

was somewhat heavier as 50,939 vehicles entered through Ontario ports and returned through Quebec ports. Automobiles returning through Quebec represented between 3 to 4 p.c. of all entries into Ontario on travellers' vehicle permits and 85 p.c. of the vehicles travelling in that direction remained in Canada for three or more days. The volume of traffic between Quebec and Ontario is heavier on routes between Blackpool and Niagara Falls than between any other combination of ports.

Within Ontario, which normally accounts for about 60 p.c. of the entries into Canada on travellers' vehicle permits, there are several routes that appear to be popular with foreign motorists. The highways between Fort Erie and Niagara Falls on the east of southern Ontario and the St. Clair and Detroit River ports on the west carry the heaviest volume of traffic. During 1956, 189,200 vehicles travelled from east to west between these ports and 200,900 from west to east. The fact that well over half of these vehicles were in the country only one day shows the extent of in-transit traffic over this route. The trip across southern Ontario is about 250 miles long, and is more than 100 miles shorter than the route south of Lake Erie. Because Ontario has such a high proportion of in-transit travel, average expenditure per visit is lower than in the other provinces.

The route between Fort Erie-Niagara Falls and the St. Lawrence River ports is a better source of travel receipts since it often involves a trip north of Lake Ontario and perhaps a visit to Toronto or some of the tourist resorts in central Ontario. In 1956, 37,800 automobiles used this route either way, and two-thirds of them were in Canada three or more days.

Travel across the northern areas of Ontario has not developed to any extent because of the distance involved and the condition of many parts of the highways. However, 827 vehicles entered Ontario somewhere east of Port Arthur and returned to the United States through Pigeon River, Fort Frances or Rainy River after staying in Canada for three days or longer. The number of cars travelling in the opposite direction was 1,082.

In 1956 some 5,126 cars entered Canada through ports in Ontario west of Port Arthur and returned to the United States through ports in Manitoba, nearly 75 p.c. of them staying three or more days. Travel in the opposite direction totalled 4,919 but 80 p.c. of the permits covered visits of three or more days.

Almost 36 p.c. of the longer-term group of foreign automobiles entering through ports in Alberta returned to the United States through British Columbia. The ports of Carway, Alta., and Kingsgate, B.C., appear more frequently than any other combination of ports in the exchange of travel between the two provinces, and the number of cars travelling in both directions was 20,765.

Residents of the United States visiting Alaska usually enter through Alberta or British Columbia and continue in-transit through Yukon Territory to their destination. The journey involves more than 2,000 miles of travel through Canada and therefore requires a length of stay in this country. This in-transit travel to Alaska no doubt contributes to the high averages of tourist expenditures in Alberta and British Columbia.

During 1956, about 8,500 cars entered Canada through ports in Alberta or British Columbia and left mainly through the port of Snag Creek in Yukon Territory. About 38 p.c. of them entered at Coutts in Alberta, and 28 p.c. entered through Huntingdon or Aldergrove in British Columbia. The return trip usually followed the same route.

Canadian Travel in the United States.—Travel to the United States by residents of Canada reached a new high in 1956 when there were 2,300,000 more crossings than in 1955. Total re-entries of Canadians returning from visits to the United States amounted to 27,100,000. Short-term traffic increased by 10 p.c., while an increase of between 5 and 6 p.c. was shown in the long-term visits. The movement of visitors from Canada to the United States was almost equal to the corresponding movement from the United States to Canada. There were, for example, some 4,276,900 Canadians in the longer-term group of re-entries as compared with 4,407,400 visits of the same duration from residents of the