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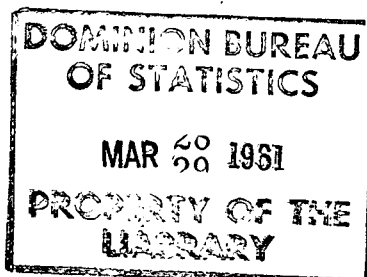
MONTHLY



TRAVEL BETWEEN CANADA AND THE UNITED STATES

JANUARY 1961

Including Preliminary Estimates of International Travel Expenditures in 1960



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I - TRAVEL BETWEEN CANADA AND OTHER COUNTRIES
PRELIMINARY ESTIMATES OF EXPENDITURES, 1960

The amount spent on travel in Canada by residents of the United States and other countries reached a new high during 1960. At present, preliminary estimates indicate that receipts from travellers resident in other countries were \$417 million, an increase of \$26 million or nearly 7 per cent over the previous record established in 1959. Furthermore, receipts from residents of the United States advanced to \$371 million, some \$20 million or nearly 6 per cent over the record of 1959. In the aggregate this increase in receipts from residents of the United States can be traced mainly to higher average expenditures per visit as total crossings were about 1 per cent less. On the other hand, if analysed by type of transportation somewhat different trends will be revealed. Meanwhile, receipts from residents of countries other than the United States continued to expand and reached an estimated \$46 million in 1960. This figure represents an increase of \$6 million or 15 per cent over the record \$40 million in 1958 and again in 1959.

As well as the new high in receipts from residents of other countries travelling in Canada there was a gain of roughly the same proportion in the amount spent by Canadians on travel in other countries. First estimates indicate that Canadians spent some \$632 million on travel in other countries during 1960, an increase of \$34 million or nearly 6 per cent over 1959. Expenditures in the United States at \$450 million show little change from the previous year, the gain amounting to \$2 million or less than 1 per cent. On the other hand, payments for overseas travel amounted to \$182 million, a gain of \$32 million or about 21 per cent. The balance of payments on travel account with the United States amounted to a deficit of \$79 million as compared with \$97 million in 1959, while the balance with overseas countries advanced from debits of \$110 million in 1959 to \$136 million in 1960. The net debit balance with all countries advanced from \$207 million in 1959 to \$215 million in 1960, the highest on record.

International Travel Expenditures Between Canada and Other Countries

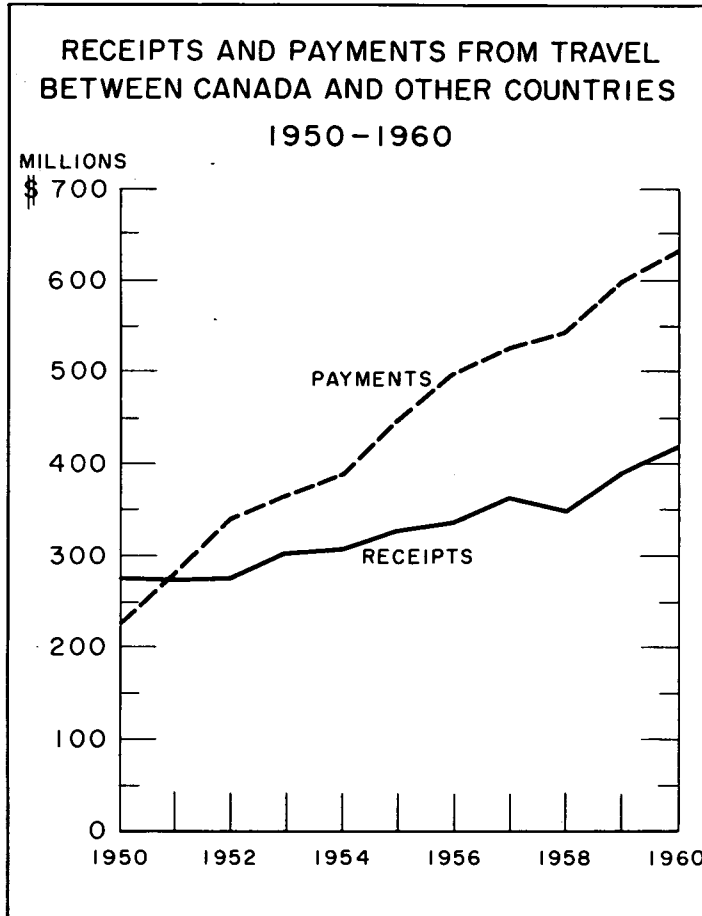
Selected Years 1929 - 1960 - (\$ Million)

Year	Account with United States			Account with Overseas Countries			Account with All Countries		
	Credits	Debits	Net	Credits	Debits	Net	Credits	Debits	Net
1929	184	81	+ 103	14	27	- 13	198	108	+ 90
1933	81	30	+ 51	8	14	- 6	89	44	+ 45
1937	149	65	+ 84	17	22	- 5	166	87	+ 79
1943	87	34	+ 53	2	3	- 1	89	37	+ 52
1946	216	130	+ 86	6	6	-	222	136	+ 86
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	309	413	- 104	40	129	- 89	349	542	- 193
1959	351	448	- 97	40	150	- 110	391	598	- 207
1960 (1)	371	450	- 79	46	182	- 136	417	632	- 215

A further analysis of international travel will appear in the publication "Travel Between Canada and Other Countries, 1960". (1) Subject to revision.

The increase in receipts from travel in Canada by residents of the United States can be attributed to persons using automobiles for transportation. On the basis of preliminary data it would appear that expenditures of motorists were approximately \$215 million, an increase of some \$23 million or nearly 12 per cent. Because of the change in procedure for admitting foreign vehicles into Canada which came into effect during the latter part of 1959, comparisons of the expenditures for the various categories within the automobile classification are not feasible.

CHART-1



At the present time, available data show receipts from the aggregate of non-automobile classifications can be estimated at \$156 million as compared with \$159 million for the comparable classifications in 1959. However, within this category substantial gains were recorded in receipts from persons entering Canada by long distance bus and can be traced to a heavier volume of entries along with a higher average expenditure per visit when compared with 1959. At the same time, persons arriving by boat also contributed more to Canadian earnings during 1960 as the number of entries advanced nearly 6 per cent although the expenditures per visit were somewhat lower than in 1959. On the other hand, visitors arriving by plane, with higher averages per visit, spent about 4 per cent more in Canada in 1960, while the number of crossings only advanced about 1 per cent. Counteracting the above-mentioned increases, entries by rail decreased around 11 per cent while their expenditures were nearly 15 per cent lower as the average per visit also declined. Present indications show that the expenditures of the residual group classified as "Other Travellers" are likely to be lower in 1960.

The trend for the past few years toward higher expenditures by Canadians using automobiles for transportation was altered in 1960. Preliminary estimates indicate that payments by persons returning via automobile were somewhat lower in 1960 although, at the same time, the number of re-entries was higher. There was an increase of 4 per cent in the number of vehicles abroad for 24 hours or less and 2 per cent in the number returning after visits lasting more than 24 hours. Expenditures by motorists abroad 24 hours or less were slightly higher because of the increase in volume, while motorists staying more than 24 hours spent less in the United States during 1960. Although the number of visits over 24 hours advanced moderately, on the other hand, expenditures for this group declined about 2 per cent because lower averages per visit were reported.

Aggregate expenditures of Canadians returning by non-automobile transportation advanced about \$4 million in 1960 and the increase can be attributed to re-entries by plane as the other categories were either unchanged or lower than in 1959. The number of persons re-entering by plane advanced nearly 7 per cent while their expenditures increased about 15 per cent as higher averages per visit were reported. On the other hand, re-entries by rail declined nearly 13 per cent and their expenditures were about 14 per cent under 1959, with lower averages per visit being recorded. Payments by persons returning via bus were unchanged from the previous year. A small decline in the number of visits was overcome by slightly higher averages per visit. Expenditures of persons returning by boat were also unchanged as a small increase in the number of re-entries was offset by slightly higher averages per visit. Preliminary estimates for the residual classification referred to as "Other Travellers" show expenditures practically unchanged from the previous year.

Purchases declared under the \$100 customs exemption privilege for Canadians returning from the United States declined about \$2 million leaving the total for the year at \$71.1 million as compared with \$73.1 million in 1959. On the other hand, declarations by persons returning from overseas countries advanced from \$7.8 million in 1959 to \$10.4 million in 1960, increasing the total for all countries slightly above the previous year. The importance of merchandise purchases in expenditures of Canadians travelling in the United States continued to diminish in 1960. During 1960 about 15.8 per cent of Canadian expenditures in the United States involved the purchase of merchandise as compared with 16.3 per cent in 1959. The proportion of Canadian expenditures in the United States allotted to merchandise has gradually diminished during the past six years at which time some 21 per cent of the expenditures went for merchandise under the customs exemption. Canadians returning from overseas countries continue to declare higher expenditures for merchandise than when returning from the United States.

II - HIGHWAY TRAFFIC - JANUARY 1961

Motor vehicle traffic crossing the border from the United States into Canada during January 1961 numbered 988,600 units, an increase of 14,600 or between 1 and 2 per cent in comparison with the similar total for January 1960. Aggregate entries comprised 429,900 foreign vehicles and 558,700 Canadian vehicles returning to Canada.

FOREIGN VEHICLES

The number of foreign vehicle entries in January 1961 exceeded the comparable 1960 figure by 10,800 units or between 2 and 3 per cent. Increases were noted in both short and long-term categories. Vehicles remaining in Canada 24 hours or less numbered 172,000, a gain of 17,400 or over 11 per cent. Similarly, foreign entries recording visits of over 24 hours came to 83,800, an increase of 5,200 or between 6 and 7 per cent. "Repeats and Taxis", however, which in January 1961 numbered 136,000, were down 6,500 units or between 4 and 5 per cent below entries in this category during January 1960. In addition, vehicles classified as foreign commercial, which in the first month of 1961 reached 38,100, registered a decrease of some 5,300 or over 12 per cent.

CANADIAN VEHICLES

Returning Canadian vehicles in January 1961 showed an increase, surpassing the January 1960 figure by 3,800 units or almost 1 per cent. Short-term vehicles absent for 24 hours or less numbered 437,300, a slight increase of 600 or less than 1 per cent over January of last year. The number of long-term vehicles outside Canada for periods exceeding 24 hours came to 57,700 and were responsible for most of the increase, advancing 4,700 or nearly 9 per cent. However, the 63,700 commercial vehicles which returned to Canada in January 1961 represented a decrease of 1,500 or just over 2 per cent from the comparable 1960 figure.

III - TRAFFIC BY RAIL, THROUGH BUS, BOAT AND PLANE - JANUARY 1961

Traffic entering Canada by rail, through bus, boat and plane in January 1961 numbered 146,300 persons, a decrease of 8,100 or over 5 per cent fewer than in January of the previous year. The total consisted of 56,700 foreign entries and 89,600 Canadians returning.

FOREIGN TRAVELLERS

There was a slight increase of 100 or less than 1 per cent in the number of foreign travellers entering Canada by common carrier in January 1961 compared to January 1960. Entries by rail (14,400) marked a significant decline of 3,600 or nearly 20 per cent, whereas, all other forms of common carrier recorded gains over the previous January. Entries by plane, which were 26,000, advanced 800 or about 3 per cent and arrivals by through bus, numbering 15,500, registered an increase of 2,700 or approximately 21 per cent. Travellers to Canada by boat in January 1961 came to 800, about 200 or 31 per cent more visits by this mode of travel than during January 1960.

CANADIAN TRAVELLERS

Canadian travellers returning to Canada by long distance common carrier in January 1961 were down 8,200 or between 8 and 9 per cent below the comparable 1960 figure. The 24,300 re-entries by bus remained practically unchanged from the previous year's figure. However, the number of residents making the return trip by plane (38,700), rail (25,500) and boat (1,100) were, in each case, lower than the corresponding period of 1960. There were some 2,200 or between 5 and 6 per cent fewer re-entries by plane and 5,700 or over 18 per cent less by rail. Similarly, boat travel experienced a decrease of 300 or between 20 and 21 per cent when compared with January 1960.

STATEMENT OF HIGHWAY TRAFFIC AT CANADIAN BORDER BY PORTS

JANUARY

1961

Port of Entry	Foreign Vehicles Entering Canada				Canadian Vehicles Returning to Canada		
	Length of Stay in Canada		Repeats and Taxis	Commercial Vehicles	Length of Stay Abroad		Commercial Vehicles
	24 hours or less	Over 24 hours			24 hours or less	Over 24 hours	
Vehicles transported by boat direct from the United States*	Newfoundland Prince Edward Island Nova Scotia						
	-	62	-	60	2	56	58
	New Brunswick						
Andover	1,678	374	628	42	3,126	21	353
Beaconsfield	9	1	33	12	103	8	38
Belleville	17	3	67	-	245	13	68
Bloomfield	34	5	74	192	204	1	237
Campobello	41	22	80	22	818	1	198
Centreville	627	144	407	191	2,187	44	553
Clair	791	617	6,263	590	6,730	494	761
Edmundston	1,728	865	20,923	2,017	27,398	377	1,417
Fairhaven	-	-	-	-	-	-	-
Forest City	6	7	108	55	248	-	419
Fosterville	15	2	73	-	379	-	238
Four Falls	3	2	31	6	145	-	31
Gillespie	869	310	855	10	1,855	11	169
Grand Falls	325	135	1,758	55	2,658	13	215
Mars Hill Road	29	3	17	13	69	-	19
Milltown	60	98	3,431	175	5,574	68	402
River de Chute	120	8	2	6	150	1	25
St. Andrews	-	-	-	-	-	-	-
St. Croix	37	155	6,043	458	6,994	639	1,535
St. Leonard	1,703	529	12,041	822	12,994	381	1,327
St. Stephen	532	694	23,967	1,364	27,700	986	2,458
Union Corner	16	2	20	1	138	-	42
Union Mills	12	16	2,389	120	4,286	11	312
Woodstock Road	1,257	399	4,879	498	13,272	385	985
Provincial Total.....	9,909	4,391	84,089	6,649	117,273	3,454	11,802

*As Newfoundland, Prince Edward Island, and Nova Scotia have no ports of entry adjacent to the United States boundary, vehicles proceeding to these provinces (with the exception of those transported direct from the United States by boat) enter through ports in other provinces and are recorded in the latter.

Port of Entry	Foreign Vehicles Entering Canada				Canadian Vehicles Returning to Canada		
	Length of Stay in Canada		Repeats and Taxis	Commercial Vehicles	Length of Stay Abroad		Commercial Vehicles
	24 hours or less	Over 24 hours			24 hours or less	Over 24 hours	
	Quebec						
Abercorn	1,073	270	356	183	1,974	144	182
Armstrong	143	214	51	445	433	1,093	1,402
Beebe	458	108	1,509	38	1,985	44	79
Blackpool	2,851	2,585	1,122	1,956	7,931	2,778	2,784
Chartierville	25	25	144	70	198	44	118
Clarenceville	138	36	18	10	261	9	7
Comins Mills	606	119	339	164	1,200	142	406
Covey Hill	104	33	-	24	264	3	24
Daaquam	6	5	334	609	326	308	3,097
Dundee	653	253	278	212	1,732	324	222
East Pinnacle	50	17	43	7	301	6	4
Estcourt	65	29	483	16	934	270	1,763
Franklin Centre	280	21	8	74	212	4	4
Frelighsburg	301	86	115	169	331	44	58
Glen Sutton	193	18	67	38	569	9	146
Hemmingford	1,092	213	621	91	1,870	47	219
Herdman	382	121	45	102	1,325	118	77
Hereford Road	455	272	121	285	626	33	176
Highwater	764	307	321	493	1,020	723	487
Jamieson's Line	85	3	9	77	136	3	32
Lac Frontière	3	6	328	110	669	462	5,314
Lacolle	965	343	344	156	2,991	317	58
Leadville	4	1	9	2	46	1	2
Mansonville	1	1	1	1	40	-	10
Montreal	-	1	-	1	-	-	-
Morses Line	114	18	85	35	146	5	22
Noyan	636	204	70	23	715	50	38
Philipsburg	953	1,237	248	646	1,875	1,456	369
Quebec	-	-	-	-	-	-	-
Rock Island	1,932	996	3,304	424	6,582	428	647
Ste Aurélie	-	8	54	57	129	260	653
St Pamphile	-	11	331	595	655	233	3,223
Stanhope	501	366	604	726	4,040	1,398	901
Trout River	854	421	120	157	4,158	649	153
Woburn	65	102	378	532	933	684	1,246
Provincial Total	15,752	8,450	11,860	8,528	46,607	12,089	23,923

Port of Entry	Foreign Vehicles Entering Canada				Canadian Vehicles Returning to Canada		
	Length of Stay in Canada		Repeats and Taxis	Commercial Vehicles	Length of Stay Abroad		Commercial Vehicles
	24 hours or less	Over 24 hours			24 hours or less	Over 24 hours	
	Ontario						
Cornwall	2,468	1,052	180	622	6,372	278	297
Courtright	-	-	-	-	-	-	-
Fort Erie	26,576	10,164	340	4,426	44,495	6,418	4,432
Fort Frances	799	763	4,830	124	4,791	50	679
Kingston	13	6	-	-	30	-	13
Kingsville	-	-	-	-	-	-	-
Lansdowne	625	789	677	850	3,066	2,541	1,152
Leamington	-	-	-	-	-	-	-
Midland	-	1	-	-	-	-	-
Niagara Falls	27,865	11,682	4,589	2,339	56,788	2,971	2,424
Pelee Island	-	-	-	-	-	-	-
Pigeon River	134	180	117	570	800	497	114
Port Lambton	-	2	-	-	-	-	-
Prescott	804	417	732	76	4,054	508	113
Rainy River	268	90	109	-	1,318	4	13
Sarnia	9,005	6,617	551	2,128	18,522	2,167	1,273
Sault Ste. Marie	1,480	843	241	254	3,987	816	448
Sombra	362	180	-	8	543	31	14
Walpole Island	-	-	-	-	-	-	-
Windsor	62,262	27,768	17,269	3,451	65,951	9,618	9,115
Provincial Total	132,661	60,554	29,635	14,848	210,717	25,899	20,087

Port of Entry	Foreign Vehicles Entering Canada				Canadian Vehicles Returning to Canada		
	Length of Stay in Canada		Repeats and Taxis	Commercial Vehicles	Length of Stay Abroad		Commercial Vehicles
	24 hours or less	Over 24 hours			24 hours or less	Over 24 hours	
Manitoba							
Boissevain	110	72	16	219	169	217	54
Cartwright	95	21	27	12	230	15	11
Coulter	81	32	14	35	370	56	2
Crystal City	204	14	2	38	124	12	8
Emerson	407	634	2,319	1,254	2,772	2,435	1,754
Goodlands	23	6	4	21	245	11	57
Gretna	389	109	933	227	1,347	25	548
Haskett	307	28	74	67	426	21	65
Lena	236	14	2	145	433	20	33
Lyleton	42	12	46	30	229	1	4
Middlebro	984	41	34	233	677	3	43
North West Angle	388	2	-	208	9	11	-
Piney	120	49	45	18	532	44	91
Snowflake	18	7	-	-	129	1	-
South Junction	65	4	6	6	327	2	76
Tolstoi	54	21	145	1	169	86	6
Windygates	82	31	7	79	167	19	11
Provincial Total	3,605	1,097	3,674	2,593	8,355	2,979	2,763
Saskatchewan							
Big Beaver	23	4	1	6	157	19	6
East Poplar River	36	18	21	27	161	29	16
Elmore	133	16	23	52	407	19	9
Estevan	372	61	55	23	611	53	20
Monchy	1	14	26	5	49	53	5
Northgate	183	38	185	81	643	30	41
North Portal	388	193	533	241	1,910	523	430
Oungre	29	29	15	3	94	59	9
Regway	99	79	43	68	450	207	8
Torquay	61	12	33	6	272	11	8
Treelon	4	16	33	2	74	47	3
West Poplar River	28	25	2	3	38	30	1
Willow Creek	2	5	-	-	40	28	-
Provincial Total	1,359	510	970	517	4,906	1,108	556
Alberta							
Aden	7	7	10	3	45	5	5
Carway	139	90	206	6	450	181	29
Chief Mountain	-	-	-	-	-	-	-
Coutts	242	616	1,181	568	3,229	845	840
Del Bonita	38	20	139	1	51	38	20
Wild Horse	9	18	5	18	52	20	-
Provincial Total	435	751	1,541	596	3,827	1,089	894

Port of Entry	Foreign Vehicles Entering Canada				Canadian Vehicles Returning to Canada		
	Length of Stay in Canada		Repeats and Taxis	Commercial Vehicles	Length of Stay Abroad		Commercial Vehicles
	24 hours or less	Over 24 hours			24 hours or less	Over 24 hours	
British Columbia							
Aldergrove	866	268	91	277	2,630	379	128
Boundary Bay	3	21	1,171	65	4,923	267	50
Carson	221	18	163	18	284	4	1
Cascade City	12	142	42	4	1,547	49	279
Chopaka	36	21	38	4	95	10	11
Huntingdon	1,880	655	412	422	8,271	739	368
Kingsgate	54	172	177	65	1,298	953	714
Midway	51	3	84	6	243	6	1
Nelway	70	66	154	48	377	250	75
Osoyoos	872	372	638	301	2,948	336	328
Pacific Highway	3,714	5,405	754	2,561	18,136	7,124	1,038
Paterson	229	168	80	294	2,866	203	500
Pleasant Camp	-	-	29	4	32	5	3
Powell River	-	-	-	-	-	-	-
Prince Rupert	-	3	-	-	-	-	-
Roosville	59	29	14	2	243	84	25
Rykerts	188	67	188	77	1,321	303	55
Sidney	3	75	-	5	1	86	-
Skagit	-	-	-	-	-	-	-
Stewart	-	4	194	-	369	-	9
Vancouver	1	22	-	-	-	-	-
Victoria	15	104	-	22	-	165	5
Waneta	8	10	14	3	61	2	13
Provincial Total	8,282	7,625	4,243	4,178	45,645	10,965	3,603
Yukon Territory							
Carcross	-	-	-	-	-	-	-
Little Gold Creek	-	-	-	-	-	-	-
Snag Creek	-	355	-	114	11	9	23
Provincial Total	-	355	-	114	11	9	23
Dominion Total	172,003	83,795	136,012	38,083	437,343	57,648	63,709

TABLE 1. SUMMARY BY PROVINCES OF HIGHWAY TRAFFIC AT CANADIAN BORDER
JANUARY
1960 and 1961

A - Foreign Vehicles Entering Canada

Province of Entry	Length of Stay in Canada				Repeats and Taxis		Commercial Vehicles	
	24 hours or less		Over 24 hours					
	1960	1961	1960	1961	1960	1961	1960	1961
Newfoundland } Nova Scotia }	-	-	92	62	-	-	73	60
New Brunswick	10,726	9,909	5,007	4,391	84,921	84,089	7,926	6,649
Quebec	13,791	15,752	8,675	8,450	14,677	11,860	8,887	8,528
Ontario	119,223	132,661	56,350	60,554	34,078	29,635	20,014	14,848
Manitoba	2,614	3,605	944	1,097	3,449	3,674	2,438	2,593
Saskatchewan	728	1,359	372	510	865	970	519	517
Alberta	403	435	540	751	624	1,541	609	596
British Columbia	7,108	8,282	6,352	7,625	3,891	4,243	2,885	4,178
Yukon Territory	-	-	242	355	-	-	34	114
Total	154,593	172,003	78,574	83,795	142,505	136,012	43,385	38,083
Percentage Change..		+ 11.3		+ 6.6		- 4.6		- 12.2

B - Canadian Vehicles Returning to Canada

Province of Entry	Length of Stay Abroad				Commercial Vehicles	
	24 hours or less		Over 24 hours			
	1960	1961	1960	1961	1960	1961
Newfoundland } Nova Scotia }	11	2	58	56	51	58
New Brunswick	117,626	117,273	4,137	3,454	12,264	11,802
Quebec	50,190	46,607	13,186	12,089	24,466	23,923
Ontario	213,780	210,717	21,321	25,899	21,245	20,087
Manitoba	7,599	8,355	2,643	2,979	2,934	2,763
Saskatchewan	3,986	4,906	875	1,108	644	556
Alberta	1,993	3,827	1,160	1,089	652	894
British Columbia	41,548	45,645	9,552	10,965	2,954	3,603
Yukon Territory	15	11	8	9	3	23
Total	436,748	437,343	52,940	57,648	65,213	63,709
Percentage Change		+ 0.1		+ 8.9		- 2.3

**TABLE 2 FOREIGN TRAVELLERS ENTERING CANADA FROM THE UNITED STATES BY RAIL, BUS, BOAT AND PLANE,
BY PROVINCE OF ENTRY, JANUARY 1960 AND JANUARY 1961**

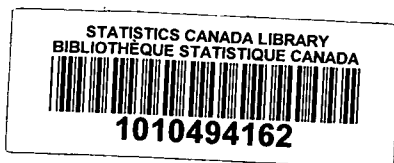
Province of Entry	Rail ¹		Bus ²		Boat		Plane ³	
	1960	1961	1960	1961	1960	1961	1960	1961
Newfoundland	-	-	-	-	29	318	173	131
Prince Edward Island	-	-	-	-			4	-
Nova Scotia	-	-	-	-			477	475
New Brunswick	283	116	250	555	177	144	291	340
Quebec	6,514	5,455	1,445	1,758	-	-	7,364	8,618
Ontario	7,378	6,222	8,709	10,397	-	-	10,390	10,931
Manitoba	655	885	241	235	-	-	1,328	578
Saskatchewan	69	33	-	7	-	-	56	73
Alberta	130	120	89	173	-	-	1,372	713
British Columbia	2,679	1,433	2,059	2,350	445	389	3,397	3,719
Yukon Territory	288	156	-	-	-	-	383	424
Total	17,996	14,420	12,793	15,475	651	851	25,235	26,002

**TABLE 3 CANADIAN TRAVELLERS RETURNING FROM THE UNITED STATES BY RAIL, BUS, BOAT AND PLANE,
BY PROVINCE OF ENTRY, JANUARY 1960 AND JANUARY 1961**

Province of Entry	Rail		Bus ⁴		Boat		Plane	
	1960	1961	1960	1961	1960	1961	1960	1961
Newfoundland	-	-	-	-	26	20	19	32
Prince Edward Island	-	-	-	-			-	-
Nova Scotia	-	-	-	-			654	693
New Brunswick	518	159	434	650	638	519	446	446
Quebec	10,005	8,862	3,933	4,241	-	-	12,318	11,062
Ontario	14,314	11,602	12,429	10,826	484	425	20,192	21,083
Manitoba	1,453	1,669	1,125	1,215	-	-	1,092	473
Saskatchewan	127	74	-	37	-	-	41	76
Alberta	-	-	287	376	-	-	1,257	1,181
British Columbia	4,756	3,096	6,098	6,959	222	127	4,960	3,690
Yukon Territory	7	20	-	1	-	-	18	10
Total	31,180	25,482	24,306	24,305	1,370	1,091	40,997	38,746

Travellers by rail and bus destined to Nova Scotia and Prince Edward Island enter Canada through ports in other provinces and are recorded in the latter.

1. After deducting in transit passengers travelling across Southern Ontario. 2. Exclusive of local bus traffic between border communities, but including in transit traffic. 3. Yukon passengers are practically all in transit to and from Alaska. 4. Exclusive of local bus traffic between border communities.



CLASSIFICATIONS USED IN THIS REPORT

"Commercial Vehicles" are trucks used for commercial purposes.

Highway Traffic not classified as commercial vehicles consists of automobiles, taxis, motorcycles and bicycles.

Foreign Vehicles Inward

A traveller's vehicle permit is issued at the port of entry by Customs officers to every foreign vehicle entering Canada. This document authorizes the use of the vehicle during the intended length of stay in Canada and is surrendered when departing at the port of exit.

Residents of border communities who make many trips during the year are entitled to apply for a standing (L) traveller's vehicle permit. The operator of the vehicle covered by the standing (L) traveller's vehicle permit must show the document on each entry into Canada. All visits made after the original visit when the permit was issued are recorded as "Repeats" and entered under the appropriate heading. Persons holding this type of permit are usually familiar to port officials.

Permits showing entry into Canada and exit to the United States on the same day are entered in the first column with length of stay in Canada as 24 hours or less. The remainder of the travellers' vehicle permits (including the first trip of standing (L) permits) are recorded in the second column with length of stay as over 24 hours. Repeat trips of vehicles using standing (L) permits are recorded in the third column captioned "Repeats and Taxis". Taxis operate under a special permit and, therefore, are not included in columns 1 or 2.

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.

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