

CANADIAN TRAVELLERS SPEND MORE

Expenditures by residents of the United States and other countries in Canada, and travel expenditures by residents of Canada in other countries reached record levels in 1956, surpassing the previous heights reached in 1955, according to the first Dominion Bureau of Statistics estimates of 1956 international travel expenditures. For the sixth successive year, however, Canadian travellers spent more in other countries than foreign travellers spent in Canada.

Estimated expenditures by foreign visitors to Canada in 1956 totalled \$335,000,000, up 2.1 per cent from \$328,000,000 in 1955, while Canadian travellers spent an estimated \$497,000,000, some 10.7 per cent greater than the preceding year's \$449,000,000. As a result, the debit balance on travel account with all countries increased by one-third to \$162,000,000 from \$121,000,000.

Residents of the United States travelling in Canada spent an estimated record total of \$308,000,000 in the year compared to 1955's total of \$303,000,000. At the same time, Canadian travel expenditures in the United States climbed to \$391,000,000 from \$363,000,000, causing a debit balance (fifth in succession) of \$83,000,000 versus \$60,000,000.

Visitors from other countries with record expenditures of \$27,000,000 compared to \$25,000,000 a year earlier were outspent by Canadian travellers in their countries with expenditures estimated at \$106,000,000 versus \$86,000,000. This resulted in a substantially increased debit balance on travel account with overseas countries of \$79,000,000 compared to \$61,000,000.

The increase in receipts from travel in Canada by residents of the United States can be attributed to the automobile classification. On the basis of preliminary data it would appear that expenditures made by this group in 1956 were approximately \$7,000,000 higher than in the previous year.

Aggregate expenditures of the non-automobile traffic declined in much the same proportion as the volume of traffic, indicating little change in the amount spent per visit, if taken as a group. The decline in expendi-

tures in this group was between 1 per cent and 2 per cent.

Most of the increase in the amount spent by Canadians travelling in the United States can be traced to the automobile classification. Canadians returning by automobile spent \$197,000,000 in other countries in the year, an increase of some \$19,000,000 or nearly 11 per cent over 1955.

Aggregate expenditures of Canadians returning by non-automobile transportation advanced more moderately than the automobile classification. Although the number of re-entries by rail, bus, boat and plane was 1 per cent higher than in the previous year, expenditures of this group advanced nearly 5 per cent, due mainly to higher averages per visit from some classifications.

A record number of people crossed the Canada-United States border in the year, total crossings numbering 54,743,200, up some 1,705,958 or 3 per cent from 1955's previous peak. Traffic was comprised of 27,666,500 persons residing in other countries and 27,076,700 residents of Canada returning from visits to other countries.

A new record was established in the number of Canadians visiting other countries during 1956. The number of re-entries by Canadians returning from the United States increased to 27,100,000 from 24,800,000, a gain of more than 9 per cent. Canadians returning direct from visits to overseas countries increased over 20 per cent, a trend similar to that experienced in the previous year when the increase over 1954 also amounted to 20 per cent.

Purchases declared under the \$100 customs exemption privilege for Canadians returning from the United States amounted to nearly \$73,000,000 in the year, an increase of \$3,600,000 or 5 per cent over 1955's total. In 1955 the increase also amounted to some 5 per cent compared to the preceding year. In 1954, nearly 21 per cent of the expenditures by Canadians in the United States were for merchandise declared under the customs exemption, but in both 1955 and 1956 these expenditures declined to 19 per cent of the total.

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B C ROAD BUILDING: British Columbia in 1956 had the busiest road building year in its history. Contractors completed some 160 miles of new highway and started on 205 miles, provincial authorities report.

Evidence of provincial construction activity are new stretches of highway on Vancouver Island, the Fraser Canyon and Cariboo, the Kamloops area, the Southern Trans-Provincial and Northern Trans-Provincial. Two new by-passes on the Southern Trans-Provincial

Christina Lake to Kinnaird and Salmo to Creston were begun.

Work began also on the 22 mile Elko-Rooseville section on Highway 93 from the United States. Good progress was made on the new link from Terrace to Kitimat, joining British Columbia's newest city to the highway system. The new highway from Horseshoe Bay to Squamish pushed on, and work continued on the Upper Levels Highway from Horseshoe Bay to West Vancouver.