Foreign motor vehicles entering Canada in March, 1942 numbersed 118,888 in the non permit (local) class and 22,304 on travellerts vehicle permit. These figures compare with 131,444 and 29,208 respectively in March, 1941 and 146,142 and 29,455 in March, 1940.

It is pointed out that in some aspects traffic figures for 1942 and previous years are not strictly comparable. On April list 1941 a new method of dealing with tourist statistics was inaugurated and all permits and entry records are now being sent to the Bureau of Statistics for compilation. The result of this change will be greater uniformity in regard to classification of traffic and more comprehensive analysis of the data.

In this connection, however, the following are a few points which should be noted:

## Non-Permit Class

In March, 1941, and in previous years, many commercial vehicles were included in the non-permit motor car (48-hour) class, while in March, 1942 they are shown as a separate group numbering 11,157 entries, many of which, it may be presumed, represent local traffic. On the other hand, the count of motor cars in the non-permit class was more complete in March, 1942, and includes repeat trips by commuters, some of which were not counted in the statements of earlier years. It is a possibility that these two factors cancel each other out, but the inability to measure them accurately precludes a close comparison between volume of traffic in different years.

## Traveller's Vehicles Permits

This group is roughly comparable to the combined 60-day and 6 month classifications of former years, but there is now included a number of commum ter's permits not previously covered. In so far as the latter were a factor in March, the decline in numbers from 1941 was greater than the figures indicate.

## Canadian Cars

At some ports the count of less-than-24-hour Canadian cars, as published In the statements of previous years, was not complete, and this fact prevents an. accurate comparison being made between the present figures and those of March, 1941 and 1940. As from April lst, 1941, however, complete figures of Canadian traffic abroad, in both length-of-stay categories, are being published.

## NOTES

The following notes are included in order to define briefly the classification used in the tables:

## (1) Foreign Cars Inwards

(a) Non-Permit Class

Local vehicles which are not required to make out formal Customs permits. They are restricted to travel within the jurisdiction of the port and may not remain in Canada more than 48 hours.

Also included are the repeat trips of commuters and others who cross the border frequently on commuting permits. (see below).

## (b) Traveller's Vehicle Permits

Traveller's vehicle permits are issued to all non-commercial vehicles which -

1. travel beyond the jurisdiction of the port of entry, or
2. remain in Canada more than 48 hours, or
3. leave the country by another port than the one by which they entered.

These permits are usually issued for periods of 60 days or 6 months, but a considerable number of these vehicles is in Canada 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.

## (c) Commercial Vehicles

Trucks which enter Canada for commercial purposes.
(2) Canadian Cars Inwards

Canadian cars returning to Canada are classified by length-of-stay according as they were-abroad for more or less than 24 hours.
"Commercial Vehicles" are Canadian trucks travelling in the United States for commercial purposes.
(3) All automobile classifications include bicycles and motorcycles but these groups are of relatively small importance.
(4) The following types of vehicles are not included in this traffic statments
(a) Regular commercial buses travelling on scheduled routes.
(b) Horse-drawn vehicles.


| Nova Scotia |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Halifax .o... | - | 1 | - | - | - |  |
| North Sydney.o..... | - | - | - | - |  |  |
| Truro.... | - | - | - | - |  |  |
| Yarmouth, . | - | - | - | - | - | - |
| Total, Nova Scotia. | - | 1 | - | - | - | - |
| Prince Edrard Island ( $\bar{X}$ ) |  |  |  |  |  | - |
| Charlottetown...... | - | - | - | - | - | - |
| Summerside. | - | - | - | - | - | - |
| Total: |  |  |  |  |  |  |
| Prince Edward Island | - | - | - | - | - | - |


| New Brunswick |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Andover | 641 | 118 | 819 | 527 | 17 | 287 |
| Aroostook Jct...... | - | - | - | - |  | 28 |
| Belleville..o....... | 23 | - | 9 | 71 | - | 19 |
| Bloomfield......... | 47 | 1 | 41 | 17 | - | 8 |
| Brown Road.......... | - | - |  | 1 |  | 8 |
| Campobello......... | - | - | - | - |  |  |
| Centreville........ | 114 | 23 | 114 | 54 | 1 | 18 |
| Clair 0 ono....e.ro | 803 | 50 | 264 | 690 | $\underline{-}$ | 170 |
| Connors....0.0..... |  | - | - | - | - | 170 |
| Edmundston......... | 4.596 | 187 | 358 | 1,873 | $\overline{4}$ | 1,601 |
| Forest City........e | 83 | - | $\cdots$ | , 20 | 1 | 160 |
| Fosterville.o..... Four Falls.a.... | 37 | 1 | 3 | 2 | - | 172 |
| Four Falls......... | 16 162 | 36 | 13 | 19 | - | 17 |
| Gillespie.......... | 162 | 36 | 252 | 74 | 2 | 73 |
| Grand Falls.,...... | 184 | 26 | 273 | 152 | 1 | 5 |
| Green River........ | $\cdots$ | - | , | - | - | 5 |
| Lord's Cove.. | - | 1 | - | - | - | - |
| Milltown........... | 2,460 | 38 | 21 | 1,951 | - | 34 |
| North Head......... River de Chute.... | 13 | - | 27 | - | - | - |
| St. Andrews......... | 13 | - | 27 | 8 | - | 19 |
| St. Croix,......... | 549 | 22 | 288 | 218 | 3 | 277 |
| St. Hilaire......... | 5 |  | 28 | 218 | 3 | 277 |
| Saint Johno........, | 705 | - | - | - | - | - |
| St. Leonard......... | 2,705 | 113 | 451 | 1,813 | 7 | 321 |
| St. Stephen......... | 13,462 | 151 | 383 | 4,669 | 60 | 589 |
| Union Corner........ | 29 300 | - | 12 | + 43 | - | 30 |
| Upper Mills........ | 300 908 | 88 | 22 148 | 466 | 1 | 10 |
|  |  |  | 148 | 584 | 32 | 12 |
| Total, New Brunswick., | 27.132 | 859 | 3,498 | 13.251 | 129 | 3.805 |

Quebec

| Abercorn........... | 349 | 195 | 34 | 371 | 3 | 163 |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Armstrong......... | 47 | 36 | 67 | 113 | 129 | - |
| Baldwin's Mills.... | - | - | - | - | - |  |
| Beebe............ | 1,085 | 45 | 112 | 190 | - | 1 |
| Chartiervilie..... | - | - | - | - | - | - |
| Clarenceville..... | 29 | 39 | 3 | 31 | - |  |
| Comins Mills...... | 314 | 1 | 29 | 364 | 13 | 377 |
| Covey Hill....... | 3 | 2 | 1 | 7 | - | - |

[^0]Quebec - (Concluded)

| Dundee................ | 347 | 25 | 14 | 373 | - | - |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| East Pinnacle....... | 17 | 4 | 1 | 118 | - | 15 |
| Estcourt............ |  | $\cdots$ | 436 | - | - | 431 |
| Franklin Centre..... | 1 | 18 | - |  | $\overline{7}$ | - |
| Frelighaburg........ | 74 | 57 | 59 | 54 | 7 | 10 |
| Glen Sution......... | 97 | 207 | 142 | 86 | $\cdots$ | 67 |
| Hemmingford......... | 111 | 294 | 17 | 194 | 5 | 18 |
| Herdman............. | 150 | 30 | 102 | 67 | 2 | $\overline{7}$ |
| Hereford Road....... | 192 | 38 | 20 | 187 | - | 37 |
| Highwater........... | 404 | 230 | 123 | 105 | 3 | 42 |
| Jamieson's Lines.... | - | 4 | - | - | - | - |
| Lac Frontiére....... | $\cdots$ | - | - | - | - | - |
| Lac Memphremagog. . . | - |  | 3 | 79 |  |  |
| Lacolle............. | 358 | 872 | 43 | 479 | 81 | 58 |
| Montreal............. | - | - | - | 54 | $\vec{\square}$ | $\overline{6}$ |
| Morses Line......... | 124 | 21 | 11 | 54 | 2 | 6 |
| Noyan................ | 203 | 106 | 6 | 163 | 6 | 6 |
| Phillipsburg....... | 297 | 1,046 | 80 | 282 | 68 | 65 |
| Quebec............... | - | - | - | - | 0 | 71 |
| Rock Island......... | 2.605 | 431 | 217 | 1,037 | 20 | 71 |
| St. Armand.......... | - | 2 | $\cdots$ | - | - | - |
| St. Pamphile........ | - | - | - | - | - | - |
| St. Zacharie........ | - | $\cdots$ | $\stackrel{-}{8}$ | - | 18 | 75 |
| Stanhope............. | 45 | 225 | 18 | 220 | 18 | 75 |
| Trout River......... | 337 | 274 | 18 | 534 86 | 47 | 36 26 |
| Woburn............... | 180 | 39 | 19 | 86 | 5 | 26 |
| Total, Quebec......... | 7.369 | 4,241 | 1,572 | 5,115 | 408 | 1,504 |


| Ontario |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Aultsville.......... | - | - | - | - | - | - |
| Brockville........... | - | - | - | - | - | - |
| Cobourg.............. | - ${ }^{-}$ | - | $\square$ | $\bar{\square}$ | - | $\bar{\square}$ |
| Cornwall............ | 1,009 | 121 | 26 | 716 | 31 | 42 |
| Courtright.......... |  | 3 | $\bigcirc{ }^{-}$ | - | - | - |
| Fort Erie............ | 15,701 | 3.333 | 387 | 3,419 | 223 | 260 |
| Fort Frances........ | 1,539 | 34 | 414 | 735 | 11 | 1,771 |
| Fort Filliam......... | - | - | - | - | - | - |
| Kingston............. | - | - | - | - | - | - |
| Kingsville.......... | - | - | - |  | 74 | $\bar{\square}$ |
| Lansdowne........... | 112 | 506 | 94 | 64 | 74 | 9 |
| Leamington.......... | - | - | - | - | - | - |
| Midland............. | - | - | 2 | - | - | - |
| Morrisburg.......... | 6.72] | 3.0. | ${ }^{-}$ | - | 370 | $\square$ |
| Niagara Falls....... | 16.727 | 3.040 | 463 | 8,412 | 370 | 508 |
| Pigeon River........ | 71 | 44 | 19 | 53 | 42 | 1 |
| Port Artinur......... | - | - | - | 15 | - | $\cdots$ |
| Port Lambton........ | 65 | 27 | 1 | 15 | 1 | 7 |
| Prescott............. | 216 | 139 | 45 | 102 | 21 | 7 |
| Rainy River......... | 143 | 5 | 6 | 102 | 2 | - 4 |
| Sarnia.............. | 2,038 | 1,149 | 799 | 498 | 212 | 117 |
| Sault Ste. Marie.... | 631 | 49 | - | 594 | 20 | 11 |
| Sombra............... | 24 | 14 | - | 3 | 3 | 5 |
| Toronto............. | - | - | - | - | - | - |
| Malkerville......... | 1,262 | 218 | 305 | 214 | 15 | 1,485 |
| Walpole Island...... | - | - | - | - | - | - |
| West Dock............ | 38.367 | 5 431 | 757 | 7.013 | 564 | 698 |
| Windsor | 38,367 | 5.431 | 2,757 | 7.013 | 564 | 698 |
| Total, Ontario......... | 77,905 | 14.113 | 5.316 | 21,940 | 1,589 | 4,918. |
| Manitoba |  |  |  |  |  |  |
| Boissevain.......... | 30 | 12 | 4 | 2 | 6 | - |
| Cartwright........... | 16 | 3 | 1 | 8 | 6 | - |
| Coulter............ | 10 | 2 | - | 9 | 1 | 2 |
| Crystal City........ | 14 | 1 | - | 4 | 1 |  |
| Emerson.............. | 951 | 176 | 43 | 273 | 169 | 102 |
| Goodlands........... | 1 | 3 |  | 8 | 1 | 7 |
| Gretna............... | 328 | 4 | 10 | 73 | 2 | 24 |
| Haskett.............. | 33 | 2 | 4 | 17 | 1 | 19 |
| Lena................. | 31 | 5 | $\cdots$ | 17 | 3 | 15 |
| Lyleton.............. | 24 | - | 1 | 20 | - | - |

- 5 -

| Middlebro............. | 55 | 3 | $\sim$ | 11 | - | - |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Piney.................. | 11 | 1 | - | 5 | - | - |
| Snowflake............. | 43 | - | - | 6 | 1 | - |
| South Junction....... | 48 | 1 | 24 | 26 | - | - |
| Windy gates............. | 15 | 1 | 6 | 2 | - | - |
| Tơtal, Manitoba.. | 1,610 | 214 | 93 | 481 | 189 | 169 |


| Saskatchewan |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Beaubier.0............ | - | - | - | - | - | - |
| Big Beaver............ | 9 | 1 | 7 | 11 | 1 | - |
| East Poplar River..... | 18 | 1 |  | 8 | 3 | - |
| Elmore................ | 49 | 2 | 2 | 78 | 3 | 1 |
| Estevan.0............. | 133 | 7 | 10 | 26 | 3 | - |
| Marienthal.o.......... | 13 | - | - | 25 | 2 | - |
| Monchy................. | 50 | 7 | - | 12 | 15 | 1 |
| Northgate.............. | 188 | 3 | 3 | 152 | 4 | - |
| North Portal.......... | 221 | 22 | 104 | 289 | 65 | 12 |
| Oungre................. | 1 | 3 | - | 3 | 8 | - |
| Regway.................. | 18 | 21 | - | 11 | 43 | 1 |
| Treelon............... | 9 | 5 | 2 | 2 | 3 | 3 |
| West Poplar River..... | 12 | - | - | 3 | 4 | - |
| Willow Creek.,........ | 1 | 1 | - | 3 | 1 | - |
| Total: Saskatchewan..... | 722 | 73 | 128 | 623 | 155 | 18 |
| Alberta |  |  |  |  |  |  |
| Aden.................... | 4 | 1 | - | 1 | - | 1 |
| Cardston.o............ | - | - | - | - | - | $\cdots$ |
| Carway.................. | 5 | 5 | - | 4 | 15 | 1 |
| Chief Mountain........ | - | $\cdots$ | - | - | - | - |
| Coutts................. | 292 | 80 | 155 | 171 | 59 | 206 |
| Del Bonita............ | 48 | 5 | 6 | 3 | - | 8 |
| Wild Horse............. | 4 | 1 | - | 9 | - | - |
| Total, Alberta | 353 | 92 | 161 | 188 | 74 | 216 |
| British Columbia |  |  |  |  |  |  |
| Aldergrove............ | 180 | 135 | 76 | 202 | 40 | 46 |
| Boundary Bay.......... | 234 | 318 | 41 | 661 | 52 | 5 |
| Carson................ | 121 | 109 | - | 44 | 3 | - |
| Cascade City.......... | 203 | 113 | 4 | 110 | 1 | - |
| Huntingdon............ | 629 | 122 | 17 | 400 | 29 | 261 |
| Keremeos............... | - | - | - | 4 | - | - |
| Kingsgate.............. | 90 | 53 | 5 | 153 | 167 | 2 |
| Midway . . . . . . . . . . . . . | 88 | - | 11 | 34 | 4 | - |
| Nelway.................. | 7 | 5 | - | 5 | 9 | - |
| Osoyoos................ | 135 | 142 | 14 | 219 | 20 | 4 |
| Pacific Highway. ${ }^{\text {c..... }}$ | 1.834 | 1,560 | 125 | 658 | 431 | 114 |
| Paterson.............. | 31 | 15 | 21 | 135 | 33 | 39 |
| Port ilberni.......... | - | - | - | - | - | - |
| Prince Rupert.o....... | $\overline{7}$ | $\overline{3}$ | - | - | - | - |
| Roosville......no...... | 17 | 3 | 2 | 4 | 2 | - |
| Rykerts,............... | 62 | 9 | - | 13 | 10 | - |
| Sidney.o.o............ | - | - | - | - | - | - |
| Silver Heights........ | 3 | $\cdots$ | 3 | 119 | - | 91 |
| Stewart.0.....0........ | 163 | - | 70 | 148 | - | 173 |
| Vancouver.............. | - | 3 | - | - | $\bar{\square}$ | - |
| Victoria.000.000...... | - | 124 | m | 2 | 23 |  |
| Total: British Columbia | 3.797 | 2,711 | 389 | 2,891 | 824 | 731 |
| Yukon Territory |  |  |  |  |  |  |
| Dawson.0............... | - | - | - | - | - | - |
| TOTAL ${ }_{\text {c }}$ CANADA .......... | 118,888 | 22,304 | 11,157 | 44,489 | 3.368 | 11,361 |

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[^0]:    (x) As Nova Scotia and Prince Edward Island have no ports of entry adjacent to the United States boundary, cars proceeding to these provinces (with the exception of those travelling direct from the United States by steamer) enter through ports in other provinces and are recorded in the latter.

