc. Meanwhile the great bulk of Canadian travel is yet with the United States because of the many tourist attractions which are available; diversities which also encourage Americans to travel at home.

Quarterly Distribution of Receipts and Payments for International Travel

Data on the quarterly distribution of the balance of payments on travel account for the period of 1950-1958 inclusive, appear in Statement 32. Receipts continue to be concentrated in the third quarter of the year, although this concentration has been less pronounced during 1957 and 1958. Perhaps the main development during the past year has been the debit balance which appeared in the third quarter for the first time. In 1950 there had been a credit balance of \$73 million in the third quarter but this gradually diminished each year until in 1957 when it stood at \$19 million. During the past year the customary credit balance in this quarter was replaced with a debit balance of \$4 million. Nevertheless, the third quarter continued to account for more than half of the yearly receipts from residents of other countries travelling in Canada. The first quarter is of least importance although it increased slightly in proportion during the past two years from 7.7 per cent of the total in 1956 to 8.9 per cent in 1958. Much the same trend developed for the second quarter which also climbed to greater significance during the past two years from 19.3 per cent of the yearly receipts in 1956 to 21.5 per cent in 1958. Meanwhile, as the first half of the year developed to greater proportions of the yearly revenue the latter half declined by the same degree.

Payments continue to be more evenly distributed throughout the year, although there was a minor upswing in the third quarter of 1958 which

may have been sufficient to change the discrepancy between receipts and payments from a credit to a debit balance for the quarter. Contrary to the trend which developed in receipts, payments declined in importance during the first half of the year while the last half accounted for a proportionally higher percentage of the yearly total. The change in relative importance was more pronounced in the third quarter as it accounted for 35.4 per cent of the yearly payments as compared with 33.9 per cent in 1957. The change which was second in importance appeared in the second quarter which accounted for 25.8 per cent of the yearly payments as compared with 27.0 per cent in 1957. Minor decreases and increases appeared in the first and fourth quarters respectively.

The balance between debits and credits was maintained at a debit of \$69 million during the first quarter of the year, but for the second quarter there was a decline from \$66 million in 1957 to \$65 million in 1958. The increase in the debit balance for the year can be traced to the last six months as the balance for the third quarter was changed from a credit of \$19 million in 1957 to a debit of \$4 million in 1958, while the debit of the fourth quarter was extended from \$46 million in 1957 to \$55 million in 1958. The difference between receipts and payments for travel amounted to a debit balance of \$193 million in 1958, the highest on record.

**STATEMENT 33. Quarterly Estimates of the Balance of Payments on Travel Account
Between Canada and Other Countries, 1950-1958¹**

	First quarter	Second quarter	Third quarter	Fourth quarter	Year
millions of dollars					
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	26	65	191	55	337
1957	31	76	197	59	363
1958 ¹	31	75	188	55	349
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	7.7	19.3	56.7	16.3	100.0
1957	8.5	20.9	54.3	16.3	100.0
1958 ¹	8.9	21.5	53.9	15.7	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	93	133	169	103	498
1957	100	142	178	105	525
1958 ¹	100	140	192	110	542
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	18.7	26.7	33.9	20.7	100.0
1957	19.1	27.0	33.9	20.0	100.0
1958 ¹	18.5	25.8	35.4	20.3	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	- 67	- 68	+ 22	- 48	- 161
1957	- 69	- 66	+ 19	- 46	- 162
1958 ¹	- 69	- 65	- 4	- 55	- 193

¹ Subject to revision.

STATISTICAL TABLES

**TABLE 1. Number of and Expenditures by Non-Resident Motorists Travelling on Customs Permits¹
Who Departed from Canada in 1958, Classified by Length of Visit**

Days stay	Number of permits	% of total permits	Average expenditure per car	Estimated expenditures	% of total expendi- tures	Number of car days	Average expenditure per car per day
			\$	\$			\$
1	892,224	35.69	8.98	8,012,172	5.84	892,224	8.98
2	517,937	20.72	20.39	10,560,735	7.70	1,035,874	10.19
3	288,508	11.54	48.62	14,027,259	10.23	865,524	16.21
4	187,225	7.50	69.77	13,062,688	9.52	748,900	17.44
5	122,565	4.90	61.90	11,263,724	8.21	612,825	18.38
6	84,796	3.39	109.36	9,273,291	6.76	508,776	18.23
7	71,521	2.86	126.39	9,039,539	6.59	500,647	18.06
8	77,149	3.09	146.35	11,290,756	8.23	617,192	18.29
9	47,526	1.90	145.11	6,896,498	5.03	427,734	16.12
10	30,826	1.23	151.42	4,667,673	3.40	308,260	15.14
11	22,313	0.89	159.57	3,560,485	2.60	245,443	14.51
12	17,609	0.70	181.77	3,200,788	2.33	211,308	15.15
13	15,617	0.62	209.70	3,274,885	2.39	203,021	16.13
14	16,101	0.64	232.75	3,747,508	2.73	225,414	16.63
15	16,863	0.67	188.70	3,182,048	2.32	252,945	12.58
16	10,217	0.41	177.80	1,816,583	1.32	163,472	11.11
17	6,620	0.26	177.35	1,174,057	0.87	112,540	10.43
18	4,685	0.19	195.77	917,182	0.69	84,330	10.88
19	3,865	0.15	199.53	771,183	0.56	73,435	10.50
20	3,215	0.13	202.52	651,102	0.47	64,300	10.13
21	3,293	0.13	204.02	671,838	0.49	69,153	9.72
22	3,192	0.13	206.22	658,254	0.48	70,224	9.37
23	2,448	0.10	209.27	512,293	0.37	56,304	9.10
24	1,986	0.08	216.12	429,214	0.31	47,664	9.00
25	1,730	0.07	206.19	356,709	0.26	43,250	8.25
26	1,617	0.06	207.69	335,835	0.24	42,042	7.99
27	1,578	0.06	230.24	363,319	0.26	42,606	8.53
28	1,678	0.07	211.55	354,981	0.26	46,984	7.56
29	1,995	0.08	166.27	331,709	0.24	57,855	5.73
30 - 39	11,398	0.46	154.49	1,760,877	1.28	381,517	4.62
40 - 49	4,667	0.19	228.66	1,067,156	0.78	205,974	5.18
50 - 59	3,853	0.15	259.51	999,892	0.73	210,115	4.76
60 - 69	3,765	0.15	237.32	893,510	0.65	240,928	3.71
70 - 79	2,399	0.10	307.54	737,788	0.54	178,244	4.14
80 - 89	1,960	0.08	335.43	657,443	0.48	165,438	3.97
90 - 99	1,704	0.07	317.27	540,628	0.39	160,249	3.37
100 - 119	2,156	0.09	399.89	862,163	0.63	234,938	3.67
120 - 139	1,808	0.07	481.55	870,642	0.63	233,075	3.74
140 - 169	2,436	0.10	487.06	1,186,478	0.87	376,191	
170 - 199	3,184	0.13	423.79	1,349,347	0.98	583,830	²
200 - over	3,866	0.15	474.45	1,834,224	1.34	921,153	
Total	2,500,095	100.00	54.86	137,164,456³	100.00	12,521,898	10.95
Average length of stay						per car 5.01	

¹ Exclusive of commuters, summer residents and locals.

² Expenditures per day are not shown as many longer term permit holders are employed in Canada.

³ 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 1958, 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	3.17	2,831,970	2,831,970	2.83
2	2.90	1,501,250	3,002,500	3.52
3	2.86	824,784	2,474,352	5.67
4	2.81	525,775	2,103,100	6.21
5	2.78	340,131	1,700,655	6.62
6	2.80	237,653	1,425,918	6.50
7	2.90	207,347	1,451,429	6.23
8	3.07	237,228	1,897,824	5.95
9	2.95	140,078	1,260,702	5.47
10	2.84	87,604	876,040	5.33
11	2.76	61,671	678,381	5.25
12	2.77	48,718	584,616	5.48
13	2.81	43,842	569,946	5.75
14	2.93	47,147	660,058	5.68
15	3.01	50,804	762,060	4.18
16	2.85	29,136	466,176	3.90
17	2.71	17,935	304,895	3.85
18	2.60	12,177	219,186	4.18
19	2.58	9,979	189,601	4.07
20	2.47	7,950	159,000	4.09
21	2.61	8,587	180,327	3.73
22	2.58	8,246	181,412	3.63
23	2.54	6,220	143,060	3.58
24	2.44	4,841	116,184	3.69
25	2.37	4,096	102,400	3.48
26	2.29	3,709	96,434	3.48
27	2.35	3,707	100,089	3.63
28	2.34	3,919	109,732	3.23
29	2.45	4,878	141,462	2.34
30- 39	2.34	26,727	894,553	1.97
40- 49	2.34	10,915	481,679	2.22
50- 59	2.31	8,898	485,208	2.06
60- 69	2.32	8,733	361,544	2.47
70- 79	2.36	5,650	419,795	1.76
80- 89	2.28	4,461	376,553	1.75
90- 99	2.30	3,919	368,543	1.47
100-119	2.33	5,013	546,267	1.58
120-139	2.31	4,174	538,070	1.62
140-169	2.32	5,654	873,147	
170-199	2.32	7,394	1,355,764	²
200-over	2.68	10,358	2,468,001	
Total	2.97	7,413,278	33,958,633	4.04
Average length of stay			per person 4.58	

¹ Exclusive of commuters, summer residents and locals.² Expenditures per day are not shown as many longer term permit holders are employed in Canada.

TABLE 2. Number of Non-Resident Automobiles Travelling on Customs Permits¹ Which Departed from Canada During the Calendar Year 1958, 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 1. Traffic within Ontario:					
(a) St. Lawrence River Ports	Fort Erie and Niagara Falls	624	3,180	8,823	12,627
	Lake Erie Ports	—	—	6	6
	St. Clair and Detroit River Ports ...	593	2,339	2,327	5,259
	Sault Ste. Marie	237	959	1,248	2,444
	Western Ontario Ports	—	4	71	75
	St. Lawrence River Ports	20,719	14,497	68,706	103,922
	All Ports in Canada	23,966	24,498	94,089	142,553
(b) Fort Erie and Niagara Falls	St. Lawrence River Ports	1,092	7,107	14,920	23,119
	Lake Erie Ports	7	34	46	87
	St. Clair and Detroit River Ports ...	99,007	62,069	15,194	176,270
	Sault Ste. Marie	49	1,088	3,514	4,651
	Western Ontario Ports	—	11	249	260
	Fort Erie and Niagara Falls	184,865	85,553	186,874	457,292
	All Ports in Canada	285,046	156,643	238,793	680,482
(c) Lake Erie Ports	St. Lawrence River Ports	—	1	14	15
	Fort Erie and Niagara Falls	—	30	70	100
	St. Clair and Detroit River Ports ...	71	41	74	186
	Sault Ste. Marie	—	—	14	14
	Western Ontario Ports	—	—	—	—
	Lake Erie Ports	4	6	313	323
	All Ports in Canada	75	78	494	647
(d) St. Clair and Detroit River Ports	St. Lawrence River Ports	707	2,243	3,309	6,259
	Fort Erie and Niagara Falls	106,151	60,772	21,677	188,600
	Lake Erie Ports	35	32	47	114
	Sault Ste. Marie	7	457	6,491	6,955
	Western Ontario Ports	—	—	184	184
	St. Clair and Detroit River Ports ...	141,516	47,274	118,077	306,867
	All Ports in Canada	248,452	111,106	159,803	519,361
(e) Sault Ste. Marie	St. Lawrence River Ports	137	1,186	1,727	3,050
	Fort Erie and Niagara Falls	114	1,967	5,219	7,300
	Lake Erie Ports	—	—	3	3
	St. Clair and Detroit River Ports ...	1	714	6,821	7,536
	Western Ontario Ports	—	37	355	392
	Sault Ste. Marie	5,740	4,471	27,463	37,674
	All Ports in Canada	6,013	9,165	45,935	61,113
(f) Western Ontario Ports	St. Lawrence River Ports	—	10	71	81
	Fort Erie and Niagara Falls	—	10	296	306
	Lake Erie Ports	—	—	—	—
	St. Clair and Detroit River Ports ...	—	—	201	201
	Sault Ste. Marie	—	29	458	487
	Western Ontario Ports	8,687	9,630	46,285	64,602
	All Ports in Canada	8,814	10,852	52,548	72,214

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 1958, Grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit — Continued

Ports of entry	Ports of exit	Number of permits by length of stay			Total
		1 day	2 days	3 days and over	
Section II. Traffic from Ontario to Other Provinces:					
St. Lawrence River Ports	All Ports in Quebec	1,785	3,472	11,556	16,813
All Ports in Ontario West of Kingston and East of Port Arthur	All Ports in Quebec	76	1,808	28,607	30,491
All Ports in Ontario	All Ports in Quebec	1,861	5,280	40,241	47,382
	All Ports in the Maritime Provinces	15	141	4,875	5,031
	All Ports in Manitoba	127	1,151	3,711	4,989
All Ports in Western Ontario.....	All Ports in Manitoba	127	1,145	3,620	4,892
All Ports in Ontario	All Ports in Ontario	570,363	305,751	541,147	1,417,261
	All Ports in Canada	572,366	312,345	591,662	1,476,373
Section III. Traffic from the Maritime Provinces to Other Provinces:					
All Ports in the Maritime Provinces	All Ports in Quebec	619	555	4,127	5,301
	All Ports in Ontario	25	150	2,849	3,024
	All Ports in the Maritime Provinces	83,923	26,622	78,768	189,313
	All Ports in Canada	84,567	27,327	85,759	197,653
Section IV. Traffic from Quebec to Other Provinces:					
All Ports in Quebec	All Ports in Ontario on the St. Lawrence River	1,554	3,217	9,024	13,795
	All Ports in Ontario West of Kingston and East of Port Arthur	79	1,202	16,574	17,855
	All Ports in Ontario	1,633	4,419	25,644	31,696
	All Ports in the Maritime Provinces	713	522	6,354	7,589
	All Ports in Quebec	127,368	83,719	154,216	365,303
	All Ports in Canada	129,714	88,660	186,270	404,644
Section V. Traffic from Manitoba to Other Provinces:					
All Ports in Manitoba.....	All Ports in Ontario	150	1,062	3,835	5,047
	All Ports in Western Ontario	150	1,062	3,770	4,982
	All Ports in Saskatchewan.....	74	102	880	1,056
	All Ports in Alberta	1	30	929	960
	All Ports in British Columbia	—	9	908	917
	All Ports in Yukon Territory	—	—	246	246
	All Ports in Manitoba	16,097	8,544	19,303	43,944
	All Ports in Canada	16,262	9,746	26,129	52,137

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 1958, 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 VI. Traffic from Saskatchewan to Other Provinces:					
All Ports in Saskatchewan.....	All Ports in Manitoba	70	74	1,033	1,177
	All Ports in Alberta	8	81	1,263	1,352
	All Ports in British Columbia	1	27	852	880
	All Ports in Yukon Territory	—	—	508	508
	All Ports in Saskatchewan.....	4,807	3,126	10,644	18,577
	All Ports in Canada	4,886	3,324	14,658	22,868
Section VII. Traffic from Alberta to Other Provinces:					
All Ports in Alberta	All Ports in Manitoba	5	50	1,366	1,421
	All Ports in Saskatchewan.....	13	100	1,333	1,446
	All Ports in British Columbia	252	1,217	10,806	12,275
	All Ports in Yukon Territory	—	—	4,029	4,029
	All Ports in Alberta	8,171	4,626	13,212	26,009
	All Ports in Canada	8,441	6,009	31,800	46,250
Section VIII. Traffic from British Columbia to Other Provinces:					
All Ports in British Columbia	All Ports in Manitoba	—	7	744	751
	All Ports in Saskatchewan.....	3	16	604	623
	All Ports in Alberta	126	671	8,218	9,015
	All Ports in Yukon Territory	112 ²	343 ²	4,309	4,764
	All Ports in British Columbia	75,510	68,890	130,521	274,921
	All Ports in Canada	75,751	69,928	144,974	290,653
Section IX. Traffic from Yukon Territory to Other Provinces:					
All Ports in Yukon Territory	All Ports in Manitoba	—	—	315	315
	All Ports in Saskatchewan.....	—	—	534	534
	All Ports in Alberta	—	—	3,507	3,507
	All Ports in British Columbia	141 ²	406 ²	3,858	4,405
	All Ports in Yukon Territory	96	192	359	647
	All Ports in Canada	237	598	8,682	9,517

¹ Exclusive of commuters, summer residents and locals.

² Refers to traffic between Pleasant Camp, B.C., and Snag Creek, Y.T.

TABLE 3. Average Declared Expenditure Per Car, Total Expenditures in Canada of Non-Resident Permit-Holding Motorists¹ Who Departed in 1958, Average Length of Visit and Average Expenditure Per Car Per Day, Classified by U.S. Federal States of Registration

State of origin	Entries on customs permits as % of automobile registrations	Average declared expenditure per car	Total expenditure	Average length of visit	Average expenditure per car per day
	%	\$	\$	days	\$
Alabama	0.5	62.38	263,826	8.92	6.99
Arizona	0.8	121.04	388,673	11.08	10.92
Arkansas	0.4	79.10	133,211	9.94	7.96
California	1.2	110.12	7,660,742	7.82	14.08
Colorado	0.9	89.94	575,983	7.60	11.83
Connecticut	5.5	69.77	3,483,549	5.27	13.24
Delaware	2.6	94.40	320,880	6.32	14.94
Dist. of Columbia	2.2	113.89	435,959	7.09	16.06
Florida	1.3	100.67	2,393,026	13.85	7.27
Georgia	0.4	76.80	291,617	11.15	6.89
Idaho	3.2	67.78	531,952	8.42	8.05
Illinois	2.1	94.34	6,309,682	6.18	15.27
Indiana	1.9	75.30	2,252,857	5.52	13.64
Iowa	1.8	111.58	1,984,143	6.43	17.35
Kansas	0.9	81.46	632,128	7.52	10.83
Kentucky	0.6	67.18	374,462	5.99	11.22
Louisiana	0.4	100.34	372,957	10.04	9.99
Maine	52.7	23.48	3,494,699	7.67	3.06
Maryland	1.6	88.71	1,247,926	5.86	15.14
Massachusetts	7.3	82.84	9,017,714	6.01	13.78
Michigan	16.9	30.80	14,108,111	4.72	6.53
Minnesota	4.8	81.75	4,720,433	5.84	14.00
Mississippi	0.3	109.76	150,700	15.45	7.10
Missouri	0.9	124.44	1,442,868	7.36	16.91
Montana	9.1	59.80	1,338,908	4.85	12.33
Nebraska	1.1	107.56	636,628	6.91	15.57
Nevada	0.9	119.68	128,774	9.98	11.99
New Hampshire	17.1	51.95	1,722,663	4.06	12.80
New Jersey	3.3	95.73	6,166,401	5.53	17.31
New Mexico	0.7	94.16	181,815	9.29	10.14
New York	12.9	51.98	29,388,534	7.42	7.01
North Carolina	0.4	76.70	421,404	9.51	8.07
North Dakota	14.4	43.92	1,396,783	4.74	9.27
Ohio	4.3	74.98	10,923,207	6.26	11.98
Oklahoma	0.6	125.40	565,051	10.79	11.62
Oregon	4.0	99.19	2,669,438	6.30	15.74
Pennsylvania	3.6	75.46	9,358,867	5.31	14.21
Rhode Island	5.0	70.58	1,018,578	5.64	12.51
South Carolina	0.4	79.10	208,589	10.88	7.27
South Dakota	1.7	104.01	440,257	5.93	17.54
Tennessee	0.5	58.17	307,932	6.77	8.59
Texas	0.4	102.95	1,465,009	10.09	10.20
Utah	1.5	87.52	389,646	7.78	11.25
Vermont	74.0	16.73	1,448,623	3.56	4.70
Virginia	1.1	80.39	981,851	9.18	8.76
Washington	18.5	52.73	10,115,987	3.96	13.32
West Virginia	1.1	78.06	421,381	6.89	11.33
Wisconsin	2.5	84.65	2,683,974	5.29	16.00
Wyoming	1.3	95.37	158,119	7.32	13.03

¹ Including commuters, summer residents and locals.

TABLE 4. Number of Non-Resident Automobiles Which Entered Canada on Customs Permits¹ Through Provinces Indicated and Which Departed in 1958, 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	67	438	596	2,563	63	40	147	281	34	4,229
Arizona	7	62	129	1,286	101	60	469	1,029	68	3,211
Arkansas	14	204	140	913	57	33	109	195	19	1,684
California	130	993	1,888	13,650	1,320	798	5,744	44,283	761	69,567
Colorado	21	185	321	2,190	251	345	1,342	1,641	108	6,404
Connecticut	700	9,646	22,969	16,133	45	15	174	222	25	49,929
Delaware	38	353	866	2,052	15	5	41	25	4	3,399
Dist. of Columbia	80	348	1,009	2,245	22	4	47	68	5	3,828
Florida	237	2,199	4,250	15,137	262	128	532	933	94	23,772
Georgia	64	499	534	2,289	50	18	112	204	27	3,797
Idaho	8	121	116	433	50	92	1,240	5,702	86	7,848
Illinois	190	1,299	3,107	55,654	2,038	622	1,974	1,836	165	66,885
Indiana	77	518	1,119	26,409	397	171	534	624	69	29,918
Iowa	33	287	498	12,947	1,540	733	852	805	88	17,783
Kansas	42	646	426	3,899	708	259	683	1,029	68	7,760
Kentucky	27	230	353	4,584	39	28	106	182	25	5,574
Louisiana	33	349	422	2,125	95	53	238	349	53	3,717
Maine	628	120,833	23,872	3,394	10	6	29	29	6	148,807
Maryland	253	1,192	3,161	9,020	67	29	139	191	16	14,068
Massachusetts	3,801	24,960	48,427	30,870	84	40	250	390	36	108,858
Michigan	172	1,483	3,075	449,070	1,148	464	1,164	1,230	177	457,983
Minnesota	31	263	676	36,278	15,185	1,759	2,118	1,301	128	57,739
Mississippi	21	119	152	726	67	38	97	132	21	1,373
Missouri	48	330	562	8,252	611	161	638	930	63	11,595
Montana	5	41	46	711	289	5,581	12,632	2,951	132	22,388
Nebraska	22	179	218	3,044	755	374	596	688	43	5,919
Nevada	3	15	56	237	24	14	127	572	28	1,076
New Hampshire	255	2,986	25,955	3,852	9	13	34	41	12	33,157
New Jersey	914	5,001	20,148	37,179	136	55	417	524	38	64,412
New Mexico	12	90	186	770	43	67	281	440	42	1,931
New York	2,157	9,465	122,829	428,427	337	153	789	1,079	94	565,330
North Carolina	66	476	1,084	3,476	48	17	116	184	27	5,494
North Dakota	1	63	59	1,676	21,472	7,641	541	304	48	31,805
Ohio	343	2,269	4,863	135,588	393	179	920	985	133	145,673
Oklahoma	26	130	190	2,334	294	229	621	637	45	4,506
Oregon	16	128	210	1,192	173	185	988	23,788	232	26,912
Pennsylvania	856	4,975	13,505	102,948	210	90	607	729	105	124,028
Rhode Island	203	1,973	7,893	4,260	8	—	26	62	6	14,431
South Carolina	45	312	518	1,536	21	21	68	98	18	2,637
South Dakota	4	71	68	1,551	1,093	673	452	277	44	4,233
Tennessee	61	352	540	3,810	83	32	128	264	24	5,294
Texas	114	907	1,168	7,089	498	353	1,657	2,200	244	14,230
Utah	8	28	87	734	63	65	1,705	1,717	45	4,452
Vermont	101	765	82,598	3,006	7	7	37	61	2	86,584
Virginia	241	1,232	2,431	7,583	94	33	156	415	28	12,213
Washington	12	133	264	2,326	338	332	2,292	185,804	343	191,844
West Virginia	23	226	315	4,659	12	12	41	105	5	5,398
Wisconsin	53	381	909	26,680	1,389	572	909	715	99	31,707
Wyoming	1	38	33	327	65	198	605	355	36	1,658
Total U.S.	12,267	199,793	404,841	1,487,114	52,079	22,797	45,524	288,606	4,019	2,517,040
Other Countries²	24	69	523	1,049	95	114	747	2,413	5,499	10,533
Grand Total	12,291	199,862	405,364	1,488,163	52,174	22,911	46,271	291,019	9,518	2,527,573

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

² Other Countries comprise: Alaska 8,698, Argentina 2, Australia 5, Bahamas 24, Belgium 11, Bermuda 8, Bolivia 1, Brazil 6, British Malaya 1, China 1, Costa Rica 4, Cuba 129, Denmark 16, England 267, France 113, French Morocco 1, French West Africa 1, Germany 315, Greece 2, Guam 3, Guatemala 6, Haiti 5, Hawaiian Islands 438, Hong Kong 1, Indo-China 1, Indonesia 1, Iraq 1, Ireland 1, Italy 20, Japan 48, Java 2, Mexico 130, Morocco 3, Netherlands 54, Netherlands Antilles 24, New Zealand 10, Nicaragua 1, Nigeria 1, Norway 12, Panama Canal Zone 73, Peru 1, Philippines 2, Puerto Rico 8, St. Pierre and Miquelon 5, Scotland 2, South Africa 7, Southern Rhodesia 1, Spain 2, Sweden 8, Switzerland 32, Turkey 3, Venezuela 5, Virgin Islands 3, West Indies Federation 9.

TABLE 5. Number of Non-Resident Automobiles Which Entered Canada on Customs Permits¹ Through Provinces Indicated, and Which Departed in 1958 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.	Y.T.	Total	Long-term visits ³
											%
Alabama	67	132	247	640	41	33	128	121	34	1,443	34
Arizona	7	34	76	487	80	48	359	603	63	1,757	55
Arkansas	14	37	58	283	37	24	84	103	19	659	39
California	129	501	1,331	5,212	1,090	722	4,442	29,735	713	43,875	63
Colorado	21	59	149	676	165	265	1,034	893	100	3,362	52
Connecticut	684	5,492	15,447	6,303	33	13	136	134	22	28,264	57
Delaware	36	211	536	910	11	5	34	17	4	1,764	52
Dist. of Col.	76	238	787	1,207	17	3	42	46	5	2,421	63
Florida	229	1,135	2,723	7,175	214	114	444	580	90	12,704	53
Georgia	62	177	276	873	39	17	90	96	24	1,654	44
Idaho	8	42	47	140	30	73	810	2,904	76	4,130	53
Illinois	188	677	2,176	31,314	1,656	563	1,535	1,015	152	39,276	59
Indiana	73	293	698	13,185	318	154	415	287	63	15,486	52
Iowa	32	139	314	8,044	1,023	636	616	369	86	11,259	63
Kansas	41	111	185	1,651	495	182	480	384	63	3,592	46
Kentucky	27	79	195	1,942	30	24	90	58	24	2,469	44
Louisiana	33	87	231	753	62	41	199	178	50	1,634	44
Maine	598	21,857	11,685	848	10	6	19	24	6	35,053	24
Maryland	247	762	2,100	4,672	59	28	108	124	15	8,115	58
Massachusetts	3,738	20,483	32,932	10,298	74	34	214	242	32	68,047	63
Michigan	171	861	2,211	126,296	1,001	432	1,010	731	167	132,880	29
Minnesota	31	123	420	17,891	6,951	1,523	1,490	726	120	29,275	51
Mississippi	21	44	73	259	39	25	74	54	21	610	44
Missouri	46	160	361	3,621	427	139	489	377	61	5,681	49
Montana	5	16	19	165	194	2,673	6,012	1,603	113	10,800	48
Nebraska	21	37	112	1,500	549	323	397	303	40	3,282	55
Nevada	3	7	32	121	16	11	90	391	24	695	65
New Hampshire	247	2,032	11,761	1,005	9	13	30	28	11	15,136	46
New Jersey	902	3,477	13,840	19,086	117	46	365	315	35	38,183	59
New Mexico	12	36	90	221	25	48	206	216	35	889	46
New York	2,119	6,920	51,766	151,520	296	113	692	638	85	214,149	88
North Carolina	66	234	579	1,532	34	14	93	98	26	2,676	49
North Dakota	1	5	28	868	7,390	3,739	393	166	34	12,624	40
Ohio	338	1,115	3,195	84,401	335	166	748	498	123	90,919	62
Oklahoma	26	50	118	1,000	202	175	470	285	43	2,369	53
Oregon	16	52	109	424	119	154	718	16,447	217	18,256	68
Pennsylvania	833	2,698	8,594	56,772	179	86	508	435	101	70,206	57
Rhode Island	197	1,371	5,763	1,465	6	—	19	35	6	8,862	61
South Carolina	44	135	267	496	13	12	60	59	17	1,103	42
South Dakota	4	16	48	701	759	576	335	145	39	2,623	62
Tennessee	61	107	266	1,126	64	30	98	109	24	1,885	36
Texas	113	238	547	2,255	337	271	1,270	1,025	236	6,292	44
Utah	7	12	52	179	41	45	1,211	827	39	2,413	54
Vermont	100	455	11,064	895	6	5	21	28	2	12,576	15
Virginia	239	616	1,474	3,503	77	28	140	207	27	6,311	52
Washington	12	66	158	703	244	272	1,654	78,942	325	82,376	43
West Virginia	21	69	172	2,648	11	9	34	34	5	3,003	56
Wisconsin	51	171	624	13,781	1,075	513	714	381	87	17,397	55
Wyoming	1	9	15	112	43	123	460	201	34	998	60
Total U.S.	12,018	73,678	185,951	591,159	26,043	14,549	31,080	143,217	3,738	1,081,433	43
Other Countries⁴	22	41	319	503	86	109	720	1,757	4,944	8,501	81
Grand Total	12,040	73,719	186,270	591,662	26,129	14,658	31,800	144,974	8,682	1,089,934	43
Long-term visits ³ %	98	37	46	40	50	64	69	50	91	43	—

¹ Exclusive of commuters, summer residents and locals.

² Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from 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 Long-term visits as percentage of long and short-term visits.

⁴ Other Countries comprise: Alaska 7,415, Argentina 2, Australia 5, Bahamas 23, Belgium 6, Bermuda 7, Brazil 4, Bolivia 1, British Malaya 1, China 1, Costa Rica 4, Cuba 99, Denmark 11, England 160, France 44, French West Africa 1, Germany 139, Greece 2, Guam 4, Guatemala 5, Haiti 4, Hawaiian Islands 236, Hong Kong 1, Indo-China 1, Indonesia 1, Iraq 1, Italy 14, Japan 31, Java 2, Mexico 106, Morocco 2, Netherlands 33, Netherlands Antilles 20, New Zealand 10, Nicaragua 1, Nigeria 1, Norway 2, Panama Canal Zone 49, Philippines 1, Peru 1, Puerto Rico 2, St. Pierre and Miquelon 4, Scotland 1, South Africa 4, Southern Rhodesia 1, Spain 1, Sweden 7, Switzerland 15, Turkey 3, Venezuela 5, Virgin Islands 2, West Indies Federation 5.

TABLE 6. Number of Non-Resident Automobiles Travelling in Canada on Customs Permits Which Departed in the Years 1954-1958 (Classified by Selected U.S. Federal States of Registration)

State of origin	1954	1955	1956	1957	1958
North Eastern	1, 097, 044	1, 132, 735	1, 149, 815	1, 182, 090	1, 195, 536
Connecticut	46, 860	47, 196	49, 450	51, 160	49, 929
Maine	111, 796	114, 649	121, 187	122, 579	148, 907
Massachusetts	104, 806	107, 760	109, 665	110, 349	108, 858
New Hampshire	28, 865	30, 150	32, 414	32, 820	33, 157
New Jersey	60, 342	62, 828	63, 369	65, 855	64, 412
New York	517, 998	543, 086	548, 690	565, 949	565, 330
Pennsylvania	121, 739	122, 597	117, 496	128, 194	124, 028
Rhode Island	15, 136	15, 637	15, 351	15, 024	14, 431
Vermont	89, 502	88, 832	92, 193	90, 160	86, 584
% of Total	45.2	45.3	46.6	47.1	47.3
Great Lakes	772, 012	791, 755	749, 770	743, 926	732, 166
Illinois	78, 549	77, 559	71, 665	69, 333	66, 885
Indiana	34, 443	34, 376	32, 392	31, 112	29, 918
Michigan	477, 874	494, 204	468, 587	460, 830	457, 983
Ohio	150, 088	153, 239	145, 713	152, 107	145, 673
Wisconsin	31, 058	32, 377	31, 413	30, 544	31, 707
% of Total	31.8	31.7	30.4	29.7	29.0
North Western	94, 702	97, 346	98, 114	103, 524	111, 932
Minnesota	49, 658	52, 711	52, 170	54, 328	57, 739
Montana	19, 100	19, 486	21, 271	21, 330	22, 388
North Dakota	25, 944	25, 149	24, 673	27, 866	31, 805
% of Total	3.9	3.9	4.0	4.1	4.4
West Coast	270, 463	275, 628	278, 076	281, 619	288, 323
California	69, 434	67, 470	67, 730	70, 898	69, 567
Oregon	26, 295	28, 153	28, 506	28, 122	26, 912
Washington	174, 734	180, 005	181, 840	182, 599	191, 844
% of Total	11.2	11.0	11.2	11.2	11.4
Other (Remaining States and Foreign Countries)	192, 619	200, 924	193, 856	198, 461	199, 616
% of Total	7.9	8.0	7.8	7.9	7.9
Total	2, 426, 840	2, 498, 388	2, 469, 631	2, 509, 620	2, 527, 573

**TABLE 7. Average Expenditure Per Car Declared by Non-Resident Permit-Holding Motorists¹
by Selected U.S. Federal States of Registration, 1954 - 1958**

State of registration	Average declared expenditure per car				
	1954	1955	1956	1957	1958
North Eastern:					
Connecticut	67. 74	68. 86	72. 58	71. 26	69. 77
Maine	23. 21	24. 85	26. 18	25. 75	23. 48
Massachusetts	80. 90	81. 34	85. 38	82. 64	82. 84
New Hampshire	43. 83	44. 07	45. 70	42. 88	51. 95
New Jersey	91. 22	91. 08	97. 30	93. 35	95. 73
New York	51. 76	52. 62	52. 78	53. 62	51. 98
Pennsylvania	77. 84	78. 49	78. 83	75. 23	75. 46
Rhode Island	67. 63	70. 91	71. 52	72. 83	70. 58
Vermont	13. 75	15. 45	15. 69	15. 29	16. 73
Great Lakes:					
Illinois	69. 32	84. 76	90. 74	89. 13	94. 34
Indiana	61. 65	70. 39	72. 84	70. 43	75. 30
Michigan	30. 87	28. 44	31. 85	31. 91	30. 80
Ohio	79. 40	80. 45	80. 47	76. 33	74. 98
Wisconsin	67. 57	77. 41	79. 92	82. 01	84. 65
North Western:					
Minnesota	59. 07	64. 78	68. 13	68. 93	81. 75
Montana	61. 20	60. 84	58. 77	58. 70	59. 80
North Dakota	42. 54	42. 81	44. 31	42. 59	43. 92
West Coast:					
California	103. 41	107. 47	108. 68	107. 16	110. 12
Oregon	97. 22	95. 56	97. 47	97. 10	99. 19
Washington	52. 93	51. 87	52. 95	53. 22	52. 73
Other:					
Remaining States and Foreign Countries	85. 45	89. 36	92. 27	95. 38	99. 48

¹ Including commuters, summer residents and locals.

**TABLE 8. Number and Expenditures of Canadian Automobiles Returning to Canada in 1958,
Classified by Length of Visit**

Days 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	6,500,198	82.55	4.78	31,088,759	14.48	6,500,198	4.78
2 ¹	323,994	4.11	31.65	10,255,220	4.78	647,998	15.83
3	520,100	6.60	102.90	53,519,858	24.93	1,560,300	34.30
4	122,979	1.56	131.30	16,147,117	7.52	491,916	32.82
5	66,504	0.84	134.37	8,936,009	4.16	332,520	26.87
6	37,738	0.48	167.81	6,332,772	2.95	226,428	27.97
7	107,474	1.37	189.51	20,367,465	9.49	752,318	27.07
8	17,310	0.22	207.28	3,588,062	1.67	138,480	25.91
9	8,881	0.11	218.35	1,939,201	0.90	79,929	24.26
10	26,895	0.34	215.36	5,792,049	2.70	268,950	21.54
11	5,109	0.06	248.92	1,271,715	0.59	56,199	22.63
12	10,057	0.13	242.55	2,439,329	1.14	120,684	20.21
13	2,773	0.04	256.13	710,257	0.33	36,049	19.70
14	49,722	0.63	278.20	13,846,499	6.45	696,108	19.89
15	4,248	0.05	326.46	1,386,812	0.65	63,720	21.76
16	2,719	0.04	319.06	867,523	0.41	43,504	19.94
17	1,698	0.02	317.05	538,353	0.25	28,866	18.65
18	2,896	0.04	340.75	986,835	0.46	52,128	18.93
19	752	0.01	456.41	340,210	0.16	14,288	23.81
20	1,873	0.02	355.29	665,458	0.31	37,460	17.76
21	22,422	0.28	398.80	8,941,995	4.17	470,862	18.99
22	434	0.01	453.82	196,960	0.09	9,548	20.63
23	446	0.01	499.15	222,621	0.09	10,258	21.70
24	671	0.01	395.36	265,287	0.12	16,104	16.47
25	656	0.01	475.32	311,810	0.15	16,400	19.01
26	297	—	413.03	122,670	0.06	7,722	15.89
27	120	—	402.28	48,274	0.02	3,240	14.90
28	3,659	0.05	484.29	1,772,021	0.83	102,452	17.30
29	99	—	417.34	41,317	0.02	2,871	14.39
30-39	11,829	0.15	510.58	6,039,664	2.81	365,230	16.54
40-49	4,612	0.06	580.74	2,678,382	1.25	203,165	13.16
50-59	720	0.01	786.10	565,989	0.26	39,910	14.18
60-69	5,746	0.07	667.14	3,833,395	1.79	346,386	11.07
70-79	1,098	0.01	763.82	838,675	0.39	80,803	10.38
80-89	104	—	1,021.36	106,221	0.05	8,696	12.21
90-99	3,500	0.05	864.98	3,027,445	1.41	316,297	9.57
100-119	432	0.01	905.78	391,297	0.18	45,864	8.53
120-139	1,620	0.02	938.18	1,519,853	0.71	197,464	7.70
140-169	766	0.01	1,160.50	888,942	0.41	115,449	7.70
170-199	745	0.01	1,379.02	1,027,368	0.48	134,100	7.66
200-over	557	0.01	1,448.59	806,862	0.38	164,167	4.91
Total	7,874,453	100.00	27.26	214,666,551	100.00	14,805,031	14.50
Average length of stay						per car 1.88	

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

**TABLE 8A. Number of and Average Expenditure Per Day by Canadian Motorists
Returning to Canada in 1958, 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	2.78	18,043,655	18,043,655	1.72
2 ¹	2.99	967,154	1,934,308	5.30
3	3.04	1,582,946	4,748,838	11.27
4	2.87	353,557	1,414,228	11.41
5	3.11	206,581	1,032,905	8.65
6	3.09	116,755	700,530	9.04
7	3.10	332,987	2,330,909	8.74
8	3.11	53,843	430,744	8.33
9	3.18	28,236	254,124	7.63
10	2.93	78,797	787,970	7.35
11	2.99	15,251	167,761	7.58
12	3.00	30,157	361,884	6.74
13	3.13	8,670	112,710	6.30
14	3.06	151,980	2,127,720	6.51
15	3.27	13,870	208,050	6.67
16	2.90	7,874	125,984	6.89
17	2.94	4,988	84,796	6.35
18	2.90	8,410	151,380	6.52
19	3.22	2,419	45,961	7.40
20	3.14	5,879	117,580	5.66
21	2.97	66,653	1,399,713	6.39
22	2.70	1,172	25,784	7.64
23	2.91	1,299	29,877	7.45
24	2.84	1,907	45,768	5.80
25	2.75	1,807	45,175	6.90
26	2.39	709	18,434	6.65
27	2.40	288	7,776	6.21
28	3.05	11,153	312,284	5.67
29	2.43	241	6,989	5.91
30 - 39	2.74	32,414	1,000,944	6.03
40 - 49	2.72	12,525	551,726	4.85
50 - 59	3.18	2,291	126,990	4.46
60 - 69	2.77	15,934	960,502	3.99
70 - 79	2.65	2,915	214,515	3.91
80 - 89	2.60	270	22,577	4.70
90 - 99	2.52	8,827	797,696	3.80
100 - 119	2.31	996	105,745	3.70
120 - 139	2.32	3,759	458,185	3.32
140 - 169	2.40	1,841	277,476	3.20
170 - 199	2.50	1,865	335,700	3.06
200 - over	2.54	1,416	417,338	1.93
Total	2.82	22,184,291	42,343,231	5.07
Average length of stay			per person 1.91	

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

TABLE 9. Number of Canadian Automobiles Returning to Canada in 1958, Classified by Length of Visit, by Province of Re-Entry into Canada

Days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	B.C. and Y.T.
1	1,511,881	1,074,435	2,951,955	137,819	82,370	44,168	697,570
2 ¹	67,193	95,734	91,580	13,005	5,299	4,675	46,508
3	31,759	111,027	203,179	32,841	14,817	19,167	107,310
4	12,072	35,319	42,770	7,091	2,736	5,042	17,949
5	8,659	21,484	18,084	3,610	1,811	2,661	10,195
6	4,732	10,221	11,078	2,091	1,059	1,895	6,662
7	10,737	40,207	34,536	4,716	976	2,720	13,582
8	2,147	4,710	5,630	676	601	1,005	2,541
9	1,158	2,060	2,889	428	390	478	1,478
10	2,802	7,934	9,165	1,217	512	1,107	4,158
11	530	1,317	1,389	260	253	317	1,043
12	1,430	2,043	4,177	347	296	271	1,493
13	462	789	372	141	157	162	690
14	2,209	14,482	18,696	2,596	711	1,621	9,407
15	270	2,308	619	108	131	179	633
16	308	521	986	186	64	204	450
17	229	436	459	117	82	60	315
18	133	738	846	93	83	210	793
19	61	166	207	35	47	36	200
20	125	433	543	48	69	194	461
21	693	6,402	9,063	1,542	416	747	3,559
22	13	100	206	10	26	37	42
23	17	79	87	44	35	49	135
24	11	121	260	69	13	71	126
25	30	128	280	—	21	48	149
26	52	45	108	—	18	—	74
27	13	14	31	10	8	13	31
28	242	1,208	1,601	106	39	57	406
29	17	14	40	—	18	—	10
30- 39	581	2,874	4,877	695	353	455	1,994
40- 49	140	1,493	1,753	228	97	179	722
50- 59	—	318	246	25	21	13	97
60- 69	190	1,859	2,031	356	170	347	793
70- 79	13	170	379	111	69	150	206
80- 89	—	66	20	10	8	—	—
90- 99	153	630	1,390	350	175	271	531
100-119	13	38	207	21	33	48	72
120-139	62	209	683	74	135	96	361
140-169	—	59	261	53	106	59	228
170-199	9	73	362	21	—	38	242
200-over	—	112	234	56	56	36	63
Total	1,661,146	1,442,376	3,423,279	211,206	114,281	88,886	933,279

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

TABLE 10. Number and Expenditures of Canadian Travellers Returning to Canada via Rail in 1958, Classified by Length of Visit

Days stay	Number of persons	% of total persons	Average expenditure per person	Estimated expenditures	% of total expenditures	Number of person - days	Average expenditure per person per day
			\$	\$			\$
1	8,406	2.07	40.95	344,257	0.61	8,406	40.95
2	45,088	11.12	66.98	3,020,079	5.36	90,176	33.49
3	72,695	17.93	76.34	5,503,383	9.76	218,085	25.24
4	45,665	11.26	94.16	4,299,772	7.63	182,660	23.54
5	33,519	8.27	108.09	3,623,066	6.43	167,595	21.62
6	19,842	4.89	115.82	2,298,166	4.08	119,052	19.30
7	26,384	6.51	112.10	2,957,531	5.25	184,688	16.01
8	16,276	4.02	116.96	1,903,564	3.38	130,208	14.62
9	8,161	2.01	120.27	981,560	1.74	73,449	13.36
10	21,653	5.34	120.67	2,612,813	4.64	216,530	12.07
11	3,672	0.91	148.59	545,640	0.97	40,392	13.51
12	9,863	2.43	155.67	1,535,362	2.72	118,356	12.97
13	3,413	0.84	167.44	571,473	1.01	44,369	12.88
14	17,827	4.40	190.55	3,396,931	6.03	249,578	13.61
15	5,502	1.36	183.81	1,011,320	1.79	82,530	12.25
16	4,685	1.16	224.37	1,051,195	1.86	74,960	14.02
17	3,295	0.81	229.06	754,739	1.34	56,015	13.47
18	3,834	0.94	200.74	769,622	1.37	69,012	11.15
19	2,057	0.51	201.10	413,671	0.73	39,083	10.58
20	3,964	0.98	223.79	887,091	1.57	79,280	11.19
21	7,612	1.88	206.68	1,573,230	2.79	159,852	9.84
22	2,033	0.50	257.33	523,160	0.93	44,726	11.70
23	1,524	0.38	276.47	421,347	0.75	35,052	12.02
24	1,449	0.36	270.83	392,439	0.70	34,776	11.28
25	1,279	0.32	281.86	360,498	0.64	31,975	11.27
26	967	0.24	383.93	371,256	0.66	25,142	14.77
27	1,063	0.26	272.32	289,476	0.51	28,701	10.09
28	2,652	0.65	259.78	688,925	1.22	74,256	9.28
29	582	0.14	287.40	167,264	0.30	16,878	9.91
30 - 39	11,496	2.84	283.44	3,258,411	5.78	368,273	8.85
40 - 49	4,851	1.20	397.22	1,926,925	3.42	211,609	9.11
50 - 59	1,774	0.44	404.10	716,882	1.27	95,004	7.55
60 - 69	3,243	0.80	358.51	1,162,663	2.06	201,054	5.78
70 - 79	1,193	0.29	460.04	548,833	0.97	89,140	6.16
80 - 89	980	0.24	508.85	498,669	0.88	81,684	6.10
90 - 99	2,067	0.51	664.24	1,372,992	2.44	189,446	7.25
100 - 119	891	0.22	609.98	543,489	0.96	95,279	5.70
120 - 139	1,019	0.25	619.40	631,165	1.12	126,413	4.99
140 - 169	995	0.25	659.09	655,794	1.16	151,049	4.34
170 - 199	1,186	0.29	654.98	776,806	1.38	212,076	3.66
200-over	723	0.18	1,392.21	1,006,571	1.79	192,802	5.22
Total	405,380	100.00	139.05	56,368,030	100.00	4,709,611	11.97

**TABLE 11. Number and Expenditures of Canadian Travellers Returning to Canada via Bus in 1958,
Classified by Length of Visit**

Days stay	Number of persons	% of total persons	Average expenditure per person	Estimated expenditures	% of total expend- itures	Number of person-days	Average expenditure per person per day
			\$	\$			\$
1.....	20,412	4.69	7.32	149,472	0.35	20,412	7.32
2.....	65,947	15.16	47.83	3,154,453	7.48	131,894	23.92
3.....	72,014	16.54	59.02	4,250,343	10.07	216,042	19.67
4.....	46,652	10.72	61.36	2,862,743	6.79	186,608	15.34
5.....	27,219	6.26	78.42	2,134,574	5.06	136,095	15.68
6.....	20,351	4.68	88.02	1,791,279	4.25	122,106	14.67
7.....	31,073	7.14	90.31	2,806,206	6.65	217,511	12.90
8.....	14,629	3.36	92.56	1,354,132	3.21	117,032	11.57
9.....	7,156	1.64	99.68	713,282	1.69	64,404	11.08
10.....	20,753	4.77	110.62	2,295,600	5.44	207,530	11.06
11.....	3,215	0.74	129.29	415,679	0.98	35,365	11.75
12.....	9,576	2.20	133.87	1,281,968	3.04	114,912	11.16
13.....	3,453	0.79	139.28	480,919	1.14	44,889	10.71
14.....	23,669	5.44	136.69	3,235,214	7.67	331,366	9.76
15.....	10,026	2.30	145.60	1,459,835	3.46	150,390	9.71
16.....	4,464	1.03	175.82	784,859	1.86	71,424	10.99
17.....	2,263	0.52	171.63	388,399	0.92	38,471	10.10
18.....	3,305	0.76	138.45	457,581	1.08	59,490	7.69
19.....	1,372	0.32	176.10	241,610	0.57	26,068	9.27
20.....	2,995	0.69	174.58	522,878	1.24	59,900	8.73
21.....	8,843	2.03	171.51	1,516,687	3.60	185,703	8.17
22.....	1,122	0.26	235.27	263,970	0.63	24,684	10.69
23.....	1,806	0.42	235.66	425,593	1.01	41,538	10.25
24.....	1,205	0.28	171.34	206,460	0.49	28,920	7.14
25.....	923	0.21	151.86	140,165	0.33	23,075	6.07
26.....	694	0.16	215.93	149,857	0.35	18,044	8.31
27.....	658	0.15	203.70	134,032	0.32	17,766	7.54
28.....	1,983	0.46	210.66	417,731	0.99	55,524	7.52
29.....	689	0.16	213.03	146,776	0.35	19,981	7.35
30- 39.....	10,035	2.31	206.34	2,070,627	4.91	322,425	6.42
40- 49.....	4,273	0.98	227.55	972,317	2.30	183,914	5.29
50- 59.....	1,621	0.37	289.20	468,786	1.11	87,588	5.35
60- 69.....	3,045	0.70	349.03	1,062,802	2.52	186,405	5.70
70- 79.....	1,023	0.24	270.44	276,657	0.66	74,929	3.69
80- 89.....	962	0.22	253.29	243,661	0.58	81,523	2.99
90- 99.....	1,921	0.44	361.49	694,426	1.65	176,099	3.94
100-119.....	962	0.22	483.69	465,306	1.10	102,343	4.55
120-139.....	965	0.22	588.24	567,647	1.34	118,769	4.78
140-169.....	833	0.19	491.32	409,267	0.97	124,396	3.29
170-199.....	607	0.14	748.24	454,181	1.08	110,075	4.13
200-over.....	394	0.09	813.06	320,347	0.76	103,205	3.10
Total	435,108	100.00	96.96	42,188,321	100.00	4,438,815	9.50

TABLE 12. Number and Expenditures of Canadian Travellers Returning to Canada via Plane in 1958, Classified by Length of Visit

Days stay	Number of persons	% of total persons	Average expenditure per person	Estimated expenditures	% of total expenditures	Number of person-days	Average expenditure per person per day
			\$	\$			\$
1	12,408	3.44	52.18	647,504	0.84	12,408	52.18
2	36,525	10.12	84.82	3,098,135	4.02	73,050	42.41
3	41,825	11.58	104.95	4,389,590	5.70	125,475	34.98
4	42,141	11.67	129.75	5,467,646	7.09	168,564	32.44
5	30,750	8.52	153.65	4,724,690	6.13	153,750	30.73
6	18,335	5.08	174.81	3,205,165	4.16	110,010	29.14
7	22,015	6.10	185.14	4,075,955	5.29	154,105	26.45
8	11,104	3.08	205.68	2,283,833	2.96	88,832	25.71
9	5,926	1.64	205.79	1,219,535	1.58	53,334	22.87
10	17,020	4.71	228.14	3,882,991	5.04	170,200	22.81
11	4,212	1.17	225.31	949,005	1.23	46,332	20.48
12	8,038	2.23	248.51	1,997,551	2.59	96,456	20.71
13	4,674	1.29	252.07	1,178,181	1.53	60,762	19.39
14	21,972	6.08	264.27	5,806,460	7.53	307,608	18.88
15	9,412	2.61	267.60	2,518,633	3.27	141,180	17.84
16	5,493	1.52	272.31	1,495,792	1.94	87,888	17.02
17	3,889	1.08	309.34	1,203,017	1.56	66,113	18.20
18	4,958	1.37	329.68	1,634,534	2.12	89,244	18.32
19	2,437	0.68	342.67	835,092	1.08	46,303	18.04
20	4,455	1.23	361.82	1,611,904	2.09	89,100	18.09
21	11,560	3.20	360.56	4,168,101	5.41	242,760	17.17
22	1,923	0.53	373.41	718,062	0.93	42,306	16.97
23	1,826	0.50	425.67	777,273	1.01	41,998	18.51
24	1,098	0.30	345.84	379,727	0.49	26,352	14.41
25	1,723	0.48	348.57	600,593	0.78	43,075	13.94
26	1,181	0.33	446.24	527,013	0.68	30,706	17.16
27	999	0.28	369.33	368,964	0.48	26,973	13.68
28	4,488	1.24	416.46	1,869,090	2.43	125,664	14.87
29	634	0.18	373.57	236,846	0.31	18,386	12.88
30-39	13,505	3.74	396.34	5,352,606	6.94	429,034	12.48
40-49	3,936	1.09	497.11	1,956,613	2.54	172,096	11.37
50-59	1,825	0.51	539.92	985,347	1.28	97,706	10.08
60-69	2,582	0.72	657.01	1,696,390	2.20	159,002	10.67
70-79	1,384	0.38	592.90	820,573	1.06	101,049	8.12
80-89	466	0.13	895.68	417,388	0.54	38,918	10.72
90-99	1,389	0.38	742.26	1,031,005	1.34	126,446	8.15
100-119	378	0.10	807.97	305,414	0.40	40,066	7.62
120-139	1,021	0.28	847.59	865,389	1.12	125,873	6.88
140-169	378	0.10	1,122.53	424,317	0.55	56,851	7.46
170-199	557	0.15	959.27	534,311	0.69	100,412	5.32
200-over	664	0.18	1,243.27	825,529	1.07	173,284	4.76
Total	361,106	100.00	213.06	77,085,764	100.00	4,359,671	17.68

TABLE 13. State of Destination Reported by Canadians, Special Survey, 1958
 Percentage of Persons Reporting Visits of 48 Hours or Over

State of destination	Calendar year	First quarter	Second quarter	Third quarter	Fourth quarter
	per cent				
New York	25.69	24.02	25.05	24.20	29.41
Washington	11.73	10.43	10.10	12.96	12.26
Florida	10.71	23.61	19.30	3.41	4.91
Michigan	9.80	6.91	7.87	9.95	13.18
California	5.38	7.10	6.87	4.19	4.63
Massachusetts	5.06	3.92	4.24	6.35	4.73
Minnesota	3.22	2.12	2.64	3.74	3.71
Ohio	2.90	2.76	2.34	3.33	2.88
Maine	2.82	0.83	1.52	5.03	2.19
Illinois	2.53	1.52	2.06	2.90	3.09
New Jersey	2.16	1.52	1.00	3.58	1.61
Oregon	1.90	1.55	1.75	2.34	1.67
Pennsylvania	1.89	2.21	1.70	2.07	1.57
Vermont	1.67	0.61	1.16	2.03	2.33
North Dakota	1.46	1.10	0.89	1.88	1.58
Dist. of Columbia	1.10	0.89	1.08	1.23	1.07
Montana	0.82	0.42	0.57	1.14	0.87
Connecticut	0.77	0.56	0.83	0.81	0.79
New Hampshire	0.77	0.25	0.56	1.24	0.64
Virginia	0.75	0.50	0.68	0.87	0.82
Idaho	0.66	0.45	0.32	1.03	0.57
Indiana	0.65	0.59	0.78	0.67	0.57
Texas	0.58	0.97	1.06	0.22	0.40
Arizona	0.57	1.10	1.15	0.13	0.33
Wisconsin	0.49	0.31	0.24	0.75	0.45
Rhode Island	0.42	0.27	0.42	0.51	0.38
Missouri	0.40	0.31	0.55	0.35	0.40
Maryland	0.26	0.22	0.35	0.28	0.19
Louisiana	0.24	0.54	0.22	0.11	0.25
Colorado	0.22	0.03	0.23	0.30	0.23
Kentucky	0.21	0.14	0.27	0.28	0.11
Tennessee	0.21	0.34	0.13	0.20	0.21
Nevada	0.19	0.15	0.23	0.12	0.28
North Carolina	0.18	0.14	0.29	0.16	0.13
South Carolina	0.17	0.14	0.31	0.10	0.18
Iowa	0.16	0.06	0.19	0.11	0.28
Utah	0.16	0.22	0.09	0.17	0.16
Wyoming	0.15	0.04	0.07	0.28	0.13
Georgia	0.14	0.10	0.19	0.10	0.19
South Dakota	0.12	0.10	0.07	0.18	0.08
West Virginia	0.12	0.09	0.12	0.17	0.07
Alaska	0.11	0.17	0.04	0.16	0.04
Kansas	0.08	0.20	0.11	0.06	0.02
Oklahoma	0.08	0.08	0.13	0.05	0.08
Delaware	0.07	0.03	0.05	0.05	0.14
Nebraska	0.07	0.11	—	0.09	0.08
New Mexico	0.05	0.08	0.04	0.06	0.04
Alabama	0.04	0.08	0.05	0.01	0.04
Arkansas	0.04	0.06	0.07	0.02	0.02
Mississippi	0.03	0.05	0.02	0.03	0.01
Total	100.00	100.00	100.00	100.00	100.00

**TABLE 15. Balance of Payments on Travel Account Between Canada and Other Countries,
1926-1958**
(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
	millions of dollars								
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	309	391	- 82	28	107	-79	337	498	-161
1957	325	403	- 78	38	122	-84	363	525	-162
1958 ²	309	413	-104	40	129	-89	349	542	-193

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

² Subject to revision.

**TABLE 16. Number of Foreign Automobiles and Other Vehicles Entering Canada,
by Province of Entry, 1954 - 1958**

Province of entry	1954	1955	1956	1957	1958
Non-permit class – Local traffic¹					
Atlantic Provinces.....	1,014,429	1,169,151	1,385,993	1,547,776	1,449,720
Quebec.....	315,117	482,534	542,454	594,244	575,956
Ontario.....	3,616,109	3,758,160	3,915,963	3,892,033	3,878,340
Manitoba.....	66,571	72,591	70,890	75,240	79,077
Saskatchewan.....	23,789	31,956	32,420	31,165	29,741
Alberta.....	24,912	39,788	32,069	25,194	22,809
British Columbia.....	120,510	128,583	130,282	120,573	130,909
Yukon Territory.....	1,536	626	995	847	337
Canada²	5,182,973	5,683,389	6,111,066	6,287,072	6,166,889
Travellers' vehicle permits¹					
Atlantic Provinces.....	163,034	166,664	174,698	179,866	216,191
Quebec.....	396,783	405,784	417,826	425,870	407,214
Ontario.....	1,492,378	1,549,942	1,485,360	1,533,842	1,499,740
Manitoba.....	46,499	46,723	45,543	49,178	51,983
Saskatchewan.....	20,863	18,910	20,984	22,334	23,231
Alberta.....	44,894	45,745	47,916	48,770	46,788
British Columbia.....	278,376	283,469	282,926	284,790	292,768
Yukon Territory.....	8,017	7,756	9,191	10,424	9,476
Canada³	2,450,844	2,524,993	2,484,444	2,555,074	2,547,391
Commercial vehicles					
Atlantic Provinces.....	77,259	94,989	110,295	105,709	101,485
Quebec.....	64,008	86,979	120,184	113,524	96,256
Ontario.....	115,928	133,779	156,942	170,975	171,695
Manitoba.....	10,478	12,717	15,008	17,293	23,010
Saskatchewan.....	7,464	6,541	8,502	8,248	11,219
Alberta.....	4,570	7,989	8,773	8,028	8,711
British Columbia.....	22,645	22,234	29,834	34,213	40,641
Yukon Territory.....	1,019	315	1,385	172	83
Canada	303,371	365,543	450,923	458,162	453,100

¹ "Non-Permit Class" and Travellers' Vehicle Permits are defined on page 101.² Includes 3,915 motorcycles, 33,469 bicycles and 166,333 taxis in 1958.³ Includes 1,509 motorcycles, 1,955 bicycles and 4,993 other vehicles in 1958.

**TABLE 17. Number of Foreign Automobiles and Other Vehicles Entering Canada,
by Month of Entry, 1954 - 1958**

Month	1954	1955	1956	1957	1958
Non-permit class—Local traffic¹					
January	310,994	270,122	323,125	322,675	339,022
February	292,040	242,686	297,624	317,949	287,370
March	315,682	269,088	328,989	377,850	363,894
April	330,137	385,694	425,938	441,457	466,855
May	446,968	501,979	511,769	539,002	559,676
June	526,387	584,817	628,224	662,472	624,144
July	799,426	921,522	881,774	900,959	893,335
August	720,499	798,819	844,405	905,627	899,473
September	471,970	545,478	601,759	564,815	525,934
October	375,033	459,144	481,999	467,680	461,866
November	308,980	352,799	395,344	403,714	389,134
December	284,857	351,241	390,116	382,872	356,186
Total²	5,182,973	5,683,389	6,111,066	6,287,072	6,166,889
Travellers' vehicle permits¹					
January	48,736	57,451	56,076	48,336	59,017
February	59,617	52,332	55,175	61,018	52,592
March	67,218	67,071	75,823	85,669	78,606
April	107,022	118,786	105,632	117,229	122,623
May	194,685	200,671	162,388	185,817	202,419
June	275,154	289,577	320,390	329,904	306,829
July	562,223	582,036	541,715	543,995	527,808
August	515,149	515,078	526,738	574,926	587,647
September	289,904	309,446	295,853	269,367	251,968
October	162,213	167,563	164,666	152,653	171,469
November	96,945	91,190	101,587	101,577	107,864
December	71,978	73,792	78,401	84,583	78,549
Total³	2,450,844	2,524,993	2,484,444	2,555,074	2,547,391
Commercial vehicles					
January	28,677	29,614	38,264	41,403	39,187
February	28,309	28,612	37,416	40,525	35,049
March	32,494	29,730	37,839	41,080	39,079
April	21,185	26,682	32,958	32,712	34,129
May	22,652	29,597	36,927	38,131	38,563
June	24,224	30,768	38,423	37,676	39,251
July	23,994	29,356	35,997	39,278	41,833
August	22,815	31,614	40,019	38,387	35,623
September	23,148	30,004	36,079	35,355	35,105
October	24,178	30,214	41,486	38,316	38,944
November	24,589	31,869	38,244	37,123	35,636
December	27,106	37,483	37,271	38,176	40,701
Total	303,371	365,543	450,923	458,162	453,100

¹ "Non-Permit Class" and Travellers' Vehicle Permits are defined on page 101.

² Includes 3,915 motorcycles, 33,469 bicycles and 166,333 taxis in 1958.

³ Includes 1,509 motorcycles, 1,955 bicycles and 4,993 other vehicles in 1958.

**TABLE 18. Number of Foreign Travellers Entering Canada from the United States,
by Province of Entry, 1954 - 1958**

Province of entry	1954	1955	1956	1957	1958
(a) Rail¹					
Atlantic Provinces	12,433	13,421	12,476	9,881	9,213
Quebec	135,830	130,393	121,803	114,742	104,275
Ontario	195,556	213,871	183,634	168,527	147,621
Manitoba	18,006	22,877	20,482	18,708	17,685
Saskatchewan	12,183	11,198	9,329	8,349	6,710
Alberta	1,611	1,571	1,580	1,570	1,763
British Columbia	48,121	47,241	43,254	44,275	48,130
Yukon Territory	8,467	6,856	9,814	10,085	7,464
Canada	432,207	447,428	402,372	376,137	342,861
(b) Boat					
Atlantic Provinces	19,486	6,809	4,495	4,223	4,832
Quebec	3,304	4,773	3,750	5,607	5,734
Ontario	193,982	242,866	243,682	258,139	221,443
Manitoba	—	—	—	—	—
Saskatchewan	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	130,102	115,147	147,547	150,448	99,864
Yukon Territory	3	—	2	9	4
Canada	346,877	369,595	399,476	418,426	331,877
(c) Bus²					
Atlantic Provinces	8,822	10,260	8,072	8,329	7,523
Quebec	41,997	47,153	51,158	59,408	63,839
Ontario	239,042	239,086	233,930	255,830	245,161
Manitoba	5,801	6,687	6,643	7,185	6,922
Saskatchewan	199	879	645	168	167
Alberta	3,060	3,265	3,132	6,760	7,180
British Columbia	36,218	32,421	34,912	37,551	38,294
Yukon Territory	57	246	432	—	915
Canada	335,196	339,997	338,924	375,231	370,001
(d) Aeroplane					
Atlantic Provinces	10,861	13,164	13,032	15,176	15,400
Quebec	63,764	77,688	81,309	89,957	92,360
Ontario	94,831	118,268	135,075	150,185	156,028
Manitoba	10,959	11,909	12,278	15,009	16,303
Saskatchewan	1,278	1,465	1,717	1,814	2,608
Alberta	11,762	13,237	13,658	19,807	14,617
British Columbia	36,662	42,044	46,598	50,206	61,326
Yukon Territory ³	8,351	10,723	11,051	10,487	9,395
Canada	238,468	288,498	314,718	352,641	368,037

¹ After deducting in transit passengers across Southern Ontario.² Exclusive of local bus traffic between border communities but including in transit traffic.³ Yukon Territory traffic is practically all in transit to and from Alaska.

TABLE 19. Number of Foreign Travellers Entering Canada from the United States, by Month of Entry, 1954 - 1958

Month	1954	1955	1956	1957	1958
(a) Rail (Gross entries)					
January.....	67,775	68,277	73,793	52,636	50,607
February.....	60,524	55,254	59,712	52,861	45,436
March.....	56,356	52,660	58,495	46,413	35,558
April.....	67,428	62,322	59,913	54,316	44,950
May.....	72,355	69,862	63,314	58,119	50,171
June.....	88,898	87,009	89,728	72,750	69,394
July.....	114,667	116,690	106,914	94,177	80,513
August.....	112,481	112,695	103,283	85,252	82,379
September.....	85,828	81,132	76,639	55,803	51,542
October.....	68,642	79,888	60,307	46,248	42,922
November.....	63,762	73,286	53,923	42,680	39,624
December.....	82,451	80,712	76,120	58,438	57,896
Total.....	941,167	939,787	882,141	719,693	650,992
(b) Rail (Net entries)					
January.....	27,908	26,417	26,733	20,579	22,276
February.....	27,476	25,124	25,150	25,257	26,335
March.....	24,748	22,776	23,508	23,643	17,270
April.....	27,534	26,672	25,001	28,390	20,148
May.....	31,519	31,353	27,060	31,186	26,516
June.....	43,571	46,301	45,293	42,244	40,709
July.....	62,719	65,841	57,610	59,965	49,657
August.....	59,654	61,430	53,428	49,423	48,499
September.....	39,854	36,127	35,724	27,770	26,843
October.....	29,200	38,187	27,329	23,113	20,396
November.....	24,910	34,674	23,701	18,654	18,461
December.....	33,114	32,526	31,835	25,913	25,751
Total.....	432,207	447,428	402,372	376,137	342,861
(c) Boat					
January.....	1,381	1,151	1,395	1,258	1,815
February.....	1,539	1,133	1,446	1,421	1,691
March.....	1,541	1,650	1,793	2,834	2,174
April.....	3,174	2,953	3,021	3,697	3,669
May.....	16,116	17,648	16,500	21,555	20,406
June.....	45,290	51,100	56,347	56,890	34,932
July.....	113,749	121,281	122,785	134,116	90,942
August.....	108,175	115,902	131,623	135,503	121,662
September.....	42,783	42,050	48,666	45,618	38,947
October.....	8,103	9,224	9,861	10,562	10,300
November.....	2,865	3,038	3,062	3,086	3,007
December.....	2,161	2,465	2,977	1,886	2,332
Total.....	346,877	369,595	399,476	418,426	331,877

**TABLE 19. Number of Foreign Travellers Entering Canada from the United States,
by Month of Entry, 1954 - 1958 - Concluded**

Month	1954	1955	1956	1957	1958
(d) Bus ^{1,2}					
January.....	12,380	12,898	9,492	10,925	12,689
February	12,157	10,813	12,061	12,342	9,721
March	11,215	13,597	12,050	13,023	13,718
April	15,189	17,481	18,357	21,109	23,025
May	29,923	27,100	29,398	35,097	35,350
June	39,034	39,108	39,169	47,005	46,726
July	75,506	75,419	65,222	74,184	69,870
August	62,807	64,503	66,337	78,714	74,284
September	31,893	30,947	32,691	34,786	27,807
October.....	19,361	20,162	25,122	19,512	24,417
November.....	12,611	14,981	15,180	15,857	16,933
December.....	13,120	12,988	13,845	12,677	15,461
Total.....	335,196	339,997	338,924	375,231	370,001
(e) Aeroplane					
January.....	11,806	14,823	16,946	18,817	20,640
February.....	12,238	13,951	16,493	18,295	19,607
March	13,538	16,964	18,285	21,427	22,795
April	15,404	18,239	20,553	22,732	24,344
May	20,481	24,733	27,621	31,664	33,269
June	26,803	31,161	38,948	41,028	42,833
July.....	30,836	36,453	37,078	43,901	43,007
August	28,407	38,695	38,078	45,077	46,384
September.....	25,359	30,013	31,740	35,708	34,902
October.....	20,868	26,420	27,624	30,173	32,773
November.....	16,308	18,016	21,204	21,942	24,092
December	16,420	19,030	20,148	21,877	23,391
Total.....	238,468	288,498	314,718	352,641	368,037

¹ Exclusive of local bus traffic between border communities.² Includes a small percentage of in transit passengers across Southern Ontario.

TABLE 20. Number of Canadian Automobiles and Other Vehicles Travelling in the United States by Province of Re-Entry into Canada, 1954-1958

Province of re-entry	1954	1955	1956	1957	1958
Length of stay – 24 hours or less					
Atlantic Provinces	1, 210, 512	1, 367, 434	1, 615, 748	1, 692, 852	1, 671, 214
Quebec	688, 549	952, 817	1, 086, 593	1, 169, 503	1, 116, 431
Ontario	1, 946, 264	2, 367, 938	2, 759, 531	2, 864, 208	3, 019, 548
Manitoba	136, 014	144, 013	136, 752	137, 949	141, 089
Saskatchewan	62, 604	65, 055	75, 043	86, 364	82, 622
Alberta	29, 399	58, 247	64, 567	51, 935	44, 593
British Columbia	503, 077	534, 473	569, 786	624, 361	707, 686
Yukon Territory	1, 332	1, 069	1, 495	2, 449	1, 385
Canada¹	4, 577, 751	5, 491, 046	6, 309, 515	6, 629, 621	6, 784, 568
Length of stay – Over 24 hours					
Atlantic Provinces	41, 832	97, 943	127, 366	152, 791	149, 265
Quebec	156, 955	310, 199	373, 757	403, 802	367, 941
Ontario	390, 280	480, 086	478, 872	476, 225	471, 324
Manitoba	51, 086	67, 869	65, 979	71, 864	73, 387
Saskatchewan	30, 613	32, 040	31, 486	32, 481	31, 911
Alberta	32, 961	65, 534	65, 050	58, 552	44, 718
British Columbia	149, 618	186, 150	203, 723	228, 773	235, 323
Yukon Territory	200	381	387	609	386
Canada¹	853, 545	1, 240, 202	1, 346, 620	1, 425, 097	1, 374, 255
Commercial vehicles					
Atlantic Provinces	89, 703	124, 443	137, 853	132, 536	115, 691
Quebec	99, 731	135, 755	183, 390	172, 788	147, 609
Ontario	164, 208	223, 384	232, 944	244, 371	218, 691
Manitoba	25, 646	25, 081	28, 125	22, 220	26, 559
Saskatchewan	13, 819	10, 217	12, 156	10, 128	8, 037
Alberta	7, 364	12, 272	13, 138	11, 169	11, 229
British Columbia	31, 171	31, 653	31, 297	32, 752	38, 880
Yukon Territory	152	289	355	1, 423	511
Canada	431, 794	563, 094	639, 258	627, 387	567, 207

¹ Includes 9,920 motorcycles, 56,912 bicycles and 217,538 taxis in 1958.

TABLE 21. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Month of Re-Entry into Canada, 1954-1958

Month	1954	1955	1956	1957	1958
Length of stay – 24 hours or less					
January	225, 882	301, 042	383, 268	399, 596	420, 733
February	236, 210	273, 870	354, 860	404, 559	374, 721
March	271, 830	300, 795	427, 869	492, 090	486, 951
April	375, 683	444, 174	481, 004	536, 541	564, 198
May	447, 667	527, 307	559, 558	587, 888	611, 769
June	430, 040	526, 692	594, 178	644, 667	634, 245
July	534, 972	676, 355	737, 228	737, 969	756, 732
August	526, 342	603, 177	689, 141	719, 408	812, 532
September	428, 687	520, 679	576, 327	601, 845	627, 393
October	414, 777	509, 508	556, 788	533, 309	550, 348
November	354, 205	399, 258	467, 583	481, 531	477, 600
December	331, 456	408, 189	481, 711	490, 218	467, 346
Total¹	4, 577, 751	5, 491, 046	6, 309, 515	6, 629, 621	6, 784, 568
Length of stay – Over 24 hours					
January	20, 454	29, 901	44, 702	47, 732	52, 324
February	21, 826	28, 139	40, 440	45, 277	43, 904
March	30, 760	35, 197	56, 831	68, 041	68, 268
April	68, 875	91, 539	95, 988	111, 959	103, 708
May	70, 665	103, 763	97, 891	110, 349	100, 646
June	66, 326	95, 473	102, 719	118, 480	111, 402
July	139, 502	229, 098	230, 627	234, 430	220, 317
August	154, 530	212, 498	233, 583	250, 895	264, 661
September	97, 042	146, 566	152, 261	152, 729	141, 916
October	80, 968	129, 708	130, 197	124, 798	126, 082
November	54, 067	73, 940	83, 674	85, 387	77, 465
December	48, 530	64, 380	77, 707	75, 020	63, 562
Total¹	853, 545	1, 240, 202	1, 346, 620	1, 425, 097	1, 374, 255
Commercial vehicles					
January	34, 780	40, 328	58, 587	66, 131	53, 973
February	37, 817	36, 718	61, 397	62, 256	50, 981
March	35, 195	37, 379	52, 016	54, 107	48, 366
April	33, 401	40, 980	42, 682	44, 607	41, 696
May	36, 129	49, 327	49, 300	51, 601	45, 720
June	37, 702	51, 448	50, 890	49, 634	44, 326
July	37, 563	49, 445	52, 550	54, 167	45, 251
August	38, 066	51, 345	54, 034	51, 965	43, 880
September	34, 877	51, 113	51, 334	48, 087	46, 349
October	36, 652	52, 097	57, 800	51, 223	50, 309
November	34, 417	47, 245	52, 597	46, 992	43, 144
December	35, 195	55, 669	56, 071	46, 617	53, 212
Total	431, 794	563, 094	639, 258	627, 387	567, 207

¹ Includes 9,920 motorcycles, 56,912 bicycles and 217,538 taxis in 1958.

TABLE 22. Number of Canadians Returning from the United States by Province of Re-Entry into Canada, 1954-1958

Province or re-entry	1954	1955	1956	1957	1958
(a) Rail					
Atlantic Provinces	14,014	13,407	14,201	12,596	12,096
Quebec	155,912	153,252	155,634	136,478	129,716
Ontario	218,789	216,000	222,747	205,094	180,553
Manitoba	24,905	22,533	22,085	20,629	18,716
Saskatchewan	5,467	4,888	4,069	3,462	3,154
Alberta	16	2	—	—	—
British Columbia	71,682	70,210	65,745	65,118	60,122
Yukon Territory	1,239	792	1,356	1,635	1,023
Canada	492,024	481,084	485,837	445,012	405,380
(b) Boat					
Atlantic Provinces	42,191	34,140	21,701	21,661	16,335
Quebec	1,683	2,892	1,865	3,401	3,370
Ontario	39,934	45,047	45,995	37,557	65,954
Manitoba	—	—	—	—	—
Saskatchewan	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	29,320	28,202	32,563	32,581	30,834
Yukon Territory	—	4	23	13	23
Canada	113,128	110,285	102,147	95,213	116,516
(c) Bus¹					
Atlantic Provinces	16,453	13,971	12,663	12,608	10,042
Quebec	74,678	76,014	78,064	78,333	77,139
Ontario	304,653	263,159	225,803	235,042	223,230
Manitoba	21,729	25,323	28,599	29,000	27,385
Saskatchewan	596	878	877	392	141
Alberta	5,065	5,130	5,268	5,087	4,302
British Columbia	76,405	80,822	84,223	93,259	92,846
Yukon Territory	35	56	126	—	23
Canada	499,614	465,353	435,623	453,721	435,108
(d) Aeroplane					
Atlantic Provinces	6,732	7,987	8,913	9,583	11,624
Quebec	66,104	78,140	91,544	98,868	102,758
Ontario	98,984	121,855	147,902	166,496	180,921
Manitoba	5,436	6,239	6,698	7,204	8,016
Saskatchewan	506	414	565	733	1,164
Alberta	5,188	5,482	5,248	8,044	7,984
British Columbia	28,851	33,189	38,774	41,035	47,619
Yukon Territory	656	608	648	689	1,020
Canada	212,457	253,914	300,292	332,652	361,106

¹ Exclusive of local bus traffic between border communities.

**TABLE 23. Number of Canadians Returning from the United States
by Month of Re-Entry into Canada, 1954-1958**

Month	1954	1955	1956	1957	1958
(a) Rail (Gross entries)					
January	38,944	37,832	38,793	34,340	32,928
February	28,613	29,352	31,848	30,116	24,971
March	35,652	34,274	35,580	42,179	29,087
April	48,263	49,399	52,322	43,125	39,124
May	39,484	36,960	34,951	34,450	30,075
June	32,928	34,150	32,758	30,163	28,505
July	51,869	51,285	49,722	47,452	40,005
August	58,560	50,972	55,947	50,191	52,799
September	41,960	40,170	42,045	36,607	33,428
October	42,861	46,452	42,718	36,319	34,758
November	35,095	32,557	30,896	28,484	26,451
December	37,795	37,681	38,257	31,586	33,251
Total	492,024	481,084	485,837	445,012	405,380
(b) Rail (Net entries)					
January	38,434	37,403	38,365	33,957	32,421
February	28,146	28,952	31,513	29,786	24,613
March	35,189	33,816	35,139	41,762	28,640
April	47,540	48,684	51,909	42,603	38,487
May	38,883	36,491	34,463	34,022	29,541
June	32,475	33,707	32,318	29,626	28,017
July	51,207	50,721	49,252	46,769	39,543
August	57,947	50,269	55,360	49,466	52,336
September	41,505	39,692	41,638	36,151	32,968
October	42,360	45,912	42,254	35,788	34,353
November	34,483	32,041	30,362	27,954	26,050
December	37,088	37,009	37,721	31,003	32,785
Total	485,257	474,697	480,294	438,887	399,754
(c) Boat					
January	4,123	3,774	2,652	2,626	2,748
February	2,932	2,660	3,176	2,866	3,647
March	2,821	2,864	3,360	2,928	3,777
April	5,182	4,497	3,970	4,784	5,351
May	6,484	6,312	5,258	5,287	5,224
June	13,427	10,233	9,175	10,388	9,430
July	23,811	25,386	21,433	19,018	26,004
August	22,443	23,721	26,994	21,528	34,560
September	13,239	13,755	11,236	10,753	12,868
October	8,139	6,766	6,814	6,495	5,017
November	4,853	5,620	3,552	4,954	4,667
December	5,674	4,697	4,527	3,586	3,223
Total	113,128	110,285	102,147	95,213	116,516

**TABLE 23. Number of Canadians Returning from the United States
by Month of Re-Entry into Canada, 1954-1958 — Concluded**

Month	1954	1955	1956	1957	1958
	(d) Bus¹				
January	27,346	25,367	20,279	22,300	21,365
February	24,584	22,897	19,023	19,451	19,253
March	29,442	26,504	23,722	28,887	23,868
April	38,299	36,533	34,923	37,585	35,225
May	45,094	43,420	40,637	37,889	38,654
June	53,934	48,872	51,987	51,371	51,728
July	68,293	68,664	61,656	59,642	59,037
August	70,776	62,790	68,496	70,879	67,281
September	46,844	48,347	41,277	45,309	39,566
October	38,520	34,189	27,824	33,262	33,137
November	29,936	24,646	23,591	23,057	23,484
December	26,546	23,124	22,208	24,089	22,510
Total	499,614	465,353	435,623	453,721	435,108
	(e) Aeroplane				
January	16,506	20,159	23,884	28,486	31,634
February	14,851	17,001	22,245	24,847	26,087
March	19,928	22,854	27,857	32,860	33,142
April	22,060	25,976	32,125	32,289	37,011
May	18,727	21,741	26,588	29,573	31,042
June	15,893	19,417	25,165	24,442	27,512
July	16,137	18,932	20,864	25,402	27,060
August	17,074	20,657	24,653	29,374	33,650
September	19,960	23,100	25,446	27,971	27,229
October	19,736	25,226	28,543	29,738	33,550
November	16,520	19,833	23,213	24,403	28,623
December	15,065	19,018	19,709	23,267	24,566
Total	212,457	253,914	300,292	332,652	361,106

¹ Exclusive of local bus traffic between border communities.

