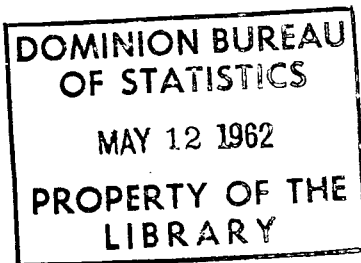


CATALOGUE No.

66-001

MONTHLY



**TRAVEL BETWEEN CANADA
AND
THE UNITED STATES
JANUARY 1962**

Including Preliminary Estimates of International Travel Expenditures in 1961

Published by Authority of
The Honourable George Hees, Minister of Trade and Commerce

DOMINION BUREAU OF STATISTICS
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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, bicycles and trailers.

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.

Publication is made possible through the co-operation of
Customs and Immigration Officials across Canada

1 - TRAVEL BETWEEN CANADA AND OTHER COUNTRIES
PRELIMINARY ESTIMATES OF EXPENDITURES, 1961

Receipts from non-resident travel in Canada during 1961 amounted to a record \$473 million, an increase of \$53 million or 12.6 per cent over the 1960 figure. The gain resulted from a \$54 million or 14.4 per cent rise in receipts from United States residents, bringing the total for that country to \$429 million, while earnings attributable to visitors from other countries are estimated to have declined slightly. The substantial increment in receipts from United States travellers was aided by an increase in the number of visits but the fact that United States currency was at a premium in terms of Canadian money during the latter half of 1961 may also have had a contributing effect.

Expenditures by Canadians on foreign travel in 1961 amounted to \$633 million, an increase of \$6 million or 1 per cent over the 1960 total. Payments to the United States accounted for \$453 million, a decrease of \$9 million or 2 per cent from the year previous due to lower average expenditures as the volume of travel showed a slight gain. Contributing to the decline was a reduction in the value of merchandise purchased by Canadian visitors in the United States. However, expenditures of Canadians travelling to other foreign countries in 1961 advanced to \$180 million, an increase of \$15 million or 9 per cent, with an even more significant gain in the number of trips. The over-all effect was to reduce by \$47 million or nearly 23 per cent Canada's balance of payments deficit on travel account with other countries, which in 1961 amounted to \$160 million. The total debit balance comprised a \$24 million deficit with the United States (compared with \$87 million in 1960) and a \$136 million deficit with other countries (\$120 million in 1960).

International Travel Expenditures Between Canada and Other Countries
Selected Years 1929 - 1961 - (\$ Million)

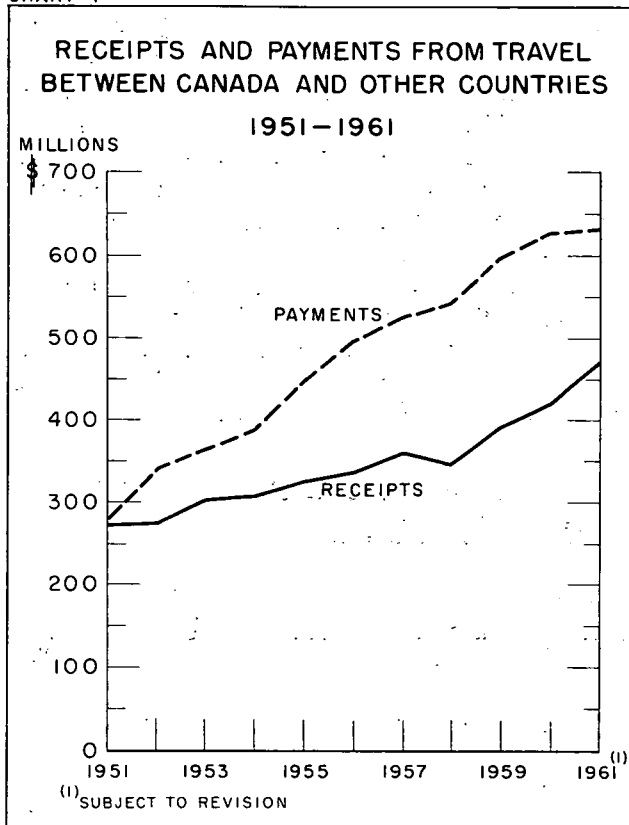
Year	Account with United States			Account with Overseas Countries			Account with All Countries		
	Credits	Debits	Net	Credits	Debits	Net	Credits	Debits	Net
1929	184	81	+ 103	14	27	- 13	198	108	+ 90
1933	81	30	+ 51	8	14	- 6	89	44	+ 45
1937	149	65	+ 84	17	22	- 5	166	87	+ 79
1943	87	34	+ 53	2	3	- 1	89	37	+ 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
1953	282	307	- 25	20	58	- 38	302	365	- 63
1955	303	363	- 60	25	86	- 61	328	449	- 121
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	375	462	- 87	45	165	- 120	420	627	- 207
1961(1)	429	453	- 24	44	180	- 136	473	633	- 160

Annual data for 1929 to 1961 will appear in the publication "Travel Between Canada and Other Countries, 1961" (Catalogue No. 66-201).

(1) Subject to revision.

Receipts from United States residents using automobiles for transportation amounted to \$262 million in 1961, exceeding the 1960 figure by \$42 million or 19 per cent. Automobile visitors remaining in Canada longer than 24 hours were responsible for the gain as their expenditures rose by \$43 million to \$238 million, while receipts from the short-term category declined by \$1 million to \$24 million. On the whole, there were approximately 6 per cent more travellers' vehicle permits issued to foreign vehicles in 1961 than in 1960 and the average expenditure per car was substantially higher.

CHART-1



Estimated receipts from the aggregate of non-automobile travel entering Canada from the United States in 1961 amounted to \$167 million, about \$12 million or 8 per cent more than in 1960. Non-residents arriving by plane spent approximately \$63 million (an expansion of 19 per cent) as both volume of entries and average expenditure revealed increases. Persons entering by bus contributed \$34 million to Canadian earnings (10 per cent more than in 1960) due mainly to higher average expenditures as the volume of entries showed little change. Receipts from United States boat travellers were estimated at \$20 million (11 per cent over 1960), the increase resulting from more numerous visits in addition to higher average expenditures. On the other hand, expenditures of visitors arriving by train declined to \$29 million (between 6 and 7 per cent below 1960) as entries registered a considerable drop, although average disbursements were higher. Preliminary figures indicate that receipts from the residual group of non-resident visitors termed "Other Travellers" came to \$21 million in 1961, or between 4 and 5 per cent lower than the corresponding 1960 amount.

Available data disclose that Canadians returning from the United States by automobile in 1961 spent an estimated \$236 million, representing an increase of \$4 million or nearly 2 per cent compared with 1960. At the same time, the number of Canadian vehicles re-entering advanced between 1 and 2 per cent with a slight increase in the average expenditure per car. Total expenditures in the automobile account comprised \$34 million by short-term travellers and \$202 million by persons remaining outside Canada over 24 hours. Furthermore, the increase in payments by all automobile travel can be traced to the latter or long-term group where disbursements advanced some \$5 million or between 2 and 3 per cent, while expenditures of the short-term class were down \$1 million or 3 per cent from their 1960 level.

The aggregate of payments by Canadians travelling to the United States in 1961 by non-automobile recorded a decrease of roughly \$13 million with expenditures amounting to \$217 million. Moreover, declines were noted in all categories except plane and the residual group termed "Other Travellers". A breakdown shows that disbursements of plane travellers were \$105 million; bus travellers spent \$44 million, re-entries by rail accounted for \$38 million, those returning by boat paid out \$4 million and expenditures of "Other Travellers" (including visits to Hawaii) came to \$26 million. Compared with 1960, the decreases in expenditures amounted to 19 per cent for rail travel, 12 per cent in the case of bus and 20 per cent for boat and were largely a result of fewer trips as well as lower average payments, with the exception of rail travel where a slight increase in the average was noticed. However, Canadians returning from the United States by plane in 1961 increased their spending by 2 per cent over 1960 with just over 1 per cent more visits, while at the same time disbursements of "Other Travellers" (including visits to Hawaii) advanced approximately 4 per cent.

Purchases of merchandise by Canadians in the United States as declared under the \$100 customs exemption privilege fell sharply in 1961 to \$59.7 million, a decrease of \$11.4 million from the year previous. It was noticed that the greatest decrease (\$8.2 million or 18.7 per cent) occurred during the third and fourth quarters, once again suggesting the possibility that the discounted value of the Canadian dollar in terms of United States currency at this time may have been a contributing factor. At any rate, the proportion of the Canadian travel dollar allotted to purchases of merchandise in the United States has been steadily on the decline since 1952 (22.4 per cent) and in 1961 amounted to 13.2 per cent as compared with 15.5 per cent in 1960. On the other hand, the value of declarations by Canadians returning from overseas countries has displayed a consistent growth in recent years, accounting for \$12.3 million in 1961 compared with \$10.4 million in 1960. Furthermore, the proportion of overseas payments allocated to merchandise advanced from 6.3 per cent in 1960 to 6.8 per cent in 1961.

11 - HIGHWAY TRAFFIC - JANUARY 1962

Highway traffic crossing the border from the United States into Canada during January 1962 amounted to 977,100 units, marking a slight decrease of 11,500 units or about 1 per cent below the comparable volume in January 1961. Aggregate crossings comprised 413,700 non-resident vehicles and 563,400 Canadian vehicles returning to Canada.

FOREIGN VEHICLES

Entries of foreign vehicles were down 16,200 units or nearly 4 per cent from the January 1961 figure. Decreases were noted in all but the commercial classification of traffic. Foreign vehicles remaining in Canada 24 hours or less numbered 161,700, a decline of some 10,300 units or 6 per cent. Similarly, foreign vehicles in Canada over 24 hours, which came to 82,400 in January 1962, represented a decrease of 1,400 or approximately 2 per cent compared to the previous January. Foreign entries classed as "Repeats and Taxis" amounted to 128,000, a drop of 8,000 or almost 6 per cent. However, entries of non-resident commercial vehicles, which numbered 41,600, were up just over 9 per cent in comparison with the January 1961 volume.

CANADIAN VEHICLES

Re-entries of Canadian vehicles from the United States in January 1962 recorded a moderate gain of 4,700 units or around 1 per cent over the corresponding figure in 1961. However, the gain was attributed to increased re-entries of Canadian commercial vehicles as both the short and long-term categories of traffic registered lower volumes than in January of the previous year. Resident vehicles returning from visits lasting 24 hours or less numbered 436,900, a decrease of 400 units or less than one-half per cent and vehicles absent over 24 hours amounted to 54,900, a decline of 2,800 or not quite 5 per cent. On the other hand, the 71,600 re-entries of commercial vehicles in January 1962 marked an increase of between 12 and 13 per cent.

111 - TRAFFIC BY RAIL, THROUGH BUS, BOAT AND PLANE - JANUARY 1962

Traffic entering Canada by rail, through bus, boat and plane in January 1962 numbered 146,300 persons or approximately the same number as in January 1961. Aggregate entries comprised 55,500 non-residents and 90,800 Canadians returning.

FOREIGN TRAVELLERS

Foreign entries for January 1962 recorded a drop of 1,200 persons or just over 2 per cent in comparison with the same month of 1961. All forms of common carrier except plane experienced decreases. Entries by rail, which numbered 13,200, fell by 1,200 units or slightly more than 8 per cent and entries by bus, which amounted to 13,600, were down some 1,900 or about 12 per cent. Similarly, the 300 entries by boat in January 1962 represented a decline of 500 persons or between 67 and 68 per cent from the January 1961 level. Arrivals by plane, however, which came to 28,400, showed an increase of 2,400 units or roughly 9 per cent.

CANADIAN TRAVELLERS

Canadian travellers returning in January 1962 by rail, bus, plane and boat registered an increase of 1,200 persons or between 1 and 2 per cent in comparison with January 1961. As in the case of foreign travellers, only re-entries by plane advanced over corresponding 1961 data. Residents returning by plane numbered 43,900, marking an increase of 5,200 persons or slightly more than 13 per cent. However, Canadians returning by rail (23,100), bus (23,000) and boat (800) were, in each case, lower than comparable January 1961 volumes. Re-entries by rail declined by 2,400 units or roughly 9 per cent, persons returning by bus were down 1,300 units or just over 5 per cent and Canadians re-entering via boat decreased by 300 persons or approximately 29 per cent.

STATEMENT OF HIGHWAY TRAFFIC AT CANADIAN BORDER BY PORTS

JANUARY

1962

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	
	Newfoundland Prince Edward Island Nova Scotia						
Vehicles transported by boat direct from the United States*	-	68	-	55	8	53	77
	New Brunswick						
Andover	1,882	512	973	68	4,078	45	434
Beaconsfield	14	2	46	6	120	5	38
Belleville	20	2	50	10	222	6	183
Bloomfield	42	8	53	128	247	8	167
Campobello	47	8	65	7	809	15	187
Centreville	694	185	451	191	3,020	99	648
Clair	927	587	6,555	549	7,018	387	812
Edmundston	2,399	982	18,223	1,819	27,747	338	1,202
Forest City	8	4	118	45	249	-	331
Fosterville	13	2	139	-	414	-	286
Four Falls	22	6	71	25	202	-	21
Gillespie	914	341	1,077	1	2,051	7	412
Grand Falls	455	153	2,164	65	3,464	10	173
Lord's Cove	-	-	-	-	-	-	-
Mars Hill Road	38	3	26	5	94	-	121
Milltown	73	141	4,590	196	8,862	112	474
River de Chute	94	6	12	24	267	2	34
St. Andrews	-	-	-	-	-	-	-
St. Croix	68	185	5,089	1,152	6,133	631	2,505
St. Leonard	2,739	404	15,108	899	14,508	706	1,261
St. Stephen	533	766	23,361	1,262	29,744	962	2,360
Union Corner	19	7	26	7	134	1	56
Woodstock Road	1,445	483	2,669	469	14,274	377	1,416
Provincial Total	12,446	4,787	80,866	6,928	123,657	3,711	13,121

*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	1,041	266	434	252	2,235	136	260
Armstrong	135	251	58	352	459	1,143	1,705
Beebe	344	152	1,936	20	2,431	136	160
Blackpool/Lacolle	3,671	3,490	1,425	2,566	12,591	3,931	3,312
Chartierville	34	16	126	84	173	81	173
Clarenceville	91	18	55	7	264	25	17
Comins Mills	597	99	491	227	1,167	130	435
Covey Hill	86	10	2	12	196	6	32
Daaquam	4	3	344	441	246	227	2,525
Dundee	617	118	22	254	1,831	85	299
East Pinnacle	34	22	70	26	391	2	27
Estcourt	21	7	474	5	930	270	3,113
Franklin Centre	259	16	4	98	200	6	1
Frelighsburg	313	85	90	210	423	68	73
Glen Sutton	204	29	98	206	815	4	259
Hemmingford	924	276	148	122	1,544	26	206
Herdman	408	143	12	41	1,001	22	34
Hereford Road	502	145	84	153	567	17	214
Highwater	867	296	413	450	1,702	497	437
Jamieson's Line	73	2	-	67	105	-	58
Lac Frontière	1	1	431	260	514	556	8,517
Leadville	2	-	12	3	38	-	9
Mansonville	2	-	5	-	37	-	6
Montreal	-	-	-	-	-	-	-
Morses Line	120	20	93	48	219	4	34
Noyan	560	185	75	74	673	60	42
Philipsburg	1,032	1,495	281	800	1,771	1,370	456
Quebec	-	6	-	-	-	-	-
Rock Island	2,037	1,101	3,859	570	7,476	568	786
St. Aurélie	1	1	40	60	132	255	813
St. Pamphile	1	11	380	502	665	138	3,780
Stanhope	495	444	504	803	3,242	971	772
Trout River	918	403	6	111	3,606	478	145
Woburn	102	115	498	474	1,156	843	1,920
Provincial Total	15,496	9,226	12,470	9,298	48,800	12,055	30,620

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	2,396	855	115	994	6,435	266	303
Courtright	11	5	3	-	10	1	-
Fort Erie	26,225	9,633	323	5,213	44,627	6,090	4,946
Fort Frances	1,051	840	3,947	160	4,830	54	677
Kingston	-	-	-	-	1	-	-
Kingsville	-	-	-	-	-	-	-
Lansdowne	474	807	447	593	2,622	2,447	871
Leamington	-	-	-	-	-	-	-
Midland	-	-	-	-	-	-	-
Niagara Falls	22,533	12,200	3,545	2,944	54,179	2,249	2,584
Pelee Island	-	-	-	-	-	-	-
Pigeon River	113	161	103	161	843	513	75
Port Lambton	30	16	-	-	28	2	-
Prescott	759	507	594	91	3,299	334	72
Rainy River	282	111	51	7	1,305	6	51
Sarnia	9,176	6,362	405	3,298	17,768	1,796	951
Sault Ste. Marie	1,378	908	189	304	2,985	737	382
Sombra	33	23	-	1	110	27	3
Walpole Island	15	5	-	-	26	-	-
Windsor	57,073	26,541	16,032	3,973	68,562	10,460	10,097
Provincial Total	121,549	58,974	25,754	17,739	207,630	24,982	21,012

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	68	52	28	178	198	186	24
Cartwright	138	8	-	1	196	20	2
Coulter	65	35	24	43	309	38	22
Crystal City	172	13	9	33	161	6	12
Emerson	375	525	1,938	1,002	2,568	2,280	1,650
Goodlands	34	1	-	5	206	15	1
Gretna	309	103	692	218	1,253	29	191
Haskett	208	22	38	20	574	12	50
Lena	286	16	4	35	410	23	15
Lyleton	47	8	40	30	207	2	5
Middlebro	531	155	58	311	598	7	77
North West Angle	235	6	7	251	7	-	2
Piney	81	48	67	94	479	29	101
Snowflake	29	3	-	3	134	1	3
South Junction	63	21	7	3	394	2	9
Tolstoi	25	23	127	-	137	107	30
Windygates	74	19	3	42	132	14	13
Provincial Total ...	2,740	1,058	3,042	2,269	7,963	2,771	2,207
Saskatchewan							
Big Beaver	20	6	1	7	150	15	2
East Poplar River	31	11	12	11	161	16	15
Elmore	108	16	13	16	366	16	3
Estevan	403	50	49	28	566	68	20
Monchy	2	19	20	5	37	37	3
Northgate	65	25	208	51	529	36	18
North Portal	337	161	380	251	1,521	402	432
Oungre	29	21	14	24	120	71	51
Regway	85	73	38	118	345	144	41
Torquay	61	3	26	4	207	18	10
Treelon	1	9	57	6	61	52	10
West Poplar River	16	13	4	-	40	14	1
Willow Creek	1	3	-	-	26	15	-
Provincial Total ...	1,159	410	822	521	4,129	904	606
Alberta							
Aden	13	16	4	1	36	-	1
Carway	48	81	139	1	531	98	21
Chief Mountain	-	-	-	-	-	-	-
Coutts	166	435	1,010	580	2,536	796	412
Del Bonita	37	37	195	-	121	47	31
Wild Horse	7	8	4	2	78	22	-
Provincial Total ...	271	577	1,352	584	3,302	963	465

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	735	232	66	349	2,084	341	140
Boundary Bay	5	29	1,172	76	4,447	180	174
Carson	170	22	113	20	287	3	-
Cascade City	47	33	25	6	1,311	34	253
Chopaka	24	6	25	1	93	6	9
Huntingdon	1,972	539	320	482	7,018	486	249
Kingsgate	5	167	122	85	977	730	701
Midway	19	6	68	2	161	1	1
Nelway	57	65	161	175	390	222	84
Osoyoos	1,131	294	409	274	2,751	290	322
Pacific Highway	3,463	5,211	693	2,328	18,038	6,511	1,010
Paterson	168	93	66	192	2,034	157	418
Powell River	-	-	-	-	-	-	-
Prince Rupert	-	8	-	-	-	-	-
Roosville	18	24	92	38	289	85	25
Rykerts	144	55	164	30	1,193	209	91
Sidney	11	56	-	35	1	55	-
Stewart	-	2	217	-	145	-	-
Vancouver	6	2	-	-	-	-	-
Victoria	21	112	-	20	6	149	2
Waneta	5	7	4	2	49	1	18
Provincial Total	8,001	6,963	3,717	4,115	41,274	9,460	3,497
Yukon Territory							
Carcross	-	-	-	-	-	-	-
Little Gold Creek	-	-	-	-	-	-	-
*Pleasant Camp	2	-	21	18	95	3	5
Snag Creek	-	313	-	92	6	7	19
Provincial Total	2	313	21	110	101	10	24
Dominion Total	161,664	82,376	128,044	41,619	436,864	54,909	71,629

*Formerly recorded under British Columbia.

TABLE 1. SUMMARY BY PROVINCES OF HIGHWAY TRAFFIC AT CANADIAN BORDER

JANUARY
1961 and 1962

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		1961	1962	1961	1962
	1961	1962	1961	1962				
Newfoundland }	-	-	62	68	-	-	60	55
Nova Scotia }								
New Brunswick	9,909	12,446	4,391	4,787	84,089	80,866	6,649	6,928
Quebec	15,752	15,496	8,450	9,226	11,860	12,470	8,528	9,298
Ontario	132,661	121,549	60,554	58,974	29,635	25,754	14,848	17,739
Manitoba	3,605	2,740	1,097	1,058	3,674	3,042	2,593	2,269
Saskatchewan	1,359	1,159	510	410	970	822	517	521
Alberta	435	271	751	577	1,541	1,352	596	584
British Columbia	8,282	8,001	7,625	6,963	4,243	3,717	4,178	4,115
Yukon Territory	-	2	355	313	-	21	114	110
Total	172,003	161,664	83,795	82,376	136,012	128,044	38,083	41,619
<i>Percentage Change..</i>		- 6.0		- 1.7		- 5.9		+ 9.3
Other vehicles included above	-	182	-	303				

B - Canadian Vehicles Returning to Canada

Province of Entry	Length of Stay Abroad				Commercial Vehicles	
	24 hours or less		Over 24 hours		1961	1962
	1961	1962	1961	1962		
Newfoundland }	2	8	56	53	58	77
Nova Scotia }						
New Brunswick	117,273	123,657	3,454	3,711	11,802	13,121
Quebec	46,607	48,800	12,089	12,055	23,923	30,620
Ontario	210,717	207,630	25,899	24,982	20,087	21,012
Manitoba	8,355	7,963	2,979	2,771	2,763	2,207
Saskatchewan	4,906	4,129	1,108	904	556	606
Alberta	3,827	3,302	1,089	963	894	465
British Columbia	45,645	41,274	10,965	9,460	3,603	3,497
Yukon Territory	11	101	9	10	23	24
Total	437,343	436,864	57,648	54,909	63,709	71,629
<i>Percentage Change</i>		- 0.1		- 4.8		+12.4

**TABLE 2. FOREIGN TRAVELLERS ENTERING CANADA FROM THE UNITED STATES BY RAIL, BUS, BOAT AND PLANE,
BY PROVINCE OF ENTRY, JANUARY 1961 AND JANUARY 1962**

Province of Entry	Rail ¹		Bus ²		Boat		Plane ³	
	1961	1962	1961	1962	1961	1962	1961	1962
Newfoundland	-	-	-	-	} 318	117 {	131	154
Prince Edward Island	-	-	-	-			-	-
Nova Scotia	-	-	-	-			475	506
New Brunswick.....	116	122	555	446	144	95	340	533
Quebec	5,455	5,246	1,758	2,138	-	-	8,618	9,337
Ontario	6,222	5,413	10,397	8,225	-	-	10,931	12,492
Manitoba	885	859	235	203	-	3	578	811
Saskatchewan	33	-	7	-	-	-	73	327
Alberta	120	-	173	183	-	-	713	620
British Columbia	1,433	1,428	2,350	2,413	389	62	3,719	3,209
Yukon Territory	156	152	-	2	-	-	424	382
Total	14,420	13,220	15,475	13,610	851	277	26,002	28,371

**TABLE 3. CANADIAN TRAVELLERS RETURNING FROM THE UNITED STATES BY RAIL, BUS, BOAT AND PLANE,
BY PROVINCE OF ENTRY, JANUARY 1961 AND JANUARY 1962**

Province of Entry	Rail		Bus ⁴		Boat		Plane	
	1961	1962	1961	1962	1961	1962	1961	1962
Newfoundland	-	-	-	-	} 20	6 {	32	-
Prince Edward Island	-	-	-	-			-	-
Nova Scotia	-	-	-	-			693	756
New Brunswick	159	167	650	534	519	733	446	505
Quebec	8,862	7,883	4,241	3,792	-	-	11,062	13,717
Ontario	11,602	11,419	10,826	10,550	425	20	21,083	22,563
Manitoba	1,669	1,137	1,215	1,420	-	-	473	1,324
Saskatchewan	74	-	37	18	-	-	76	105
Alberta	-	-	376	431	-	-	1,181	811
British Columbia	3,096	2,542	6,959	6,275	127	15	3,690	4,101
Yukon Territory	20	16	1	4	-	-	10	5
Total	25,482	23,164	24,305	23,024	1,091	774	38,746	43,887

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.

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