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TRAVEL BETWEEN CANADA
AND
OTHER COUNTRIES
1959

DOMINION BUREAU OF STATISTICS

International Trade Division

Balance of Payments Section

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FOREWORD

This publication is a statistical report on travellers between Canada and other countries. No attempt has been made to isolate any group or "tourist traffic". The report provides estimates of international travel expenditures arising from all types of movements across the frontiers. Many of the movements are short-term and local in character arising from close inter-relationships of communities lying near the border. Commuting, temporary migration for employment, business travel, and shopping visits, comprise parts of the movements as well as summer residents and vacation travellers usually associated with the "tourist" business.

The data, therefore, do not coincide with the movements and expenditures which for some purposes might be defined more specifically as relevant for the "tourist" industry. While the latter industry would comprise only part of the international business shown in this report, that industry does on the other hand also include the large and growing domestic sector of tourism not covered in this publication.

In using statistical data in this report it should be noted that some of the averages are derived from data covering many of the groups of transactions noted above. For example, figures of average expenditures applying to certain categories of international traffic must, for the purpose of this report, reflect the spending of all groups of travellers who cross the border. They are, therefore, not necessarily representative of groups generally regarded as tourists travelling for recreation.

WALTER E. DUFFETT,

Dominion Statistician.

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TRAVEL BETWEEN CANADA AND OTHER COUNTRIES 1959

Leading Developments in Travel Between Canada and Other Countries

The most important factor entering into the statistics on travel between Canada and other countries during 1959 was the change in procedure, for admitting foreign vehicles into Canada, which was introduced by the Department of National Revenue. Effective October 1, 1959 all vehicles not registered in Canada must be covered by a customs permit issued by the Department of National Revenue on entry into Canada. This document is referred to as a traveller's vehicle permit (E50) and must be surrendered to Customs officials at the port of exit when the vehicle leaves Canada. Additional information on this change of procedure appears in the section on "Method of Compiling Data on International Travel". It should be noted, that the change in procedure has altered the statistical series for foreign vehicles and, therefore, direct comparisons for this segment of travel with data in previous issues of this publication are not possible on an annual basis. Furthermore, the revised permit has made it necessary to discontinue the special survey of non-resident travel behaviour in Canada which had been conducted for several years.

During 1959 entries into Canada by residents of other countries totalled 29.9 million as compared with 28.6 million in 1958, a gain of nearly 5 per cent. Included in this number are some 41,600 entries direct by residents of countries other than the United States. Total receipts amounted to \$391 million compared to \$349 million in 1958, an increase of some

\$42 million over the previous year. This increase to a new record level can be attributed entirely to United States travellers as receipts from other countries were unchanged at \$40 million.

Re-entries by residents of Canada totalled 28.1 million compared to 27.6 million in 1958, a gain of approximately 2 per cent. Besides visits to the United States this number includes some 157,000 re-entries direct from other countries by residents of Canada. Total payments amounted to \$598 million compared with \$542 million in 1958, an increase of \$56 million over 1958 or roughly 10 per cent. Payments on account with the United States advanced from \$413 million in 1958 to \$448 million in 1959 or by some \$35 million while, at the same time, to overseas countries payments advanced from \$129 million to \$150 million or by about \$21 million.

Although the debit balance on travel account with the United States declined from \$104 million in 1958 to \$97 million in 1959, a decrease of \$7 million, on the other hand, during the third quarter of 1959 there was a credit balance of nearly \$43 million. The debit balance with overseas countries advanced from \$89 million in 1958 to \$110 million in 1959, or approximately 24 per cent. The total debit balance on account with all countries amounted to \$207 million in 1959, an increase of \$14 million or 7 per cent more than the previous record of \$193 million in 1958.

STATEMENT 1. Number and Expenditures of United States Travellers in Canada, 1956 - 59

Type of transportation	Number of persons				Expenditures			
	1956	1957	1958	1959	1956	1957	1958	1959 ¹
	thousands				millions of dollars			
Automobile:								
Non-permit or local traffic	11,939	12,300	11,542	9,025 ²	35.4	34.8	31.0	28.4 ³
Customs permits	7,241	7,405	7,476	8,847 ³	137.2	138.7	140.8	163.4 ³
Repeat trips of permit holders	3,210	3,211	3,644	4,959	—	—	—	—
Totals	22,390	22,916	22,662	22,831	172.6	173.5	171.8	191.8
Non-automobile:								
Rail	882	720	651	619	43.7	44.6	34.7	35.9
Boat	399	309	332	419	15.7	18.9	15.1	21.0
Through bus	339	375	370	392	22.0	27.5	26.3	26.9
Plane	315	353	368	432	36.6	40.6	41.4	50.7
Other	3,342	3,946	4,148	5,188	18.7	20.2	20.1	24.8
Totals	5,277	5,703	5,869	7,050	136.7	151.8	137.6	159.3
Grand totals	27,667	28,619	28,531	29,881	309.3	325.3	309.4	351.1

¹ Subject to revision.

² January - September inclusive.

³ Not comparable with previous years.

United States Travel Expenditures in Canada by Types of Transportation

In 1959 a \$41.7 million increase in expenditures of United States residents travelling in Canada was almost evenly divided between the automobile and non-automobile categories. Receipts from the automobile category advanced \$20 million or 11.6 per cent, while expenditures of the non-automobile group were \$21.7 million or 15.8 per cent higher than in 1958.

Comparisons of certain categories of non-resident motorists travelling in Canada during 1959 with those of 1958 is complicated, and in most instances impossible, due to an administrative change (initiated by the Department of National Revenue on October 1, 1959) for admitting non-resident vehicles into Canada. This change is outlined in detail in the section "Method of Compiling Data on International Travel" in this report, and readers are advised to refer to that section for a description of material contained in the following text.

Non-residents entering Canada by automobile in 1959 totalled 22,831,000, an increase of 169,000 or less than 1 per cent in comparison with 1958. The total number of persons classified as non-permit or local traffic who had entered Canada in the nine months ending September 1959, amounted to 9,025,000, which was 517,000 or almost 6 per cent below the number who had entered during the same period of 1958. The volume of traffic crossing the border into Canada on customs permits in 1959 amounted to 8,847,000 visits, but this figure cannot be compared to 1958 due to the inclusion during the final quarter of the year of entries which were previously classified as non-permit or local traffic. For the same reason, a similar comparison of expenditures by this group, which amounted to \$163.4 million in 1959,

would not be valid. However, receipts attributable to the non-permit or local classification of traffic for the first nine months of 1959 totalled \$28.4 million, which was \$2.5 million or almost 10 per cent in excess of receipts from this category of visitors during the same period in 1958. A breakdown of average expenditure per car by class of customs permit revealed that in 1959, the average outlay per car by commuters amounted to \$205.48 in comparison with \$250.36 in 1958, representing a decrease of nearly 18 per cent which, however, was less than the rate of decrease experienced in 1958 (26 per cent). Average expenditure per car by summer residents fell in 1959 to \$342.66 from \$371.48 in 1958, a decrease of nearly 8 per cent. Average expenditure per car of the "Local" classification rose from \$46.83 to \$58.91, a gain of almost 26 per cent over the corresponding 1958 average.

Statistics pertaining to the "Other" class of permit travel, which excludes commuters, summer residents and locals, are presented in Statement 2 and give the average declared expenditure per car travelling on this type of permit during the months July, August and September for the years 1955-59 inclusive, classified by province of exit. The average for Canada advanced from \$68.65 in 1958 to \$72.62 in 1959 or 6 per cent. In August of 1958 an administrative change was adopted at certain of the ports in the province of New Brunswick. This had the effect of increasing the number of customs permits issued (mainly to the group considered under the old procedure as local or non-permit traffic), thereby reducing the average expenditure per car for this period from \$119.12 in 1957 to \$101.62 in 1958. In 1959 a further decrease was recorded which lowered the average to \$89.37.

STATEMENT 2. Average Declared Expenditure Per Car of Non-Resident Motorists Travelling in Canada on Customs Permits¹, by Province of Exit, during the Three Months July - September 1955 - 59

Province of exit	1955	1956	1957	1958	1959 ²
	dollars				
Atlantic Provinces.....	103.78	106.80	119.12	101.62	89.37
Quebec.....	68.02	65.97	68.59	66.00	69.03
Ontario.....	49.73	49.52	49.37	52.46	59.58
Manitoba.....	76.95	82.94	86.86	83.76	84.24
Saskatchewan.....	77.40	88.98	91.53	108.39	105.75
Alberta.....	105.85	95.45	99.50	100.69	104.22
British Columbia and Yukon Territory.....	90.93	93.20	93.57	97.00	104.75
Canada.....	63.57	65.18	66.71	68.65	72.62

¹ Exclusive of commuters, summer residents and locals.

² Subject to revision.

All non-automobile types of transportation, with the exception of rail, carried more visitors to Canada in 1959 than in 1958. However, although 32,000 or approximately 5 per cent fewer travellers entered by train, they spent \$1.2 million or between 3 and 4 per cent more than in 1958, due mainly to higher average

expenditures during the first three quarters of the year. The most significant advances were attributable to travel by boat as 87,000 or slightly over 26 per cent more visitors used this means of transportation, while their expenditures rose accordingly from \$15.1 million in 1958 to \$21.0 million in 1959, an increase

of \$5.9 million or 39 per cent. No doubt, the absence of any widespread strike on the Pacific Coast, such as the one which occurred during the summer months of 1958, was responsible for the increase. Entries by boat during the period April to September 1959 were 25 per cent greater than during the same period in 1958, while expenditures rose almost 41 per cent. Most of the gain took place during the third quarter which saw nearly 20 per cent more entries and an expansion of \$3.5 million, or approximately 31 per cent, in their expenditures.

Visitors travelling to Canada by long distance bus increased by 22,000 or 6 per cent; but their expenditures increased only slightly over 2 per cent, due mainly to a lower average expenditure than in 1958. Although the volume of arrivals by bus was greater in each quarter of 1959 than 1958, it was only during the third quarter that an increase in expenditures was recorded, largely as a result of an increase in the average expenditure per person for that period from \$102.49 in 1958 to \$104.80 in 1959, or a gain of roughly 2 per cent.

Analysis of United States Motor Traffic to Canada by State of Origin

An analysis of automobile traffic entering Canada from the United States is simplified by grouping the states in regions, as shown in Table 6. However, due to the administrative change mentioned earlier, only data for the first nine months of 1959 are comparable with that obtained by the procedure used for admitting non-resident vehicles in previous years. In Tables 6 and 7 the periods of January to September inclusive for 1959 and 1958 are presented for purposes of comparison. Results show that, in spite of the shorter period, no change occurred in the order of importance for each region, which has remained fairly constant from year to year. Nearly all of the non-permit cars and almost three-quarters of the automobiles entering Canada on travellers' vehicle permits during the first nine months of 1959 originated in the states forming the northern boundary with Canada. Furthermore, cars from these northern states together with those originating in Oregon and California on the Pacific Coast, Massachusetts, Rhode Island, Connecticut and New Jersey on the Atlantic Seaboard, accounted for approximately 88 per cent of the customs permit entries during this period. In 1959, automobile registrations in the United States totalled 59,139,500 (exclusive of Hawaii), an increase of 2.5 million over 1958, and includes for the first time some 51,306 cars registered in the new state of Alaska. From January to September, automobile entries on travellers' vehicle permits numbered 2,227,295 which is an increase of 69,837 over the same period in 1958, yet represents only a slight per cent of the increased tourist potential.

During the first three quarters of 1959, visiting motorists from the North-Eastern States accounted for 48.2 per cent of the volume of traffic and 41.9 per cent of the receipts, representing an increase for the former of almost 2 per cent and a decrease for the latter of between 1 and 2 per cent in comparison with corresponding 1958 figures. Cars origin-

Air travel, which has been consistent in its growth over the years, again recorded an increase in 1959. Some 64,000 or between 17 and 18 per cent more visitors arrived by plane in 1959 than in 1958, while disbursements of this group advanced \$9.3 million or between 22 and 23 per cent. Each quarter recorded an increase over 1958 in terms of numbers and expenditures, although the average expenditure per person fell in the first and fourth quarters. However, increased spending per person in the second and third quarters was responsible for a greater overall average expenditure which in 1959 stood at \$117.47 or over 4 per cent higher than in 1958.

The number of visitors entering Canada by "Other" means of transportation advanced 1,040,000 or 25 per cent over 1958, while their expenditures rose \$4.7 million or between 23 and 24 per cent. Increases in volume and receipts from persons in this residual classification occurred in each of the four quarters of 1959, although the fourth quarter recorded a decrease in average expenditure per person.

ating in the Great Lakes region were next in order of importance amounting to 28 per cent of the total entries on custom permits while contributing 27.3 per cent of the receipts, a decline in volume of 1.3 per cent but a gain of 2.8 per cent in expenditures. In 1959 motorists from the West Coast States comprising California, Oregon and Washington, represented 10.8 per cent of the non-resident automobiles and due to their high average expenditure per visit accounted for 13.2 per cent of the total receipts. In both cases the decrease amounted to less than 1 per cent in comparison with similar figures for 1958. Again in 1959, approximately the same percentage of cars (4.6 per cent) came from states included in the North-Western region of the United States but their expenditures as a proportion of total receipts fell slightly to 4.8 per cent. The number of automobiles originating in the remaining states and countries not specified increased slightly to 8.4 per cent, whereas receipts from this group dropped from 13.5 per cent in 1958 to 12.8 per cent in 1959.

Average expenditure per car per visit shown in Table 7 displayed considerable variation, ranging from \$17.90 for cars from Vermont to \$115.28 for those from California. States recording the greatest changes during the nine month period ending September 1959 were Illinois and Michigan with increases of \$14.63 and \$11.48, respectively, while the average for cars originating in New Hampshire fell \$11.54.

The average length of stay for cars (including commuters, summer residents and locals) originating in the North-Eastern States during the period January to September inclusive, amounted to 5.6 days, while the average expenditure per car per day was \$9.50. The length of stay varied from 3.4 days for cars registered in Vermont to 7.6 days for cars from the state of Maine. Average expenditures per car per day

ranged from \$2.73 for cars originating in Maine to \$17.87 for cars registered in New Jersey. Considering the North-Eastern States as a group, cars from this region (with the exception of the residual classification referred to as "Other") averaged the longest visit, but, at the same time, had the lowest average expenditure per car per day.

Visits lasting 4.7 days were averaged by cars from states in the Great Lakes region, while their average expenditure per car per day amounted to \$12.76. Automobiles registered in Michigan remained in Canada an average of 4 days, whereas those from Ohio averaged 5.9 days. Average expenditure ranged from \$12.83 per car per day for Ohio to \$18.77 for vehicles from Illinois. Non-resident vehicles from the Great Lakes region attained the second lowest average expenditure figure and the lowest average length of stay.

Automobiles registered in the states of Minnesota, Montana and North Dakota, which comprise the North-Western region, stayed in Canada an average of 4.8 days and averaged an expenditure of \$13.22 per car per day. There was little variation in the length of visit recorded, while average expenditure per day varied from \$9.81 for North Dakota to \$14.77 for the state of Minnesota.

The highest average expenditure per day (\$14.88) was recorded by cars from the West Coast region, which consists of the states of California, Oregon and Washington. On the other hand, the average length of stay for automobiles originating in this region, some 5 days, was only the third longest recorded in comparison with other areas. Moreover, the average length of stay varied from 3.9 days for Washington to 7.3 days for cars from California, with the latter averaging expenditures of \$15.91 per car per day as opposed to \$13.77 for the former. Vehicles visiting Canada from remaining states and countries not already specified are considered in the residual classification "Other". These cars stayed in Canada an average of 7.2 days (longer than any other region) while their average expenditures amounted to \$12.95 per car per day.

Additional information on automobiles travelling in Canada on customs permits classified by province of entry and state or country of registration appears in Tables 4 and 5. Table 4, however, presents only data for the first nine months of 1959, while Table 5 on a yearly basis is restricted to visits lasting over 48 hours and excludes the special classes of commuters, summer residents and locals, which represent less than 1 per cent of the total permit travel.

During the period January to September 1959, approximately 57 per cent of the cars entering Canada on motor vehicle permits came from the states of New York (22 per cent), Michigan (16 per

cent), Maine (7 per cent), Washington (7 per cent), and Pennsylvania (5 per cent). Some 77 per cent of the cars from New York State entered Canada through ports in Ontario while 20 per cent entered through Quebec. In each case, these proportions represent approximately 28 per cent of the permit traffic entering the province. The second largest number of automobiles originated in Michigan, with almost all (98 per cent) crossing at Ontario border points and, at the same time, accounting for nearly 26 per cent of the permit entries into this province. Ports in the Atlantic Provinces (principally New Brunswick) handled 85 per cent of the automobiles from Maine, which state, as a matter of fact, was responsible for about 60 per cent of the cars entering this region. As could be expected, the majority (97 per cent) of motor vehicle permit traffic originating in the state of Washington made their entry into Canada through the adjoining province of British Columbia, representing around 61 per cent of the total permit travel to this province during the first nine months of 1959. Inasmuch as a large proportion (84 per cent) of the cars from Pennsylvania entered Canada through Ontario, the number when taken as a percentage of total entries into the province amounted to only 8 per cent. In Western Canada some 40 per cent of the cars entering Manitoba and 33 per cent entering Saskatchewan originated in North Dakota, while automobiles from Montana accounted for 24 per cent of the entries into Alberta and 21 per cent into Saskatchewan. Around 17 per cent of the permit traffic crossing the border into British Columbia originated in the state of California.

Table 5 presents similar data on automobiles remaining in Canada three days or over for the year 1959. The largest proportion of long-term automobiles came from the state of New York (19 per cent), while 13 per cent originated in Michigan, 9 per cent in Ohio and 7 per cent in each of Washington and Pennsylvania. A breakdown by province of entry reveals that Ontario received 56 per cent, Quebec 17 per cent, British Columbia 13 per cent, the Atlantic Provinces 8 per cent and the Prairie Provinces 6 per cent of the total permit traffic (exclusive of commuters, summer residents and locals) recording visits lasting over 48 hours. Of long-term automobiles entering Canada through ports in Ontario, some 25 per cent originated in New York State while approximately 21 per cent were registered in Michigan. Cars from Massachusetts accounted for 28 per cent of the entries into the Atlantic Provinces (mainly New Brunswick) and 18 per cent of the entries through Quebec, while automobiles from Maine and New York State in each case represented 27 per cent of the three day and over permit traffic visiting these two areas, respectively. Over a half (53 per cent) of the entries into British Columbia were from the state of Washington, while nearly 22 per cent had travelled from California. The majority of long-term visits to the Prairie Provinces originated in the states immediately south such as Montana, North Dakota and Minnesota.

Analysis of United States Motor Traffic by Ports of Entry and Exit

From an analysis of the ports of entry and exit as shown on surrendered travellers' vehicle permits issued to non-resident motorists, preferred routes of travel within Canada can be obtained. However, information gained by this method must be taken as minimal in that it excludes cars entering and leaving Canada through ports in the same province after having visited one or more of the other provinces, as well as those who visit diverse regions within their province of entry and exit. Prior to 1956, this study was confined to the four months June to September inclusive but subsequently has been extended to cover the complete year. However, as the period from June to September is the principal touring season, a study of the regular permit traffic

during that period as well was found to be valuable in an examination of popular travel routes, and this information is presented in Statements 4 and 5. While the exact length of stay in each province is not available, it is possible to determine the time spent in Canada by the dates stamped on the surrendered permits and, accordingly, classify them in categories of 1-day, 2-days, or 3-days-plus. It should be noted that data contained in this section, unless otherwise stated, pertain only to non-resident automobiles travelling on customs permits during the first nine months of 1959. Information on the 3-days-plus group of visitors for the year 1959 according to province of entry and exit is presented in Statement 3.

STATEMENT 3. Percentage Distribution of Vehicles by Province of Exit for Non-Resident Automobiles Travelling in Canada on Customs Permits¹, Three Days or Over, 1959

Province of entry	Province of exit							
	Maritimes	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	B.C.	Yukon Territory
	per cent							
Maritimes	91.35	4.84	3.79			0.02		
Quebec	3.50	81.33	15.13			0.04		
Ontario	0.96	7.13	90.99	0.61		0.31		
Manitoba	0.17		14.55	72.84	3.65	3.77	3.54	1.48
Saskatchewan	0.03		2.55	7.21	68.58	8.55	6.75	6.33
Alberta	0.08		3.91	4.35	4.10	38.65	32.88	16.03
British Columbia		0.45		0.58	0.50	5.85	88.89	3.73
Yukon Territory		1.92		4.14	7.67	36.45	45.38	4.44

¹ Exclusive of commuters, summer residents and locals.

From January to September inclusive some 4,962 automobiles entered ports in the Maritime Provinces and returned to the United States via ports in the province of Quebec, while 7,099 travelled in the opposite direction. This traffic, in the case of the former, represented between 2 and 3 per cent of all permit entries through that area, while the latter amounted to slightly over 2 per cent of the entries via Quebec. Of the cars entering the Maritimes and exiting via Quebec, some 82 per cent had remained in Canada a period of three days or over, while nearly 89 per cent of the cars travelling in the opposite direction fell into this category. Considering data for the year as a whole, little change was recorded over 1958 as approximately 5 per cent of the long-term automobiles entering the Maritimes exited via ports in Quebec, while a smaller proportion (3.9 per cent) of the long-term vehicles entering Quebec returned via the Maritimes. However, traffic in the latter direction was stronger in volume than travel from the Maritimes to Quebec.

By far the heaviest inter-provincial traffic occurred between the provinces of Quebec and Ontario with a total of 82,120 cars making the trip in either direction. Of this number, some 49,192 automobiles exited in Quebec after originally entering in Ontario, while 32,928 cars leaving Canada by Ontario had entered through Quebec. These two

figures correspond to approximately 4 per cent and 10 per cent of all entries on travellers' vehicle permits into Ontario and Quebec, respectively. About 79 per cent of the motor vehicles entering Quebec and leaving by Ontario during the first three quarters of 1959 were classified as long-term. Of vehicles travelling in the opposite direction, 84 per cent had remained in Canada for three days or over. When information on long-term automobile travel was tabulated, the results showed that over 16 per cent of the cars entering Canada via ports in Quebec had left Canada from ports in Ontario. On the other hand, between 7 and 8 per cent of the long-term entries through Ontario returned to the United States via ports in Quebec.

A more detailed study on travel within the province of Ontario appears in Section I of Table 3. This was undertaken because of the large proportion of customs permit traffic which enters this province each year. Several well-defined routes appear to receive a greater share of travel than others. The highways between Fort Erie and Niagara Falls on the east and the St. Clair and Detroit River ports on the west of southern Ontario carried the heaviest volume of traffic during the first nine months of 1959. A total of 617,177 vehicles left Canada after entering through Fort Erie-Niagara Falls. Of this number, 415,151 or 67 per cent returned to the United States

through the same ports, while 153,242 or 25 per cent exited via the St. Clair and Detroit River ports. Approximately 53 per cent of the latter group made the trip in one day, indicating a high rate of in transit travel across southern Ontario to reach destinations in the United States.

Traffic entering Canada through the St. Clair and Detroit River ports numbered 420,353 units, of which 236,069 or 56 per cent exited through the same ports, while 158,953 or 38 per cent returned via Fort Erie—Niagara Falls. Approximately the same percentage of cars (53 per cent) were in transit in either direction between these two groups of ports.

The St. Lawrence River ports handled the third largest volume of non-resident automobiles entering

Canada on customs permits. A total of 141,142 cars left ports in Canada during the first three quarters of 1959 after originally entering through the St. Lawrence River ports. Some 100,675 (71 per cent) of these entries returned to the United States through the same ports, while the next largest proportion (9 per cent) or 13,108 cars left by Fort Erie—Niagara Falls. However, in transit travel did not represent such an important percentage of travel between these ports as only 4 per cent made the trip in one day, whereas some 72 per cent recorded visits lasting three days or over. In transit travel was stronger between the St. Lawrence River ports and the St. Clair and Detroit River ports with 739 cars or 13 per cent of the traffic making the trip in one day.

**STATEMENT 4. Selected Routes Within Ontario followed by Non-Resident Automobiles
Travelling on Customs Permits¹ which Departed from Canada during the Four Months
June - September, 1956 - 59**

Route	Number of cars				Percentage of entries via all ports in Ontario			
	1956	1957	1958	1959	1956	1957	1958	1959
Between: St. Clair, Detroit River Ports and Fort Erie, Niagara Falls	260,556	249,964	244,111	249,287	25.3	23.7	23.5	23.3
Fort Erie, Niagara Falls and St. Lawrence River Ports in Ontario	33,529	35,586	31,280	36,168	3.3	3.4	3.0	3.4
St. Lawrence River Ports in Ontario and Province of Quebec	25,763	26,026	24,830	30,529	2.5	2.5	2.4	2.8
St. Clair, Detroit River Ports and St. Lawrence River Ports in Ontario	9,621	9,662	8,672	11,562	0.9	0.9	0.8	1.1
Sault Ste. Marie and St. Clair, Detroit River Ports	10,912	11,154	13,092	12,346	1.1	1.1	1.3	1.2
Sault Ste. Marie and Fort Erie, Niagara Falls	8,336	9,014	10,871	11,212	0.8	0.8	1.1	1.0
Totals of above	348,717	341,406	332,856	351,104	33.9	32.4	32.1	32.8

¹ Exclusive of commuters, summer residents and locals.

A comparison of the number of automobiles travelling in both directions over the six most popular routes within Ontario during the principal touring season from June to September for the years 1956-59 appears in Statement 4. The survey covered all permit-holding vehicles entering Canada during this period, with the exception of the special classes of commuters, summer residents and locals. In 1959 all routes, with the exception of the one between

Sault Ste. Marie and the St. Clair and Detroit River ports, experienced an increase of travel over 1958, although some decreases occur when taken as a percentage of the total entries into the province. The highways between the St. Clair—Detroit River ports and the Fort Erie—Niagara Falls combination carried 23.3 per cent of the entries through all ports in Ontario compared to 23.5 per cent in 1958. On the other hand, traffic on the three routes involving

travel to or from the St. Lawrence River ports increased by 13,477 units or almost 21 per cent over the same period in 1958, sufficient to represent between 7 and 8 per cent of the total volume in 1959 compared with slightly over 6 per cent during the previous year. This gain was, perhaps, due to an increased number of visitors wishing to view the completed St. Lawrence Seaway projects on the Canadian side of the border. The number of cars travelling between Sault Ste. Marie and the St. Clair—Detroit River ports during June to September fell by 746 units, the only decrease recorded in comparison with last year, while traffic between Sault Ste. Marie and Fort Erie—Niagara Falls registered a gain of some 341 units. However, traffic along these two routes as a percentage of total entries into Ontario declined in equal proportion since 1958, in the first instance from 1.3 per cent to 1.2 per cent and in the second from 1.1 per cent to 1.0 per cent. Generally, the percentage of cars travelling these six routes has remained fairly constant over the years in spite of increases or decreases in the volume.

The exchange of non-resident vehicles between Ontario and Manitoba occurs for the most part through the western Ontario ports of Fort Frances, Pigeon River and Rainy River. Some 4,977 automobiles which had entered Canada through ports in Ontario during January to September inclusive left the country via ports in Manitoba and, moreover, 3,695 or 74 per cent were in the long-term category. Cars travelling in the opposite direction, that is, entering through Manitoba and exiting by Ontario, numbered 4,857 of which 3,772 or roughly 78 per cent had remained in Canada three days or over. Thus, once again the exchange of long-term traffic between the two provinces was practically equal. However, of all the long-term automobiles entering Ontario during this period less than 1 per cent made their exit from Canada through ports in Manitoba, while some 16 per cent of those who entered and exited in the reverse direction fell into this category.

Approximately 80 per cent of the 1,050 cars leaving Canada through ports in Saskatchewan after entering via Manitoba were in the long-term classification. Similarly, between 97 and 98 per cent of the 1,008 who entered through the same province but exited by Alberta were in this category. Of the automobiles entering Saskatchewan on motor vehicle permits, 1,114 returned to the United States through ports in the province of Manitoba and 1,338 through ports in Alberta. More than 86 per cent or 961 vehicles which entered via ports in Saskatchewan and travelled to Manitoba were long-term cars, while approximately 92 per cent or 1,236 of the automobiles travelling between the former province and Alberta had remained in Canada three days or over. Figures on long-term travel between these provinces for the year 1959, as found in Statement 3, show that nearly 4 per cent of the cars entering Manitoba returned via ports in Saskatchewan, while approximately the same percentage exited through Alberta. However, higher proportions of long-term traffic travelled in

the opposite directions, as about 7 per cent of the non-resident automobiles entering Canada through Saskatchewan returned to the United States via the province of Manitoba, while about 9 per cent made the return trip through ports in Alberta.

Out of 45,712 cars entering through all ports in Alberta during the first three quarters of 1959, some 1,460 returned south of the border via Manitoba, 1,467 via ports in Saskatchewan and 12,273 through British Columbia, which in the case of the latter, represents almost 27 per cent of the total permit entries into Alberta. Of the cars travelling from Alberta to each of these provinces, the following proportions were long-term: Manitoba 1,418 or 97 per cent; Saskatchewan 1,290 or 88 per cent; and British Columbia 10,812 or 88 per cent. Information for the period shows that of all long-term automobiles arriving in Canada through ports in Alberta, the number leaving Canada by Manitoba and Saskatchewan in each case represented over 4 per cent of the total, while those vehicles making their exit in British Columbia accounted for 34 per cent. From January to September, 5,079 cars, all long-term, entered Alaska from ports in the Yukon Territory after originally entering Canada through ports in Alberta. Data for the same period show that slightly over 16 per cent of all the three day and over traffic which entered the country through Alberta, left Canada from ports in the Yukon Territory.

Some 9,018 cars, of which 8,207 or 91 per cent were long-term, left Canada via ports in Alberta after entering the country through British Columbia, while 5,435 travelled to the Yukon Territory then entered Alaska. Of this latter group, 4,994 or approximately 92 per cent fell into the long-term classification. During the first nine months of 1959 nearly 7 per cent of the long-term entries through British Columbia left Canada via ports in Alberta, while about 4 per cent exited from ports in the Yukon Territory into Alaska.

Traffic entering Canada through the Yukon Territory and returning to the United States via ports in other provinces comprises mainly vehicles making the return trip from Alaska to other States of the Union. By the end of the third quarter some 9,420 cars had made such a trip, of which 4,278 or 45 per cent had exited via British Columbia and 3,189 or 34 per cent by Alberta. In the case of the latter, for all intents and purposes, 100 per cent (3,188) made the trip in 3 days or over, while 3,859 or 90 per cent of the cars leaving by British Columbia after entering through the Yukon Territory were classified as long-term. Considering long-term traffic entering Canada through ports in the Yukon Territory during the period shown for 1959, between 45 and 46 per cent made their return to the United States via ports in British Columbia, while between 36 and 37 per cent left Canada through Alberta. Generally, a very small percentage of non-resident vehicles travelling in Canada on customs permits and remaining for three days or over, which enter through ports in the Eastern Provinces, exit via ports in the Western Provinces and vice versa.

**STATEMENT 5. Minimum Inter-Provincial Travel by Non-Resident Automobiles
Travelling on Customs Permits¹ which Departed from Canada during the Four Months
June - September, 1956 - 59**

Province of entry	American cars leaving Canada by a province other than that of entry				Percentage of all cars leaving province			
	1956	1957	1958	1959	1956	1957	1958	1959
Atlantic Provinces	7,127	7,435	7,078	7,986	6.4	6.8	5.8	5.7
Quebec	35,624	34,692	32,639	37,261	13.0	13.5	13.1	15.0
Ontario	54,569	54,069	50,954	58,271	5.4	5.1	4.9	5.4
Manitoba	6,706	7,079	7,211	7,784	21.9	22.6	21.2	22.5
Saskatchewan	2,971	3,176	3,417	4,222	22.6	22.8	23.3	27.6
Alberta	17,803	17,520	19,449	19,611	52.1	44.4	52.0	48.9
British Columbia and Yukon Territory	12,645	12,833	18,480	20,866	6.8	7.1	10.1	11.7
Canada	137,445	136,804	139,228	156,001	8.3	8.1	8.3	9.0

¹ Exclusive of commuters, summer residents and locals.

Statement 5 presents information on automobiles leaving Canada by a province other than that of entry and also as a percentage of all cars leaving the province, during the principal touring season from June to September inclusive, for the years 1956-59. There was an increase of 0.7 per cent over 1958 as 9.0 per cent of all cars leaving Canada left by a province other than that of entry. All provinces with the exception of the Atlantic Provinces and Alberta recorded higher percentages of vehicles leaving after

entering through other provinces. In this respect, the greatest percentage gain (4.3 per cent) was experienced by Saskatchewan advancing from 23.3 per cent in 1958 to 27.6 per cent in 1959, while Quebec gained 1.9 per cent, British Columbia and the Yukon Territory 1.6 per cent, Manitoba 1.3 per cent and Ontario 0.5 per cent, the lowest recorded. Decreases of 3.1 per cent and 0.1 per cent were registered in Alberta and the Atlantic Provinces, respectively.

Receipts from United States Travellers by Province of Entry

As explained in previous reports, an attempt to classify receipts from United States travellers by province of entry is handicapped by an inability to determine what part of the expenditures of Americans travelling from one province to another were allotted to the province of entry, the province of exit, or in any intervening province. However, it is possible that in automobile traffic the absence of such information does not detract too seriously from the usefulness of a breakdown of receipts according to province of entry, for when data regarding inter-provincial movements, collected in both the special survey and analysis of permits described elsewhere in this report is considered, it would indicate that the net effects of inter-provincial crossings in movements by automobile are not too great in most provinces. But less information is available on the provincial distribution of non-automobile traffic, as many points of entry by train and plane particularly, cover traffic destined to wider regions than the province of entry. It is obvious, for example, that most Americans travelling by rail in Alberta have entered Canada through another province.

Consequently, for the reasons explained above, data shown in Statement 6 are not intended to represent an accurate measurement of receipts within a particular province but are estimates of such, presented in the form of percentages of total expenditures for the years 1955-59. Over this period of time the provinces have, in general, retained their order of importance. Ontario has continued to receive over a half of the American expenditures and in 1959 accounted for 52.7 per cent of the receipts, a gain of 2 per cent over 1958. On the other hand, receipts in the province of Quebec were down almost the same amount (1.7 per cent) lowering that province's share to 16.4 per cent. An estimated 15.6 per cent of the total receipts were attributable to visitors travelling in British Columbia and the Yukon Territory, which is an increase of 0.6 per cent over the comparable 1958 figure. In 1959 the Atlantic Provinces recorded a decline of 0.7 per cent in receipts, reducing the proportion received to 8 per cent, while the provinces of Manitoba, Saskatchewan and Alberta reported approximately the same percentages as in 1958.

STATEMENT 6. Distribution of United States Travel Expenditures in Canada by Province of Entry, 1955 - 59

Province of entry	Percentage of total				
	1955	1956	1957	1958	1959 ¹
Atlantic Provinces ²	7.7	7.9	7.5	8.7	8.0
Quebec	17.4	18.3	18.3	18.1	16.4
Ontario	53.6	51.5	50.4	50.7	52.7
Manitoba	2.7	3.0	3.0	2.9	2.8
Saskatchewan	1.5	1.6	1.3	1.6	1.5
Alberta	3.0	2.8	3.7	3.0	3.0
British Columbia and Yukon Territory	14.1	14.9	15.8	15.0	15.6
Canada	100.0	100.0	100.0	100.0	100.0

¹ Subject to revision.² Entering mainly through ports in New Brunswick.**Receipts from United States Travellers in Canada During 1959 classified by Length of Stay in Canada**

In 1959 a total of 29.9 million entries of United States travellers into Canada was recorded, representing an increase of 1.4 million or almost 5 per cent over 1958. Included in this figure, in addition to visitors remaining a normal period of time, are those who stay for weeks or months as well as persons classified as commuters, summer residents and locals. Because of the close social, economic and cultural relationships which exist between many border communities especially in the Windsor-Detroit and St. Stephen-Calais areas, the three groups of visitors referred to in the latter classification are responsible for a great number of short-term visits lasting less than 48 hours. In 1959 short-term visits again amounted to just over 84 per cent of the total volume, but due to the low average expenditures connected with this group, their contribution in the form of travel receipts continued to account for only about 23 or 24 per cent of the total amount received from United States travellers in Canada.

Statement 7 presents data on this short-term traffic movement as well as on the long-term category of visits lasting over 48 hours. Although non-residents included in the latter group only constituted approximately 16 per cent of the total number of visits, at the same time, their expenditures represented over 76 per cent of total receipts for the year.

Table 2 offers a more detailed analysis of non-resident motorists travelling in Canada on customs permits (exclusive of commuters, summer residents and locals) during the first nine months of 1959, classified by length of stay in days. Although figures for the final quarter of the year are not available, the patterns established for the nine-month-period are quite similar to those experienced during 1958 as a whole. Visitors remaining 1 day accounted for almost 35 per cent of the permits surrendered, those staying 2 days nearly 21 per cent and non-residents recording visits lasting 3 days approximately 12 per cent. Although generally, the number of permits recorded declines as the time spent in Canada increases, exceptions are the rule with regard to the 8 days, 15 days and 1 month visits, which appear to be more popular than others.

Both the average length of stay per car and per person amounted to between 4 and 5 days during the January to September period inclusive. Visitors remaining in Canada from 3 to 7 days represented almost 31 per cent of the total entries and averaged a 4.3 days stay. Non-resident motorists recording a visit lasting from 8 to 14 days accounted for nearly 10 per cent of the entries while averaging a visit lasting 9.8 days. Approximately 4 per cent of the entries remained in Canada for a period of 15 days or over, averaging over-all a visit of 36.5 days.

STATEMENT 7. Expenditures of United States Travellers in Canada by Length of Stay, 1959

Mode of travel	Number of persons	Per cent of grand total	Expenditures	Per cent of grand total
		%	\$	%
Short-term traffic:				
Automobile:				
Non-permit or local traffic ¹	9,025,200	30.20	28,388,900	8.09
Customs permit holders:				
Commuters	13,100	0.04	1,104,700	0.31
Locals	47,100	0.16	1,322,800	0.38
Repeat trips	4,959,400	16.60	—	—
Other:				
1 day's stay ²	3,701,400	12.39	12,743,800	3.63
2 days' stay ²	1,803,800	6.04	15,622,100	4.45
Rail, in transit	304,900	1.02	—	—
Bus, in transit	54,800	0.18	164,200	0.05
Aeroplane, in transit	10,000	0.03	30,000	0.01
Other travellers (pedestrians, local bus, etc.)	5,187,600	17.36	24,755,900	7.05
Totals	25,107,300	84.02	84,132,400	23.97
Long-term traffic:				
Automobile:				
Customs permit holders:				
Summer residents	28,800	0.10	3,779,200	1.08
Other:				
More than 2 days' stay	3,252,400	10.89	128,808,700	36.68
Rail	314,200	1.05	35,907,900	10.23
Bus	337,400	1.13	26,764,100	7.62
Aeroplane	421,300	1.41	50,627,500	14.42
Boat	419,400	1.40	21,049,700	6.00
Totals	4,773,500	15.98	266,937,100	76.03
Grand totals	29,880,800	100.00	351,069,500	100.00

¹ January—September inclusive.² Not comparable with previous years.

Special Survey of Non-Resident Travel Behaviour in Canada

As a result of the new procedure for admitting non-resident vehicles into Canada, which was introduced by the Department of National Revenue during the latter half of 1959, the special survey of these travellers conducted annually since 1955 was, of necessity, confined to the first half of the year only. Consequently, comparisons are not advisable and, thus, information discussed in this section will refer to the period from January to June 1959 inclusive, and should not be interpreted as representative of the year as a whole. Persons who may wish to estimate patterns of travel behaviour on a yearly basis or for any quarters would be aided by reference to the 1958 and 1957 editions of this report, wherein certain statements and patterns necessarily omitted in 1959 are described in greater detail.

In 1959 questionnaires were mailed to a sample of residents of the United States who had travelled in Canada on vehicle permits during the first half of the year. Provincial and seasonal distribution was taken into consideration in selection of the mailing list as well as the fact that, since long-term traffic was the most important source of receipts from the United States, a much greater proportion of this group were selected for the survey. The validity of information on expenditures and length of stay

obtained through the survey can be verified by comparison with the figures recorded on the surrendered vehicle permits. The response to the 1959 questionnaire survey was favourable with that received in former years and was sufficient for general observations.

In 1959 as in 1958, during the January to June period approximately 87 per cent of the Americans entering Canada on motor vehicle permits were adults. Moreover, slightly more than 10 per cent of the respondents indicated that this was their first visit to Canada.

Of the questionnaires returned, 84 per cent reported on one purpose of trip while the remainder reported on two or more. All questionnaires reporting purpose of trip, when weighted together, showed that almost 43 per cent of the respondents who had visited Canada for three days or more had come for purposes of recreation. Moreover, 16 per cent of this group also reported a first visit to Canada. Some 36 per cent of the respondents were on visits to friends or relatives while, at the same time, 6 per cent of those giving this purpose were on a "first trip". During the period covered in 1959, nearly 18 per cent of the respondents reported business as the purpose of trip.

**STATEMENT 8. Purpose of Visit¹ reported by American Motorists Visiting Canada,
compiled Half-Yearly, Special Surveys 1958 and 1959**

	Percentage of questionnaires reporting main purpose of trip					
	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Other
1958						
First quarter	20.8	0.2	0.2	37.7	38.7	2.4
Second quarter	16.4	0.3	0.2	48.8	32.0	2.3
Half-year	17.2	0.3	0.2	46.8	33.2	2.3
1959						
First quarter	20.0	0.4	0.2	40.6	35.9	2.9
Second quarter	16.6	0.5	0.3	43.5	36.1	3.0
Half-year	17.7	0.4	0.3	42.5	36.1	3.0

¹ All questionnaires reporting purpose of trip and 3 days or more in Canada.

Data obtained on destination was confined to the three day and over group, as those staying in Canada a lesser period of time were assumed to have remained within the province of entry. In the first half of 1959, some 15 per cent of the respondents had indicated destinations beyond the province of entry. Compilations on a provincial basis showed a very large percentage of entries through Quebec (93 per cent) stayed within that province, whereas, on the otherhand, of entries through New Brunswick only 57 per cent remained within the province. The number of American motorists classified as "touring", that is who did not indicate a specific destination, accounted for approximately 9 per cent of the entries through ports in Nova Scotia, 5 per cent through New Brunswick and about 2 per cent through each of Ontario and Quebec, during the January to June period inclusive. In this same period, some 23 per cent of the entries through Alberta, 5 per cent through Saskatchewan and 3 per cent through British Columbia were in transit to Alaska.

During the period covered in 1959, some 32 per cent of the American visitors to Canada travelling by automobile and staying 3 days or more reported that they had received accommodation from friends or relatives. Hotels or resorts were patronized by 29 per cent of the respondents, while the number being accommodated by motor courts or motels was 26 per cent. The remainder specified tourist homes, camps, vacation cottages, trailer coaches and "other" types of accommodation.

An analysis of accommodation by purpose of trip revealed that over 50 per cent of the Americans on business in Canada preferred to stay at hotels

or resorts, while of those entering Canada to shop 60 per cent stayed at motels or motor courts. Nearly 38 per cent of the respondents indicating recreation stayed at hotels or resorts, 33 per cent at motels or motor courts and 14 per cent at vacation cottages. In addition, returned questionnaires showed that over three-quarters of those visiting friends or relatives found accommodation at their homes, with most of the remainder staying at motels or motor courts.

Accommodation at homes of friends or relatives was more frequent than other types during the first and second quarters of 1959, when all provinces of entry are considered. The proportion of persons receiving this type of accommodation was highest (44 per cent) in Saskatchewan, while New Brunswick accommodated 41 per cent of its visitors this way, Nova Scotia 39 per cent and, on the other hand, the Yukon Territory only 5 per cent. During this same period, hotels or resorts, the next most popular form of accommodation, were frequented by as many as 44 per cent of those receiving lodging in Quebec and as few as 21 per cent in each of Nova Scotia, New Brunswick and Saskatchewan. With the exception of the Yukon Territory, a larger proportion of visitors (45 per cent) motoring in Alberta stayed at motor courts or motels than in any other province, while the lowest percentage (18 per cent) was recorded in Quebec where, as mentioned previously, more people were prone to stay at hotels. Tourist homes were most popular with travellers in Nova Scotia and vacation cottages more widely used in Ontario, while camping out and trailer coaches were popular with visitors to the Western Provinces.

Returned questionnaires also indicated the approximate mileage travelled in Canada, compilations of which showed how it varied with length of

stay. During the period covered in 1959, those remaining in Canada for 1 day or less averaged 136 miles per trip, which is approximately 17 miles less than in the same period of 1958. Respondents who had remained in Canada two days during the first half of 1959 averaged 196 miles per trip, as compared

to 199 in 1958. The largest group of respondents, those remaining in Canada for three days or more, averaged 514 miles per trip during the first two quarters of 1959, or about 8 miles more than in the corresponding period of 1958.

STATEMENT 9. Accommodation Used by Motorists from the United States While Travelling in Canada¹, compiled Half-Yearly, Special Surveys 1958 and 1959

	Motel or resort	Motor court or motel	Tourist home	Vacation cottage	Camp out	Trailer coach	Visiting friends or relatives	Other
	per cent							
1958								
First quarter	38.9	20.5	2.5	0.5	²	0.1	34.1	3.4
Second quarter	23.3	27.2	2.0	11.3	4.4	0.6	28.3	2.9
Half-year	26.1	26.0	2.1	9.4	3.6	0.5	29.3	3.0
1959								
First quarter	38.1	21.7	1.4	2.2	0.6	0.3	34.0	1.7
Second quarter	24.3	28.0	1.4	8.1	3.5	0.7	31.1	2.9
Half-year	29.0	25.9	1.4	6.1	2.5	0.6	32.0	2.5

¹ Automobile visits of 3 days or over in Canada.

² Less than 0.1 per cent.

Purpose of trip had an effect on the number of miles travelled as well. Those respondents remaining in Canada for three days or more who indicated shopping as the main purpose of trip had travelled an average of 647 miles during the period of January to June inclusive. Average distance travelled in miles for other purposes of trip showed formal study with 507, recreation with 492, business 443 and visiting friends or relatives with 404 miles. Those listing "other" reasons of trip averaged 1,880 miles during the first two quarters of the year. However, it must be noted that many of these persons are in transit to or from the United States and Alaska, which would account for the high averages recorded.

Average mileage travelled, by American motorists in Canada for three days or longer during the first two quarters of 1959, when classified by destination and province of entry, shows that an average of 376 miles was attained by motorists reporting destinations within the province of entry, while those travelling outside the province to their destination averaged 1,309 miles per trip.

Extensive data on length of stay and expenditures of Americans in Canada are determined directly from the surrendered travellers' vehicle permits. Similar information gathered through the special survey does not always coincide with the permit information, being subject to possible bias through an under-coverage in some length of stay classifications and an excessive coverage in others. For this reason, the importance of the survey in its

contribution to an analysis of American travel behaviour is mainly by yielding information on reasons for travel, destination, accommodation, mileage, etc.

Information on length of stay was divided into time spent at destination and time spent en route to destination, as well as whether or not the trip constituted part of a longer vacation, and finally the length of the whole vacation. American visitors during the first half of 1959 averaged about 16 days on vacation, of which they spent 9 days or 56 per cent of the time in Canada. Furthermore, of this 9 days, 75 per cent of the time was spent at destination and 25 per cent en route. Taken as a proportion of the whole vacation trip, American motorists remaining in Canada three days or longer allotted 42 per cent to vacation at destination and 14 per cent to en route travel in Canada.

During the first two quarters of 1959, Americans who came to Canada on business spent 75 per cent of their time at destination and 25 per cent travelling en route in Canada. Similarly, shoppers spent 57 per cent of their time at destination, those on recreation 70 per cent, those visiting friends or relatives 77 per cent and those specifying "other" reasons for the trip 43 per cent.

From January to June 1959, American motorists travelling for all purposes of trip to the province of New Brunswick spent 81 per cent of their time in Canada at destinations therein and only 19 per cent en route. On the other hand, with the exception of

the Yukon Territory, those travelling to Alberta allocated the smallest percentage of time (63 per cent) to destination, but the greatest (37 per cent) to en route travel. Respondents who had visited the provinces of Ontario and Quebec recorded 76 per cent of their stay at destination, while those visiting Nova Scotia spent 74 per cent of their time at destination, Manitoba 73 per cent, Saskatchewan 78 per cent, British Columbia 72 per cent and the Yukon Territory 48 per cent.

In 1959, despite the fact that only the first two quarters are available for comparison, the percentage of the American dollar spent on food or beverages (31 cents), lodging (22 cents), transportation (16 cents), miscellaneous reasons (14 cents), other merchandise (12 cents) and handicrafts and souvenirs (5 cents) does not vary too much from the breakdown of expenditures for the year 1958 as a whole.

A further breakdown of expenditures by purpose of trip revealed that persons on recreation were inclined to spend more on food and beverages and lodging but generally less on the other items. The next largest group of respondents, those visiting friends or relatives, allocated more of their expenditures to food and beverages although the amount spent on this commodity was slightly less than the over-all average. However, the amount expended by this group on transportation and purchases of other merchandise was considerably higher than the over-all average for these items. Persons travelling to Canada on business spent about 29 per cent of their money on food and beverages, 23 per cent for lodging, and 27 per cent for miscellaneous reasons. Considering expenditures by all purposes, shoppers had the distinction of spending the least amount of money on transportation (11 per cent), food and beverages (11 per cent), lodging (8 per cent) and purchases for miscellaneous reasons not specified (7 per cent), while, at the same time, spending the most on purchases of other merchandise (54 per cent) and handicrafts and souvenirs (9 per cent).

An analysis of expenditures by province of entry showed that respondents travelling in Alberta for 3 days or over spent more on transportation (33 per cent) and less for miscellaneous reasons not specified than travellers in any of the other provinces. Entrants through ports in Quebec accounted for the highest average expenditures on food and beverages and lodging, while the least amount spent on these two items occurred in the provinces of Nova Scotia and Saskatchewan, respectively. The lowest average expenditure reported for transportation was attributable to those respondents travelling in Quebec. Purchases of handicrafts accounted for the greatest proportion of the travel dollar in Nova Scotia and the least amount in Saskatchewan, while the

percentage of total expenditures on other merchandise and for miscellaneous reasons not specified was greatest in Manitoba and British Columbia, respectively.

American motorists who travelled in Canada for two days or more were queried on their impressions, and a summary of the remarks, both positive and negative, revealed that favourable comments were registered by 51 per cent of the respondents in the period January to June 1959 inclusive. Those commenting unfavourably accounted for slightly over 4 per cent of the visitors, while 23 per cent commented both positively and negatively. No comment, whatsoever, was forthcoming from 22 per cent of those queried.

All comments, first favourable and then unfavourable, were sorted into categories dealing with road conditions, hospitality, scenery, etc., both on a provincial and seasonal basis, enabling a more detailed analysis of the nature of the remarks. It was found that during the first half of 1959, 80 per cent of all comments were favourable. Furthermore, of all positive remarks, 31 per cent were attributable to Canadian hospitality, 25 per cent to scenery, 14 per cent to roads, 5 per cent to fishing facilities, 5 per cent to food, 4 per cent to cities and towns and 4 per cent to accommodation facilities. Americans were also impressed, but to a lesser degree, by attractions such as historical sites, camping facilities, highway markings, stores and the price of merchandise and the absence of billboards, plus a host of other features too numerous to mention. In addition, comments varied widely according to the province in which travel occurred, but are far too numerous to merit a detailed analysis.

Unfavourable comments accounted for 20 per cent of the remarks and were most frequent in connection with roads and the discount of the United States dollar. Approximately 27 per cent of all unfavourable comments were directed towards the condition of roads in Canada, while 17 per cent complained of the currency situation. Almost 9 per cent of the respondents objected to what they considered high prices for merchandise in Canada, while 5 per cent commented unfavourably on food and restaurants and 4 per cent on accommodation facilities. A large number of complaints (36 per cent) were registered about such things as poor drivers, road signs, traffic, liquor laws and camp-sites, which, to simplify matters, are considered collectively as "other" unfavourable comments. The proportion of American visitors commenting unfavourably on all other features encountered while motoring in Canada remained fairly constant throughout the first half of 1959, but similar to the favourable impressions recorded, considerable variation occurred when province of entry was taken into account.

Distribution of Travel Expenditures¹ by Residents of the United States in Foreign Countries

Data released by the United States Department of Commerce indicates that a new high level was reached in 1959 as residents of the United States expended a total of \$2,380 million on foreign travel, some \$240 million or 11 per cent more than in 1958. Of this sum, \$1,600 million was spent in foreign countries, while the remainder (nearly \$800 million) was allotted to cover the cost of transportation. Foreign countries received a half of the fare total, thus increasing their share of receipts from approximately \$1.8 billion in 1958 to about \$2 billion in 1959, a gain of slightly over 11 per cent. An analysis of this increase shows that it stems from an expansion of 10 per cent in expenditures of United States residents in foreign countries, coupled with a rise of nearly 20 per cent in the amount paid to foreign ships and air lines. The latter received over \$200 million in 1959 which is eight times as much as they received in 1950, reflecting the growth in air travel and increased competition from foreign air lines. Fares paid to foreign ships have risen from \$120 million in 1950 to \$180 million in 1959 largely as a result of increased cruise travel, in spite of a decrease in the volume of sea travellers over this period. Whereas in 1958 United States carriers received 53 per cent of total transportation expenditures, this proportion was lowered in 1959 to 50 per cent. For the most part, the increase in foreign travel expenditures reflects higher personal incomes in the United States together with advancements in transportation and foreign hotel facilities.

Expenditures of United States residents in foreign countries during each quarter of 1959 showed an increase over the same quarter in 1958. Expenditures in the fourth quarter advanced 16 per cent as Americans spent \$323 million or an increase of \$44 million in comparison with the corresponding 1958 figure. The next largest percentage gain occurred during the first quarter with a total of \$258 million being expended or 10 per cent more than in 1958. Travel disbursements in the third quarter at \$617 million, while recording the largest quarterly gain in monetary terms (\$52 million), represented an increase of some 9 per cent over the July-September period in 1958. Expenditures of \$412 million in the second quarter were 8 per cent above corresponding 1958 disbursements. A substantial part of first quarter expenditures resulted from travel to Latin America, accounting for \$108 million or 42 per cent of disbursements, while Western Europe received 22 per cent. Western European countries received \$180 million or 44 per cent of American foreign travel expenditures in the second quarter and \$238 million or 39 per cent in the third. The second largest proportion of travel receipts in the second quarter, some \$106 million or 26 per cent, was received by Latin America while Canada occupied this position during the third quarter of 1959, accounting for \$206 million or 33 per cent of American expenditures in that period. However, in the final quarter of the year,

once again, the Latin American countries received a greater share than other areas with United States visitors allocating \$111 million or 34 per cent of their travel budget to this region, some \$8 million more than the \$103 million or 32 per cent spent in Western Europe. Thus, Western Europe seems to be the most popular travel area during the second and third quarters with the trend shifting to favour Latin American countries at other times of the year.

Travel to overseas countries by residents of the United States expanded in 1959 as 1,516,000 trips were recorded, some 118,000 or over 8 per cent more than in 1958. At the same time, expenditures while travelling in overseas countries advanced \$77 million to \$895 million, a gain of approximately 9 per cent over 1958. The greater proportion, 57 per cent or \$44 million of this increase, went to Europe and the Mediterranean area. However, this proportion declines to about 29 per cent when increased expenditures in this area are considered as a percentage of the total expenditure gain in all foreign countries including Canada and Mexico. Disbursements of United States residents travelling in the latter two countries accounted for almost half of the \$150 million increase in expenditures in foreign countries during 1959.

Expenditures in Europe and the Mediterranean area increased 8 per cent over 1958 to \$604 million, representing approximately 37 per cent of total travel expenditures in all foreign countries or 1 per cent less than in 1958. The number of American visitors to this area advanced some 68,000 or 11 per cent to 705,000, while average expenditure per person declined 3 per cent, indicating an increased proportion of air travellers who, because of the shorter travel time involved, average expenditures generally about 20 per cent below those reported by sea voyagers. In 1959 European trips on the average cost slightly over \$1,500 (of which \$650 covered the transatlantic fare). The average cost per trip for air travellers at \$1,400 was \$300 less than the \$1,700 averaged per sea traveller. It should be noted, that of United States travel expenditures in Europe and the Mediterranean area, only 17 per cent or \$102 million was expended on trips to the United Kingdom. Although this sum greatly exceeds the amount spent by Canadians in the United Kingdom (some \$60 million in 1959), nevertheless, Canadian expenditures in that country represent over 50 per cent of the total amount disbursed on travel in Europe. A relatively greater number of Americans appear to prefer Continental travel to travel in the United Kingdom area. American travel to countries other than the United Kingdom is also influenced by the fact that a large proportion of the foreign born population have origins in countries on the Continent.

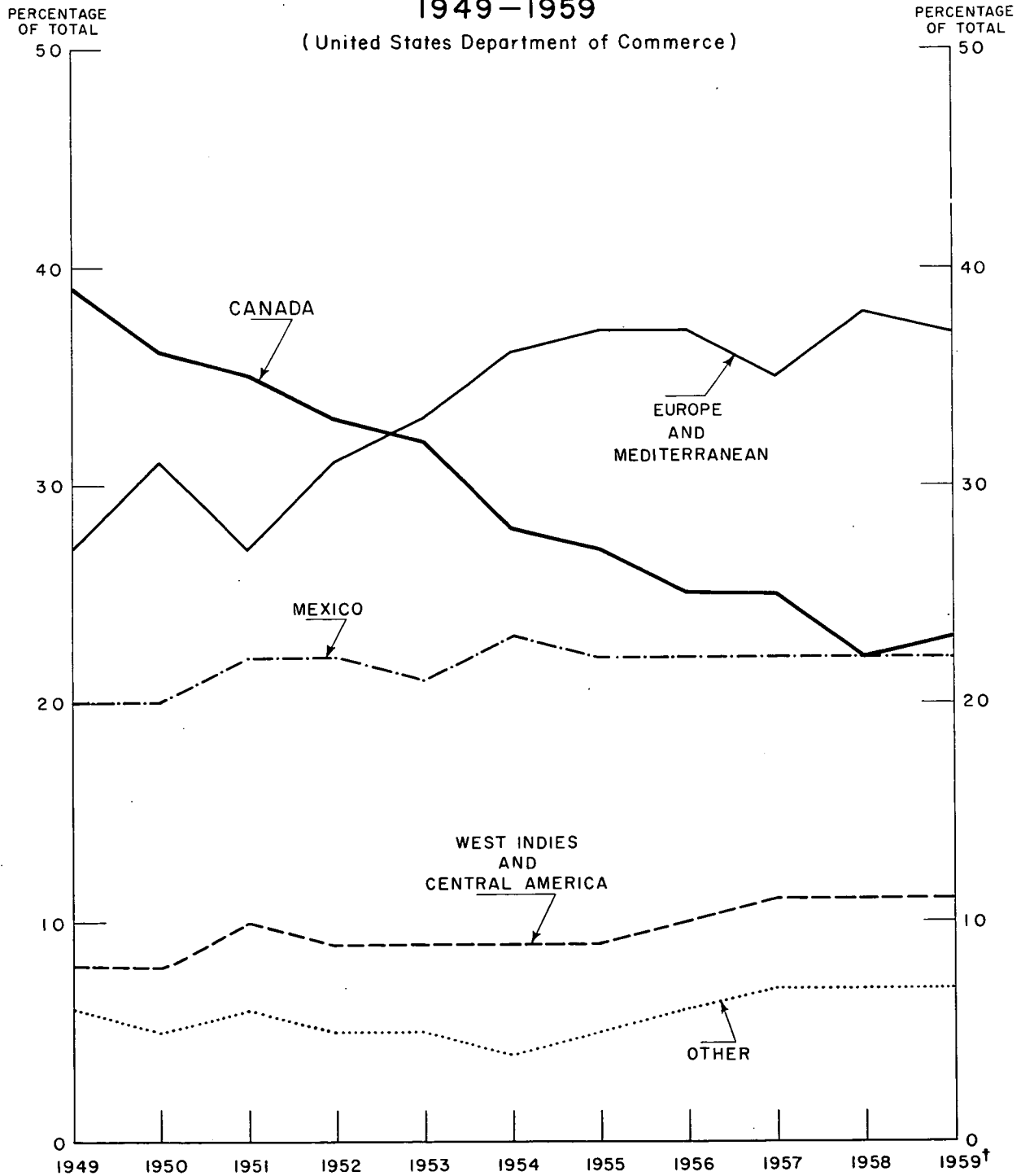
American travel expenditures in Canada have already been discussed in this report and need not be repeated, except to mention that the amount spent by Americans in Canada during 1959 represented once again the largest share received by any single

¹ In terms of United States dollars.

CHART-1

DISTRIBUTION OF TRAVEL EXPENDITURES* IN FOREIGN COUNTRIES BY RESIDENTS OF THE UNITED STATES 1949-1959

(United States Department of Commerce)



* EXPENDITURES ARE EXCLUSIVE OF PAYMENTS TO OVERSEAS COUNTRIES FOR TRANSPORTATION TO AND FROM THE UNITED STATES

† DATA FOR 1959 ARE SUBJECT TO REVISION

foreign country. Furthermore, this share, which represented 23 per cent of American travel expenditures in 1959, although a gain of only 1 per cent over 1958, was the only increase recorded for Canada during the 10 year period beginning 1949. The increase itself, over \$40 million or approximately 13 per cent, was the largest year-to-year increase experienced since 1945. Generally, however, although travel payments to Canada have risen steadily in terms of dollars since then, they have been slowly declining as a percentage of total United States payments to all foreign countries.

Mexico received \$350 million from American visitors in 1959, an increase of almost 10 per cent in comparison with \$319 million received in 1958. A distinction must be drawn between short-term and long-term expenditures in Mexico. The fact that the latter category accounts for only one-third of the total payments is explained by the low volume of visitors travelling the longer distances required to reach larger urban centres within the interior. Travel to Mexico stems mainly from neighbouring California and Texas, although a substantial amount originates in New York which offers convenient air connections. Popular attractions within the interior of Mexico itself are Mexico City and certain holiday resort areas on the West Coast such as Acapulco. However, two-thirds of Mexico's receipts and most of the 10 per cent increase over 1958 were concentrated in centres at or near the United States border, as a result of Americans making frequent but brief crossings. Furthermore, evidence indicates that this short-term traffic does not vary greatly according to the season of year as is the case with travel to Canada. Payments for travel to the Latin American republics, principally Mexico, amounted to \$108 million in the first quarter, \$106 million in the second, \$116 million in the third and \$111 million in the final quarter of 1959. In comparison, American travel expenditures in Canada (in terms of United States dollars) varied from \$29 million in the first quarter to \$206 million in the third quarter. Therefore, rather than remaining relatively constant throughout the year, Canadian travel receipts from the United States are greatest during the principal touring season of the third quarter, at which time they are significantly higher than Mexico's.

The number of United States residents visiting the West Indies and Central America advanced from 645,000 in 1958 to 677,000 in 1959, a gain of some 5 per cent, in spite of the fact that many travellers avoided trips to Cuba in view of the situation there. Expenditures of this group of travellers increased from \$156 million to almost \$175 million or an expansion of 11 per cent, accompanied by an increase in average expenditure per person. Most of the additional expenditures resulted from increased cruise travel to this area.

Some 59,000 Americans visited South America in 1959 and spent \$41 million. The gain of \$4 million in travel expenditures to this area was about average (11 per cent) but the increase of 14 per cent in the number of travellers was slightly higher than usual. An average expenditure of \$695 per person was somewhat lower than in 1958.

In other overseas countries, principally those of the Far East, United States residents expended \$76 million, 17 per cent more than in 1958 and the greatest relative rise experienced by any foreign country.

Chart I indicates that the distribution of American travel expenditures to Mexico, the West Indies and Central America, and other foreign countries has remained constant over the last three years at 22 per cent, 11 per cent, and 7 per cent, respectively.

A further analysis of United States residents travelling overseas according to type of transportation used reveals a slight gain of 3 per cent for travel by air and a corresponding 3 per cent drop in the proportion travelling by sea. In 1959, some 1,237,000 or 82 per cent of the Americans travelling abroad did so by air, while 279,000 were transported by sea. Air lines carried the majority of traffic to all principal areas considered, accounting for 92 per cent of the travellers to the West Indies and Central America, 88 per cent of those visiting South America, 83 per cent of the trips to "other areas" and 71 per cent of the travel movement between the United States and the Europe-Mediterranean area. The greatest percentage gain recorded (5 per cent) occurred in air travel to the latter mentioned area, while the proportions choosing to travel by air and sea to the West Indies-Central America region and South American area remained unchanged in comparison with 1958.

A breakdown of foreign travellers to the United States (exclusive of Canadian and Mexican) according to purpose of visit reveals that 336,000 or 62 per cent indicated pleasure, 96,000 or 18 per cent were in transit and 89,000 or 16 per cent were on business, with the remainder, some 23,000 or 4 per cent, entering the United States as students. Only the percentage of visitors whose purpose was pleasure or who were in transit differed from the proportion indicating these two purposes in 1958. The difference in each case amounted to 4 per cent, a decrease for the former category but an increase for the latter. Visits for reasons of pleasure accounted for 72 per cent of the entries from the West Indies, Central American and South American regions taken together, 57 per cent of the visitors from Europe and the Mediterranean, and 41 per cent of those arriving from other overseas areas, representing decreases of 3 per cent for the first two areas and 5 per cent for the latter over similar figures for 1958. The greatest proportion of in transit travellers (25 per cent) originated in "other overseas countries", remaining unchanged over 1958, while the proportion entering from Europe and the Mediterranean advanced 3 per cent to 19 per cent and those travelling in transit from the West Indies, Central American and South American countries increased about 4 per cent to 14 per cent. Of the visitors on business the greatest number originated in Europe and the Mediterranean area, which accounted for 23 per cent in 1959 while, at the same time, a slightly lower proportion (22 per cent) were from "other overseas areas". Generally,

the percentage of those travelling to the United States on business from the various areas showed little change over 1958. The same proportion of students (5 per cent) entered the United States from the West Indies, Central America and South America as in 1958. A slight increase was recorded as 12 per cent of the visitors from "other overseas areas" were students, while the proportion arriving from the remaining areas showed little change over 1958.

An analysis of foreign travel to the United States reveals that in 1959, about \$900 million or 9 per cent more than in 1958 was expended by foreign visitors. Approximately the same amount (\$90 million) was paid in the form of fares to United States ships and planes as in 1958. The greatest share of the \$77 million increase was attributable to the spending of Canadians and Mexicans who disbursed \$53 million more than in 1958.

Canadians themselves accounted for over a half of the total receipts from all foreign countries, spending about \$462 million (in United States dollars) or an increase of 9 per cent over 1958.

Mexican visitors contributed 18 per cent of foreign travel receipts in 1959 as they spent a total of \$160 million. An interesting feature of Mexican expenditures in the United States arises from the fact that the comparative supply of goods and their relative attractiveness induces more frequent border

crossings by Mexicans for routine purchases. In 1959, some \$138 million or 86 per cent of Mexican expenditures occurred along the United States border.

The remaining Latin American republics and nearby Caribbean dependencies accounted for 15 per cent of the total, while receipts from European (including the U.K.) and Mediterranean visitors, although up 14 per cent over 1958, represented little more than 14 per cent of total foreign expenditures in the United States.

The United States travel deficit with other countries increased by \$134 million to a total of \$1 billion in 1959. Most noticeable was the excess of payments over receipts—a half billion dollars—resulting from travel between the United States and Europe, which reflects to a certain extent the significant difference in average personal incomes existing between these two areas.

The United States deficit on travel account with Mexico amounted to \$190 million in 1959, an increase of \$87 million since 1950.

The excess of payments over receipts for transportation fares moved closer to \$300 million in 1959. However, offsetting this deficit considerably is the payment received from foreign ships and planes which are subject to various port charges on their arrival in the United States.

Method of Compiling Data on International Travel

The system of recording data on international travel between Canada and other countries which had been carefully developed over many years underwent further revisions during the latter part of 1959. Methods described in the 1958 annual report are applicable to the end of September 1959 but a new procedure for admitting non-resident vehicles into Canada was introduced by the Department of National Revenue the first of October. Regulations allowing foreign vehicles to enter Canada without applying for a traveller's vehicle permit were changed and a simplified form of permit was adopted. Under the former procedure vehicles intending to remain within the jurisdiction of the port of entry and return to the United States via the same port within 48 hours were allowed to enter Canada without applying for a traveller's vehicle permit. These entries were, for statistical purposes, classified as Non-Permit Class (local traffic). Under the new procedure all non-resident motorists must be in possession of a traveller's vehicle permit which is surrendered at the port of exit. Motorists entering Canada frequently at the same port may apply for a standing (L) permit which may be renewed periodically but must be shown each time they enter or leave Canada. These changes have made it necessary to present data on foreign vehicles in a new form. Revised methods currently in use are described in the following pages and are applicable to data beginning October 1, 1959.

Statistics on international travel comprise many types of travellers, including persons travelling for holiday, vacation or health; whether paying for

expensive accommodation or visiting friends or relatives; businessmen and officials; delegates to conventions or conferences; and the many re-entries of summer residents and commuters. Included are persons travelling in transit through Canada over the most direct route between two points in the United States irrespective of the type of transportation, also Canadians travelling in transit through the United States between two points in Canada. Visits to either country may vary from a period of an hour or less to others extending for many months. "Tourists" in the more limited sense of the word are only a part of the great volume of traffic and it is impossible for border officials to record all crossings according to purpose of visit.

Where possible, classifications of traffic already in use by Canadian Customs and Immigration officials are employed in recording the volume of travel. Supplementary procedures are used where existing classifications do not provide a suitable breakdown of traffic. Immigration officials maintain separate records of direct arrivals from overseas countries according to country of last permanent residence. This permits a segregation of overseas travellers, most of whom stay for relatively long periods, from entries by residents of the United States whose visits are considerably shorter on average.

Similarly, Immigration officials keep records of residents of Canada returning directly from overseas countries apart from persons returning from visits to the United States. Persons returning from trips to

overseas countries normally report longer visits and much higher expenditures than visitors to the United States, therefore, it is very important to maintain this segregation and apply suitable averages to the volume of each type of traffic.

Entries from the United States are grouped by Immigration officials into two broad classifications termed non-immigrant arrivals from other countries and residents of Canada re-entering after visits to other countries. They are also shown according to port of entry and type of transportation as follows: train, boat, through bus, aeroplane, and a residual classification designated as highway ferry, which includes persons entering by automobile, commercial vehicle, local bus, pedestrians, etc. Statements, classified according to the categories referred to above, are compiled by the Department of Citizenship and Immigration and made available to the Dominion Bureau of Statistics showing the number of persons entering Canada from the United States each month.

Monthly Statement of Foreign Vehicles Entering Canada

[illegible]

The automobile plays a very important part as a means of transportation between Canada and the United States and, therefore, is examined in detail and treated separately from the balance of the residual highway group. Normally, about 80 per cent of the non-immigrant entries from the United States and about the same proportion of re-entries into Canada by Canadians are in automobiles, while the remainder use non-automobile transportation. Customs officials at all ports of entry report the number of foreign vehicles entering Canada and the number of Canadian vehicles returning each month. Forms for tabulating these reports are supplied by the Dominion Bureau of Statistics and designated as Monthly Statement of Foreign Vehicles Entering Canada (blue paper) and Monthly Statement of Canadian Vehicles Returning to Canada (pink paper). The blue form when completed shows the number of travellers' vehicle permits issued to foreign vehicles entering Canada each month, the number of repeat entries by vehicles on standing (L) permits, and the entries of commercial vehicles and taxis. The pink form when completed gives the number of Canadian automobiles re-entering Canada according to length of stay abroad; 24 hours or less, over 24 hours and less than 48 hours, 48 hours and over, and also the number of motorcycles, bicycles, commercial vehicles and taxis. Every month all ports complete these forms showing a record of inward highway traffic and forward a copy to the Bureau of Statistics. This data is then used in compiling statistics of international travel. For the convenience of readers samples of the various forms in use at the present time appear in this report.

Existing customs regulations require the use of a traveller's vehicle permit for all foreign vehicles entering Canada. This document is completed in duplicate when the foreign vehicle enters Canada, the duplicate copy being held at the port of entry, while the original is retained by the motorist during the length of stay in Canada. The date and port of entry appear on the permit and when surrendered by the motorist at the point of departure from Canada, the date and port of exit are also recorded. If the permit is surrendered at a port other than that of entry it is then forwarded to the original port of entry where it is matched with the duplicate as evidence that the vehicle has been exported. After the records have been completed at the port of entry the original is then mailed to the Bureau of Statistics for statistical purposes. This copy contains a question asking for a report of expenditures in Canada for all purposes and, the answer, being voluntary, is given by the motorist when the information is still fresh in the mind. This document is a major source of statistical information as it is used by the most important of all types of traffic. In addition to the information on expenditures of foreign motorists in Canada, it provides data on the state or country of origin of the vehicle, the length of stay in Canada, number of persons using this type of transportation, special groups commuting regularly or making many trips under standing (L) permits, etc., and the ports of entry and exit which on examination are useful in determining possible routes through Canada. Without this document, a sample of which is repro-

Monthly Statement of Canadian Vehicles Returning to Canada

Month _____

Port _____

Date	Automobiles			Motorcycles	Bicycles	Commercial vehicles	Taxis	Horse-drawn vehicles
	24 hours or less	Over 24 hours and under 48 hours	48 hours and over					
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								
27								
28								
29								
30								
31								
Total								

Date _____

Customs and Excise Officer

To be mailed to Balance of Payments Section, International Trade Division, Dominion Bureau of Statistics, OTTAWA,
in special envelope at the close of each month.

duced in this report, it would be impossible to supply most of the information that is requested from year to year.

Permits covering vehicles which remain in Canada over 24 hours are processed by mechanical tabulation to make it possible to apply appropriate rates of expenditure to the heavy spending groups according to volume involved. Moreover, the average expenditure per vehicle becomes higher as the length of stay increases making it advisable to

E 50
TRAVELLER'S
VEHICLE PERMIT

CANADA



CUSTOMS

5011504

WELCOME TO CANADA! THIS IS YOUR CAR PERMIT. PLEASE
SURRENDER IT TO CUSTOMS AT THE BORDER PORT OF EXIT.

DESCRIPTION OF VEHICLE

YEAR AND MAKE	LICENCE NO.	STATE

DATE ISSUED _____ VALID FOR _____ MONTHS.



E 29 ☐ E 29. B ☐
PLEASE READ OTHER SIDE

Permits issued to vehicles on a standing basis are separated from other permits and treated as a special category. This includes motorists who travel daily or regularly to work or business in Canada, many owners of summer residences in Canada, and others who enter Canada frequently at the same port for short periods to shop, visit friends or relations, attend meetings, go to their club, etc. and, therefore, are well-known to port officers. Motorists within any of these categories may apply for a standing (L) permit, which must be renewed periodically, but it is then only necessary to show the permit each time they enter and leave Canada. All crossings after the original entry when the standing (L) permit was issued are recorded as repeat trips. Expenditures which cover the period of time the motorist was in possession of the standing (L) permit are applied to this category. To supplement the information collected from the permit, a special form was introduced in May 1960, whereby a questionnaire and trip card are handed the motorist when he makes application for the special standing (L) permit. The trip card provides a convenient method of recording the number of trips and expenditures in Canada during the tenure of the permit. The questionnaire when completed offers a more complete analysis of this type of travel which is chiefly of a local nature but involves many crossings into Canada.

Permits showing the length of stay in Canada as 24 hours or less are not processed by mechanical tabulation. The volume of forms in this category is very heavy but the average expenditure per vehicle

apply a suitable rate to the appropriate volume according to length of stay. Average expenditure rates are compiled from forms declaring expenditures in Canada and are tabulated on a provincial basis as considerable variation appears in the different provinces. There is no reason to question the length of stay compiled from the traveller's vehicle permit as the date of entry and date of departure are clearly recorded by Customs officials as the vehicle crosses the border.

NOTE

YOU CAN HELP CANADA IMPROVE TRAVEL FACILITIES BY ESTIMATING HOW MUCH YOU AND YOUR PASSENGERS SPENT IN CANADA FOR ALL PURPOSES ON THIS VISIT. (INCLUDE CREDIT CARD PURCHASES). THIS INFORMATION IS STRICTLY CONFIDENTIAL.

The vehicle for which this permit is issued is liable to seizure and possible forfeiture if it is:

- (a) used by a resident of Canada,
- (b) used for the transport of persons or goods for hire or reward or of goods for sale, or
- (c) not re-exported from Canada before the end of the period for which the permit is valid.

Application for renewal of this permit should be made to the nearest Collector of Customs and Excise.

Use of your car in Canada is subject to the Motor Vehicle Regulations of the Province in which it is operated.

is low. Many visits are not likely to exceed an hour or two and, therefore, data on expenditures are compiled separately from visits of longer duration. In view of the length of stay, motorists in this category are not so important as a source of revenue, consequently, because of the number of forms to be processed, some of the detail as compiled for the long-term traffic must necessarily be eliminated. Therefore, tabulation of the state or country of origin of the short-term vehicles has been discontinued as well as information on possible routes through Canada. However, with the exception of in transit travel, a high percentage of the short-term traffic returns to the United States via the port of entry into Canada.

Visitors from other countries using carriers other than automobiles are classified by the type of transportation used to enter Canada. The United States Department of Commerce collects data on travel expenditures in Canada by residents of the United States on Form 536 reproduced (through the courtesy of the United States Department of Commerce). Summaries from the compilation of these questionnaires are made available to the Dominion Bureau of Statistics. Declared expenditures are averaged according to type of transportation and province of re-entry from Canada to the United States. After the necessary adjustments are made to the figures on volume, the rates obtained are applied to the appropriate number of residents of the United States travelling in Canada via rail, through bus, boat and plane.

DOMINION BUREAU OF STATISTICS

Travel Statistics Unit

OTTAWA, CANADA

**CONFIDENTIAL QUESTIONNAIRE TO RESIDENTS OF THE UNITED STATES
IN POSSESSION OF A STANDING (L) TRAVELLER'S VEHICLE PERMIT**

1. Date and port where your traveller's vehicle permit was issued:

Date _____ Port _____

2. Where do you usually enter Canada from the United States? _____

3. Where do you usually re-enter the United States from Canada? _____

4. What is your normal destination (nearest city or town) in Canada? _____

5. What is the main purpose of your visits?

(a) ☐ Commuting to place of employment in Canada.(b) ☐ Commuting daily or weekly to cottage or other place of residence.

(c) Local trips to border communities for:

1. ☐ Recreation or amusement.2. ☐ Shopping.3. ☐ Visits to friends or relatives.4. ☐ Other (please specify) _____

6. Approximate number of repeat visits to Canada while in possession of this permit _____

7. Average length of stay on each repeat visit _____

8. Number of persons normally in the vehicle as it enters Canada _____

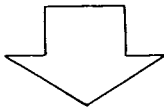
9. Approximate amount spent in Canada for all purposes while in possession of this permit: (include cash or credit transactions for living expenses, taxes, rentals, electricity, repairs, services, licences or other fees, merchandise, automobile expenditures, amusements, etc.) _____ \$ _____

10. Please give the approximate date and the port where you intend to surrender your permit:

Date _____ Port _____

Your co-operation in this survey will be appreciated.

RE-FOLD SO THAT ADDRESS
OVERLEAF IS EXPOSED IN
WINDOW OF ENVELOPE



DOMINION BUREAU OF STATISTICS

DOMINION BUREAU OF STATISTICS

Travel Statistics Unit

OTTAWA, CANADA

**CONFIDENTIAL QUESTIONNAIRE TO RESIDENTS OF THE UNITED STATES
IN POSSESSION OF A STANDING (L) TRAVELLER'S VEHICLE PERMIT****TO THE AMERICAN VISITOR**

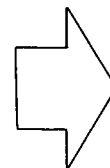
For your convenience, this questionnaire has been divided into two parts. This part, the questionnaire itself, need not be completed until near the end of your season of visits to Canada.

The enclosed card, (your trip account) which you would use more frequently, may be kept in the glove compartment of your car, or somewhere convenient to you.

This survey is being made in an effort to obtain more information on movements and activities of persons visiting Canada on Travellers' Vehicle Permits. The permit you are presently holding has the letter (L) as a prefix to the serial number and is used to indicate traffic of a local nature. This type of permit entitles you to make repeat trips into Canada during the period for which it was issued. This privilege has eliminated much of the delay in crossing the border but, at the same time, because many trips are covered by the permit, has created a problem in the compilation of travel statistics. This questionnaire has been designed in a manner which will make it easy for you to record the necessary information. It will be treated as confidential and used solely for statistical purposes.

Statistics on travel are very important to countries interested in maintaining reliable records of international accounts and are useful to the country in which you reside as well as the country in which you are visiting. Reliable data on the amount of money spent on international travel serves the same purpose in analysing the economy of a country as accurate information on the value of exports and imports. Statistics are also widely used by various levels of government in work on tourist promotion. The information you give on this questionnaire, when compiled with many others, will be useful in helping Canada improve facilities for travellers. We would like to thank you in anticipation of your co-operation.

PLEASE SEE REVERSE SIDE



Kindly retain this form and envelope while you are in possession of the (L) permit and either surrender it at the same time as your permit or drop it in the nearest Canadian mail box.

DOMINION BUREAU OF STATISTICS,
INTERNATIONAL TRADE DIVISION,
TRAVEL STATISTICS UNIT,
OTTAWA, ONTARIO, CANADA.

FOR CONVENIENCE OF REFERENCE, CARD COULD BE KEPT IN GLOVE COMPARTMENT

This card may serve as a convenient method for you to record the number of trips and expenditures in Canada for purposes of reporting on the accompanying statistical questionnaire at the time your permit is surrendered. Figures may be recorded either weekly or monthly. The information on this form can also be used as a personal record.

Enter Year	1st Week Trips		2nd Week Trips		3rd Week Trips		4th Week Trips		5th Week Trips		Trip Total for Month	
	No.	Expenses	No.	Expenses	No.	Expenses	No.	Expenses	No.	Expenses	No.	Expenses
		omit \$		omit \$		omit \$		omit \$		omit \$		omit \$
January												
February												
March												
April												
May												
June												
July												
August												
September												
October												
November												
December												

7503-68.2: 6-4-60

The Canadian Government Travel Bureau provides a free **Travel Counselling Service** to help you get the most out of a vacation in Canada. Inquiries by you or your friends may be directed to any of the following offices:

Canadian Government Travel Bureau,
Kent Building,
150 Kent St.,
Ottawa, Canada.

Canadian Government Travel Bureau,
Canada House,
680 Fifth Avenue,
New York 19, New York.

Canadian Government Travel Bureau,
102 West Monroe Street,
(Corner Clark Street)
Chicago 3, Illinois.

Some of the adjustments which are necessary to the data on volume are as follows: nearly half of the non-residents entering Canada by rail are travelling in transit on American railroads following the short route between Detroit and Buffalo through southwestern Ontario. In 1959 some 304,900 persons were within this category but their expenditures can be considered negligible as they have little or no opportunity to leave the train and spend money in Canada. Ferry traffic across rivers or other short distances of water between Canada and the United States is excluded from entries by boat. Data on the number of arrivals by boat consist principally of passengers carried by vessels operating on the Pacific Coast, entries to the Atlantic Provinces, and certain points in Ontario but the latter are more seasonal in nature. Appropriate rates are used for each region according to the type of traffic with further refinements at ports admitting special traffic. Bus traffic is exclusive of local bus traffic between border communities such as the tunnel busses operating between Windsor and Detroit. Bus passengers travelling across southern Ontario have more opportunity to spend money on Canadian goods and services than in transit rail passengers and are credited with spending a nominal rate much lower than the regular averages for bus traffic. A moderate number of persons entering in the Windsor-Fort Erie areas are considered as in transit between Detroit and Buffalo. With regard to plane traffic a small deduction is made for passengers flying in transit

between the United States and Alaska. In transit plane passengers are given a rate comparable to that used for in transit bus passengers but much lower than the rate used for regular plane traffic. Boat traffic, too, presents a variegated pattern requiring special treatment. The remainder of the United States residents travelling in Canada are grouped into a residual class called "Other Travellers" and include persons proceeding on foot or by ferry, taxi, motorcycle, bicycle or local bus. This group also is treated separately and a special rate used as the average rate of expenditure per visit is much lower than for other types of travel, with the possible exception of the in transit classifications.

The number of persons visiting Canada from overseas countries is small compared to the volume of traffic from the United States. However, the average duration of stay is normally much longer than visits from the United States and the cost of ocean transportation involves substantial expenditures. Usually, between 35 and 45 per cent of the visitors from overseas countries arrive on Canadian carriers and international transportation costs paid to Canadian companies are included in the receipts of visitors from overseas countries. On the other hand, international transportation costs paid to foreign carriers are, of course, not included in the estimates of receipts from residents of overseas countries. Average expenditures of the visitors from overseas countries vary from a few hundred dollars

FEES AND POSTAGE PAID
U. S. DEPARTMENT OF COMMERCE

*Expenditures of United
States Travelers in Canada*

Please assist by replying to the questions on the reverse side and mailing this card.

This questionnaire has nothing to do with customs enforcement. Its sole purpose is to enable the United States Department of Commerce to estimate total travel expenditures in computing the balance of international payments of the United States.

No postage is required.

**OFFICE OF BUSINESS ECONOMICS,
DEPARTMENT OF COMMERCE,
WASHINGTON 25, D. C.
BE-50**

16-53619-8

for residents of the West Indies to more substantial amounts for residents of distant countries like Australia and New Zealand.

In attempting to estimate receipts from travel in Canada recognition must be given to the fact that the visits may vary considerably; such as the casual trip of a resident of the United States who may walk across the border for an hour or less or cross from a border community for a short time. Again, perhaps the visit of a family spending two or three weeks vacation or persons who may stay several months in Canada. From observation over a period of years, it has been established that expenditures follow a definite pattern from year to year and vary according to the type of transportation used, type of visitors, length of stay, etc. Consequently each type must be treated separately, as explained above, otherwise a sample average applied to such a heterogeneous mass of travellers would give a figure on travel that would be of little value. Each of the various classifications form a different proportion of the aggregate, therefore, it is important that an average expenditure that is representative

for the type of visitor be applied to the number of visits within each category. A simple average could be used only if the various classifications were homogeneous in their nature but this is not true of travel in Canada by residents of other countries. The more typical "tourists" spending summer vacations in Canada are merely a small part of these movements and average expenditures representative of their visits cannot be applied to the many other groups crossing the border.

In estimating expenditures on travel outside Canada by Canadians the principles involved are much the same as those described for estimating expenditures on travel in Canada by residents of other countries. As already mentioned, records of all residents of Canada returning from visits to the United States are maintained separately from the numbers returning directly from visits to overseas countries. These records are broken down showing the number returning by the various types of transportation, and in the case of persons returning from visits to the United States the volume of traffic is heavy and of great diversity. The volume of auto-

Form 536-Revised (4-57)	NO SIGNATURE REQUIRED	Budget Bureau No. 41-R319.7. Form approved.
1. DATE OF ENTRY INTO CANADA		PLACE OF ENTRY
2. HOW DID YOU ENTER CANADA? (Check one)		3. DATE OF DEPARTURE FROM CANADA
<input type="checkbox"/> TRAIN <input type="checkbox"/> BUS <input type="checkbox"/> BOAT <input type="checkbox"/> PLANE <input type="checkbox"/> OTHER		
4. PRINCIPAL CANADIAN CITIES OR TOWNS VISITED ON THIS TRIP		
5. APPROXIMATE AMOUNT (in United States dollars) SPENT FOR:		
(a) TRANSPORTATION (Include fares purchased in Canada and through transportation purchased in the United States to points in Canada) \$		
STATE WHERE SUCH THROUGH TRANSPORTATION WAS PURCHASED		
(b) ALL OTHER PURPOSES IN CANADA (Include lodging, food, purchases, amusements, taxis, gifts, etc.) \$		
6. WAS THIS TRIP PRIMARILY FOR BUSINESS PURPOSES? <input type="checkbox"/> YES <input type="checkbox"/> NO		
7. NUMBER OF TRAVELERS COVERED BY THIS RETURN (Including yourself)		
8. CITY AND STATE IN WHICH YOU RESIDE		
Thank you—Your cooperation is appreciated		16-53619-9 GPO

mobile traffic is recorded daily by the Customs officers at all ports of entry according to length of stay and reported to the Dominion Bureau of Statistics at the end of each month on form T-C. Periodically a sampling procedure is applied in order to obtain the average expenditure and number of persons per vehicle. During the sample period a form E60A (as shown) is completed for each vehicle re-entering Canada. Around 80 per cent of the residents of Canada returning from visits to the United States use automobiles for transportation.

E 60A

**PLEASE HELP BY ANSWERING
THESE QUESTIONS**

For use of Dominion Bureau of Statistics in estimating total tourist and travel expenditures.

1. Number of persons in your car including driver.....
2. Length of stay in the United States
3. Approximate total amount spent in the United States on this visit by you and those in your car for all purposes (examples: gas, oil, repairs, lodging, food, beverages, merchandise, amusements, etc.)

Total \$..... Indicate whether
Canadian ☐ or United States ☐ Dollars.

FOR STATISTICAL PURPOSES ONLY

No signature necessary

Motor Car	<input type="checkbox"/>	Commercial vehicle	<input type="checkbox"/>
Motorcycle	<input type="checkbox"/>	Taxi	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>	Horse drawn vehicle	<input type="checkbox"/>

7503-30 : 21-10-53

A selection of Canadians returning by non-automobile transportation is sampled by means of a post card questionnaire distributed at the border by Immigration officials. This form (shown in the report) requests data on length of stay, port of entry into the United States and re-entry into Canada, number of persons, total expenditure outside Canada, and also the type of transportation used to ensure that the information compiled may be applied to the proper classification.

Additional information on the characteristics of Canadian travel in the United States is compiled from questionnaires mailed to a selected group of Canadians returning from the United States. The questionnaire used for this segment of travel is printed on both sides with page 1 requesting information on visits to the United States, while page 2 is similar to the overseas questionnaire used for persons returning from abroad. Thus, the respondent is given an opportunity to report visits to countries other than the United States, as well as the time spent in the United States en route to their destination. Expenditure estimates for this group are segregated between the United States and overseas countries on the basis of the sample. Similarly, overseas transportation costs paid to United States carriers are segregated and included with expenditures of Canadians in the United States. A copy of the questionnaire appears in this report.

In addition to other items of interest, persons selected for this survey are asked for the purpose of trip, destination in the United States, whether the trip was in transit through the United States to another province in Canada, cost of transportation apart from other expenses, point in Canada from which the trip originated and the total of all expenditures outside Canada.

Although the number of persons returning from visits to overseas countries amounts to a very small percentage of the total, this segment of traffic has become increasingly important during the past few years. The amount of money involved in Canadian travel to overseas countries is of greater importance than indicated by the number of visits. The average duration of stay is much longer than trips to the United States and the cost of ocean transportation involves substantial amounts. Travel to overseas countries via Canadian carriers, however, does not entail a payment for non-resident services and ocean transportation paid to such lines is not included in the estimates of Canadian expenditures in overseas countries. Transportation paid to foreign carriers, on the other hand, is included in the estimates of Canadian expenditures in overseas countries. Between 50 and 60 per cent of ocean transportation goes to foreign carriers and is included in the estimates. The questionnaire asks the respondents to state whether they travelled overseas by air or steamship and the name of the company supplying the transportation to and from North America. Persons selected for the samples are also asked to give the name of the countries visited and the approximate length of stay and expenditures in each of the following areas: United Kingdom, Other European Countries, Other Commonwealth Countries, Latin America and elsewhere outside Canada. Questions on point of departure; place of re-entry into Canada; number of persons covered in reply and if adults or children; purpose of visit; and expenditures other than ocean transportation are also included. For convenience this questionnaire also appears in the report. Furthermore, questionnaires sent to residents of Canada by the Dominion Bureau

CONFIDENTIAL QUESTIONNAIRE TO CANADIAN TRAVELLERS RETURNING FROM TRIPS OUTSIDE CANADA

TRAVEL UNIT
DOMINION BUREAU OF STATISTICS
OTTAWA

Trips to the United States, report on Page 1.
Trips Overseas via the United States, report on Pages 1 and 2.
Trips Directly Overseas, report on Page 2.

PLEASE REPORT ON ONE TRIP ONLY

1. Number of days spent in the United States on your most recent trip outside Canada	
2. How many persons are covered in the expenditures on this trip (a) adults	
(b) children	
3. Where did you enter the United States from Canada?	
4. Where did you re-enter Canada?	8. What was the main purpose of your trip?
5. Type of transportation used in returning to Canada	Business <input type="checkbox"/>
<input type="checkbox"/> Automobile <input type="checkbox"/> Bus	Formal study <input type="checkbox"/>
<input type="checkbox"/> Train <input type="checkbox"/> Aeroplane	Health <input type="checkbox"/>
<input type="checkbox"/> Boat <input type="checkbox"/> Other (please specify)	Recreation (include vacation and other pleasure) <input type="checkbox"/>
Persons using aeroplane transportation: please complete	Shopping <input type="checkbox"/>
Name of air line:	Visiting friends or relatives <input type="checkbox"/>
6. What was your chief destination in the United States?	Other (please specify) <input type="checkbox"/>
7. If your trip was in transit through the United States, please state your destination in (a) or (b).	
(a) in Canada (province)	9. Approximate amount spent in the United States (include living expenses, merchandise, automobile operation, local transportation, amusements, etc.) \$
(b) Other Countries	(omit cents)
(See page 2 also)	
10. Transportation (other than automobile): Include through transportation purchased in Canada to points in the United States also fares purchased in the United States.	\$
	(omit cents)
11. State city or town where your transportation started:	

CONFIDENTIAL QUESTIONNAIRE TO CANADIAN TRAVELLERS RETURNING FROM TRIPS OVERSEAS

(Including Mexico, other Latin America, Bermuda, West Indies, etc.)

PLEASE REPORT ON ONE TRIP ONLY

1. Approximate cost of fares for international transportation to and from North America (including taxes on transportation), and incidental expenses aboard ship. (Please do not include cost of transportation within Canada.)

Outbound	Inbound
Canadian Dollars (omit cents)	

(a) Direct air line service with Canada: Name of air line:

.....

(b) Air line service via United States: Name of air line:

.....

(c) Steamship via Canadian ocean ports: Name of steamship company or vessel:

.....

(d) Steamship via United States ocean ports: Name of steamship company or vessel:

.....

2. Please state in Canadian dollars your total expenditures abroad for meals, lodging, amusements, purchases and local travelling expenses, excluding those covered in question 1. \$

(omit cents)

3. Areas visited	Number of days stay in each area	Specify countries visited in each area	Approximate expenditure in Canadian dollars in each area
United Kingdom			
Other European			
Other British			
Latin America			
Elsewhere, outside Canada			

Please answer the following questions if they are not covered on Page 1.

4. Point of departure from Canada?

5. Where did you re-enter Canada?

6. What was the main purpose of your trip? (Check)

☐ Business

☐ Recreation (include vacation and other pleasure)

☐ Formal study

☐ Visiting friends or relatives

☐ Health

☐ Other (please specify)

7. How many persons are covered in the expenditures on this trip?

..... Adults and Children

Please mail in the enclosed envelope - No postage is required. Thank you for co-operating with us.

CONFIDENTIAL QUESTIONNAIRE TO CANADIAN TRAVELLERS RETURNING FROM TRIPS ABROAD

Travel Statistics Unit
Dominion Bureau of Statistics
Ottawa, Canada

1. Approximate cost of fares for international transportation to and from North America whether paid or charged (including taxes on transportation), and incidental expense aboard ship: (Please do not include cost of transportation within Canada).

(a) Direct air line service with Canada – Name of airline:

(b) Air line service via United States – Name of air line:

(c) Steamship via Canadian ocean ports – Name of steamship company or vessel:

(d) Steamship via United States ocean ports – Name of steamship company or vessel:

Outbound	Inbound
Canadian Dollars (omit cents)	

2. Point of departure from Canada? _____

3. Where did you re-enter Canada? _____

4. What was the main purpose of your trip? (Check)

- ☐ Business ☐ Recreation (include vacation and other pleasure)
☐ Formal study ☐ Visiting friends or relatives
☐ Health ☐ Other (please specify) _____

5. Please state in Canadian dollars your total expenditures abroad (whether paid or charged on credit) for meals, lodging, amusements, purchases and local travelling expenses, excluding those covered in question 1. _____ \$ _____ (omit cents)

6. Areas Visited	Approximate number of days stay in each area	Specify countries visited in each area	Approximate expenditure in Canadian dollars in each area
United Kingdom			
Other European			
Other British Commonwealth			
Latin America			
Elsewhere, outside Canada			

If available, a breakdown on length of stay and expenditures in each country visited would be useful for statistical purposes. (Use reverse side of questionnaire if required)

7. How many persons are covered in the expenditures on this trip? _____ Adults and _____ Children

Please mail in the enclosed envelope – No postage is required. Thank you for co-operating with us.

ON HER MAJESTY'S SERVICE

FREE
No stamp
requiredInformation to be Supplied by Residents of
Canada Returning from Travel in the United States

The Dominion Bureau of Statistics is vitally interested in securing information on foreign travel by residents of Canada. The information is required in estimating total expenditures of Canadian travellers outside of Canada - an important item in Canada's international transactions.

Your answers to the questions on the reverse side will be very useful for this purpose and we need as many responses as possible in order that our sample may be adequate. No signature is required and your answers will be used for statistical purposes only. Please complete this card and drop it in a mail box. No postage is necessary.

Your co-operation will be appreciated.

Walter E. Ruffert.

Dominion Statistician.

DOMINION BUREAU
OF STATISTICSOTTAWA,
CANADA.

CONFIDENTIAL

NO SIGNATURE REQUIRED

1. Number of days on this trip:		(a) In the United States.	(b) Elsewhere outside Canada.
2. What countries did you visit outside the United States?			
3. Place of entry into the United States.		4. Town or city and state where most time spent.	
5. Place of re-entry into Canada.		6. Type of transportation used to re-enter Canada. <input type="checkbox"/> Train <input type="checkbox"/> Boat <input type="checkbox"/> Plane <input type="checkbox"/> Other, (specify)	
7. Number of travellers covered by this form (including yourself).			
8. Approximate amount (in Canadian dollars) spent for:		State where such through transportation was purchased.	
(a) Transportation (include fares purchased in the United States, also through transportation purchased in Canada to points in the United States) \$			
(b) All other expenditures in the United States for lodging, food, merchandise, gifts, amusements, etc. (include credit card purchases)		\$	
9. What was the main purpose of this trip?		10. City or town and province in which you reside.	

7503-13-11-6-9-100% THANK YOU FOR YOUR CO-OPERATION

of Statistics are available in a bilingual form when required. Expenditures reported vary considerably according to the area visited and, therefore, the appropriate averages are applied to estimates of the number of persons visiting each area as compiled from the sample. Similar to the traffic from other countries to Canada, Canadian visits to other coun-

Canadian Travel in the United States

A record 28 million Canadians were reported by Immigration officials to have re-entered Canada from the United States during 1959, (including a small number of residents returning via the United States after visiting overseas countries) or 568,200 more than in 1958. This represents a rate of growth in volume of 2.1 per cent, more than double the 1 per cent rise experienced in 1958 and can be traced to increased travel in the second and third quarters, during which time 598,300, or 3.4 per cent more Canadians visited the United States than in the corresponding period of 1958. This was more than enough to offset the effect of 30,100 fewer travellers for the first and fourth quarters combined. Moreover,

tries show a wide variation and estimates based on a simple average for all visits would yield data that could be highly unsatisfactory. All types of travel do not account for the same proportion of the total, consequently the different categories must be examined closely and appropriate methods applied to yield a proper estimate.

66.6 per cent of the increased volume occurred in the short-term traffic as 378,300 more persons were recorded in this category in 1959.

Total expenditures by Canadians in the United States reached a new record high of \$448 million, an increase of over \$35 million in comparison with the 1958 figure. In addition, it represented an increase of 8.5 per cent, whereas in 1958 the increase over 1957 stood at only 2.5 per cent. It should be noted, that the increased volume of travel was mainly attributable to a rise in short-term traffic, while, at the same time, 76.3 per cent or \$26,760,900 of the recorded increase in expenditures can be credited

to the category of long-term traffic, where over-all volume was 4.2 per cent higher than in 1958. Over 50 per cent of the increase is attributable to the long-term motorists where higher averages per person were recorded in addition to the increase in volume. An average of \$2.78 was spent by Canadian short-term travellers in the United States, 32 cents higher than in 1958, while the average expenditure of those in the long-term category advanced about 3 per cent to \$82.01. When all types of traffic, regardless of length of visit, are considered the average expenditure per Canadian traveller to the United States rose from \$15.07 in 1958 to \$16.02 in 1959. The record high expenditure in 1959 increased the amount spent per Canadian on a per capita basis to \$25.37 from \$23.84 in 1958, or an increase of 6.4 per cent as compared with a population increase amounting to approximately 2 per cent.

In summary, increases in 1959 in both the volume of travel and expenditures occurred in the short-term as well as long-term traffic categories. Although smaller by 1 per cent in comparison with 1958, the largest group of visitors to the United

States (almost 64 per cent) were motorists remaining 24 hours or less, who, however, accounted for only 7.3 per cent of the total expenditures. On the other hand, motorists recording visits of 48 hours and over, while constituting only about 12 per cent of the volume, were responsible for about 43 per cent of the total and 50.4 per cent of the increase in expenditures.

Canadian purchases in the United States declared under the \$100 customs exemption amounted to \$73 million in 1959 as opposed to \$74 million in 1958, a decrease of over 1 per cent, and accounted for only 16.3 per cent of the total expenditures. This figure has been decreasing steadily over the years and in 1959 marks a decline of 1.6 per cent since 1958. In addition, the average value per declaration fell by 25 cents to \$55.28, or 0.5 per cent lower than the corresponding 1958 figure. All purchases of merchandise are assumed to occur in the long-term category of traffic which covers visits of 48 hours or more in duration, as required for purposes of customs exemption.

STATEMENT 10. Expenditures of Canadian Travellers in the United States, by Length of Stay, 1959

Mode of travel	Number of persons	Per cent of grand total	Expenditures ¹	Per cent of grand total
		%	\$	%
Short-term traffic:				
Motorists:				
24 hours or less	17,869,000	63.84	32,871,400	7.33
Over 24 hours and under 48 hours	1,019,000	3.64	11,200,100	2.50
Rail in transit	5,100	0.02	—	—
Other travellers (pedestrians, local bus, etc.)..	4,420,900	15.80	20,849,400	4.65
Totals	23,314,000	83.30	64,920,900	14.48
Long-term traffic:				
Motorists-48 hours and over	3,316,800	11.85	191,007,800	42.59
Rail	375,400	1.34	53,928,300	12.03
Through bus	436,700	1.56	46,126,400	10.29
Aeroplane	422,600	1.51	86,864,700	19.37
Boat	124,400	0.44	5,565,200	1.24
Totals	4,675,900	16.70	383,492,400	85.52
Grand totals	27,989,900	100.00	448,413,300	100.00

¹ Subject to revision.

Canadian Travel in the United States by Type of Transportation

While the number of Canadians returning by automobile was slightly higher in 1959, taken as a percentage of total travel they represented a decline from almost 81 per cent in 1958 to approximately 79 per cent in 1959. Furthermore, the low rate of increase in the number of Canadians re-entering by this means was exceeded by the rate of growth in passenger car registrations, which in 1959 rose to 3,774,233 from 3,572,963 in the preceding year. In the period 1950-59 passenger car registrations have increased from the equivalent of one automobile per every 7.3 persons resident in Canada in 1950 to one passenger car for every 4.5 persons in 1959.

Cars re-entering Canada are classified as either short-term or long-term traffic which, in the first instance depends on whether or not they have remained in the United States either 24 hours and under, or over 24 hours and under 48 hours, while long-term traffic includes only those motorists reporting visits of 48 hours and over. The total number of persons re-entering by automobile in 1959 amounted to 22,204,800, only 20,400 more than in the previous year, a percentage increase almost insignificant in comparison with that recorded in 1958. Although increases of 51,800 (5.4 per cent) and 143,300 (4.5 per cent) in the number of persons occurred in the

over 24 hours but less than 48 hours, and 48 hours and over classes, respectively, these were almost completely offset by a decrease of 174,700 persons (1.0 per cent) in the 24 hours and under category, resulting in a total approximately equal to that of 1958. Most of the decrease experienced in the re-entries of persons in the short-term category occurred during the second and third quarters. On the other hand, most of the 143,300 person rise in the volume of long-term automobile re-entries in 1959 occurred in the third quarter, when approximately 5 per cent more trips were recorded, whereas in 1958 the increase was attributable to the first quarter of the year. However, while in 1959 the increase in the first quarter did not represent such a high percentage of the long-term traffic increase as it did in 1958, the 365,200 persons recorded in this period did mark a gain of approximately 17 per cent over the corresponding 1958 figure. Long-term automobile traffic suffered a drop of nearly 4 per cent during the second quarter, while almost 5 per cent more cars re-entered during the October to December period.

Table 8 gives a more detailed breakdown of information on returning Canadian automobiles according to length of stay. Approximately 81 per cent of all motorists remained in the United States for a period of 24 hours or less, nearly 1 per cent fewer than in 1958, while 4.4 per cent remained more than 24 hours but less than 48 hours, or an increase of 0.3 per cent. Similar information on American automobile travel in Canada according to length of stay is found in Table 2 which is exclusive of American commuters, summer residents, locals and non-permit vehicles. A comparison reveals that, while the number of Americans motoring in Canada decreased fairly uniformly with increased length of stay, the same phenomenon was not applicable to Canadian automobile travel in the United States, which saw heavier concentrations occurring in the 1 week, 2 week, 3 week and 4 week periods, indicating that a greater percentage of Canadians spend their annual vacation travelling in the United States than do Americans visiting Canada. Furthermore, Canadians spent the most per car per day during a 3 day visit to the United States, and in

addition, the \$37.67 expended by Canadian motorists per car per day during this length of stay represented an increase of \$3.37 over the 1958 figure. The average length of stay per car was 1.89 days, practically unchanged from 1958. Table 9 provides additional data on automobile travel in the United States, classified by province of re-entry and length of stay.

The new record level of Canadian expenditures in the United States during 1959 reveals an increase of \$35 million when compared with 1958. Automobile traffic, which accounted for over 52 per cent of the total expenditures, was responsible for \$19 million of the increase. Motorists in the 48 hours and over category were responsible for 81.3 per cent of the automobile expenditures, and those staying 24 hours or less accounted for 14 per cent, with the remainder representing expenditures of the over 24 hours yet under 48 hours category. The increased expenditures were partly a result of the higher average spending per person per day of \$5.46, which in 1958 stood at \$5.07. Short-term automobile travellers spent an average of \$2.21 per person per day and long-term motorists an average of \$8.26, while the comparative figures in 1958 were \$2.07 and \$7.75, respectively. On a per car basis the sharpest increase occurred in the third quarter which experienced a 14 per cent rise in the total amount spent and an increase of 9.9 per cent in the average outlay per car.

Although the average expenditure per car by the short-term traffic was practically unchanged, the total amount spent by this group increased due to a greater volume of cars. However, the number of persons in this category showed a decline as fewer persons per car were recorded. When compared with 1958, spending in each of the first and third quarters dropped approximately 22 cents per car, while the second and fourth quarters experienced increases of 5 cents and 33 cents, respectively. Outlay per car travelling in the United States for 2 days and over increased about 4 per cent over 1958 and, furthermore, the total number of cars in this category increased 5.7 per cent. Minor decreases in outlay per car for the second and fourth quarters were overcome by substantial increases of 5.3 and 6.4 per cent during the first and third quarters, respectively.

STATEMENT 11. Expenditures of Canadian Travellers in the United States by Types of Transportation Used to Re-Enter Canada, 1955 - 59

Type of transportation	1955	1956	1957	1958	1959 ¹
millions of dollars					
Automobile	178.2	197.4	212.3	215.6	235.1
Train	66.3	64.3	60.6	56.5	53.9
Boat	5.1	4.9	5.2	6.5	5.6
Bus (exclusive of local bus)	46.1	41.9	40.1	42.3	46.1
Aeroplane	52.7	66.4	70.3	78.1	86.9
Other (pedestrians, local bus, etc.)	14.4	16.1	14.6	14.3	20.8
Totals	362.8	391.0	403.1	413.3	448.4

¹ Subject to revision.

The number of Canadians returning in conveyances other than automobile amounted to 5.8 million in 1959 as compared to 5.2 million in 1958. Moreover, this category accounted for \$16 million of the \$35 million increase recorded in the expenditures of Canadians in the United States during 1959.

An analysis of the non-automobile group by type of transportation shows that expenditures of residents travelling by rail were \$2.6 million lower than in 1958 as 24,400 fewer persons returned to Canada by this means of transportation. However, the rate of decrease in expenditures (4.6 per cent) was less than the decline in volume of rail travel which amounted to 6.1 per cent. The greatest decrease in volume of rail travel occurred in the third quarter, at which time almost 13 per cent fewer Canadians used this mode of travel, whereas the most significant drop in expenditures took place in the second quarter when 18.4 per cent less was spent than in the same period of 1958. It was, also, in the second quarter that the greatest drop in average expenditure per person occurred, amounting to \$14.46 while the third and fourth quarters fell \$5.05 and \$5.42, respectively. Nevertheless, the \$16.93 rise in average expenditure per person experienced during the first quarter was sufficient to offset the decreases in the other quarters and the average for the year rose from \$139.05 in 1958 to \$143.65 in 1959, over a 3 per cent increase. The average length of stay for rail travellers was extended from 11.6 days in 1958 to 11.8 days in 1959. Additional data on Canadian travellers returning to Canada by rail may be found, classified by length of visit, in Table 10.

The number of travellers by long distance bus increased only 0.4 per cent compared with 1958, while expenditures of this group increased by 9.1 per cent. Furthermore, there was an increase over 1958 of \$8.67 in the average expenditure per person which in 1959 amounted to \$105.63. In addition, the average length of stay per person increased 0.9 days

to an average of 11.1 days. Although the number of travellers declined in the second and third quarters, a substantial 17.4 per cent rise in volume for the first quarter was sufficient to show a net increase in volume over 1958. It was also in the first quarter that the average expenditure per person was highest at \$115.84.

Comparable to the trend in recent years, the most outstanding increase in expenditures was attributable to Canadian residents travelling by air. In 1959 an increase of approximately \$8.8 million or 11.2 per cent was recorded by 17 per cent more air travellers. The average expenditure per person was 5 per cent lower than in 1958 while the average length of stay was approximately 1 day less. Some 27 per cent of the increase in air travel occurred in the second quarter which accounted for almost 17,000 more persons than in 1958. Over one-half of the increase in expenditures was credited to the third quarter which, in addition to an increase in volume, was the only quarter to record a rise in average expenditure per person. Additional information on air travel according to length of stay may be found in Table 12.

While the volume of travel by boat increased 7,900 or 6.8 per cent, on the other hand, the total expenditures for this group were about 19.7 per cent lower. This decline was the result of a drop in the average expenditure per boat traveller of approximately 14.3 per cent.

Whereas in 1958 re-entries listed under "Other Travellers" fell by roughly 800,000 in comparison with 1957, in 1959 this trend was reversed as almost 502,000 or 12.8 per cent more border crossings occurred in this category. Similarly, expenditures, which registered a decline in 1958, increased in 1959 to approximately \$21 million.

Trends in expenditures over the years 1955-59 by type of transportation are outlined in Statement 11.

Special Survey of Canadian Travel Behaviour in the United States

Information, reflecting particular behaviour patterns of Canadian travellers in the United States with regard to length of stay; type of transportation used; the amount of money spent; the main purpose of trip; ports of entry and re-entry into the United States and Canada, respectively; and destination by state; was acquired, as in previous years, through means of a "mail questionnaire". It should be noted, that the information gained by this method applies more to the long-term category of Canadian travellers in the United States than the short-term and for this reason is not necessarily representative of Canadian travel to the United States in general.

Purpose of Visit

The respondents were asked to indicate the main purpose of their trip from a list of seven purposes specified on the questionnaire, which were; business, formal study, shopping, recreation, visiting

friends or relatives, health, and "other" purposes, in that order. Many indicated more than one purpose of trip and for this reason returned questionnaires were grouped into three categories; the aggregate of all questionnaires showing the purpose of trip; those reporting one purpose only; and those indicating two or more purposes. In making comparisons among these three categories, it is noted that the purpose of trip varies significantly in relation to the category considered. When considering average length of stay and average expenditure per person by purpose of trip, questionnaires reporting one purpose of trip only were examined in greater detail.

When all questionnaires are compiled according to purpose of trip, recreation again appears, as in 1958, to be the most popular reason for journeying to the United States, accounting for 45 per cent of the total and representing an increase of almost 4.5 per cent over the 1958 figure. On the other hand, a

decrease of 3.5 per cent was recorded in 1959, when the number of persons reporting visits to friends or relatives as the main purpose of trip fell to 28 per cent. There was little significant change in reasons other than recreation and visiting friends or relatives when compared to 1958, except for the purpose specified as "other" which occurred almost 1 per cent less frequently. Shopping ranked third in popularity attracting 15 per cent of all Canadians visiting the United States. Next in order of importance were business, health, and "other" reasons, accounting for 8 per cent, 3 per cent, and 1 per cent, respectively. Those journeying to the United States for purposes of formal study remained unchanged at slightly less than 1 per cent.

As mentioned previously, the purpose of trip varies significantly when the summaries of questionnaires reporting one purpose and the summaries of two or more purposes are compared with the aggregate. Data compiled from questionnaires specifying one purpose only are shown on a quarterly basis in Statement 12. Of Canadians returning from the United States in 1959 who reported one purpose of trip only, 49.2 per cent went for recreational purposes, representing an increase of roughly 6 per cent over the 1958 figure. Canadians visiting friends or relatives in the United States amounted to 28.9 per cent of the total which, similar to the pattern established in the multiple purpose category, represents a decrease since 1958 of slightly over 4 per cent. Ranking third in popularity with Canadian travellers to the United States was the reason of shopping, which, however, in 1959 dropped approximately 1 per cent and accounted for only 8.7 per cent of the returns reporting one purpose of trip. But this figure rises considerably when data of questionnaires

reporting two or more purposes of trip is summarized. Canadians on business in the United States accounted for 9.2 per cent of the total, a slight increase over 1958. The percentage of travellers to the United States for reasons of health remained unchanged from 1958 at 2.2 per cent, while those travelling for "other" reasons declined to 1.2 per cent. Less than 1 per cent went to the United States for formal study which continues to attract the least number of Canadian travellers.

When data from questionnaires reporting two or more purposes of trip are examined different patterns are revealed. In this category for 1959, recreation maintains its position as the favourite reason for travel to the United States, accounting for 35.9 per cent or an increase of almost 2 per cent over the comparable 1958 figure. As mentioned previously, the figure for shopping rises substantially when considered in combination with other purposes of trip, in comparison with the figure resulting from questionnaires reporting one purpose only. In 1959, this figure stood at 28.5 per cent, little changed from 1958. On the other hand, visiting friends or relatives in the United States assumes a position of lesser importance when more than one purpose of trip is specified and ranks third with a figure of 26 per cent, down 1.5 per cent from 1958. Although minor changes occurred in the percentages reporting on other purposes of trip there was no change in their order of relative importance. Information and comparisons discussed in the remainder of this section on purpose of trip, length of stay, expenditures, and destination, is applicable only to that category of questionnaires reporting one purpose of trip, data of which are presented in Statements 12-14 inclusive.

STATEMENT 12. Purpose of Visit¹ reported by Canadians Returning from the United States, compiled Quarterly, Special Survey, 1959

	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other
	per cent						
First quarter	7.1	0.6	5.8	43.5	38.2	4.2	0.6
Second quarter	10.5	0.9	12.9	42.1	28.2	4.2	1.2
Third quarter	6.1	0.5	5.2	58.8	27.3	0.7	1.4
Fourth quarter	15.8	0.7	13.2	41.2	26.4	1.3	1.4
Year	9.2	0.6	8.7	49.2	28.9	2.2	1.2

¹ Questionnaires reporting one purpose only.

Analysing Statement 12 which shows data for one purpose only on a quarterly basis, certain trends are noted so far as seasonal changes are concerned. Business and shopping both experience increased activity during the second and fourth quarters of the year. Recreation reaches its peak during July, August and September, while, as would be expected,

trips to the United States for reasons of health are at a minimum for this same period. During the second and fourth quarters business accounted for 10.5 per cent and 15.8 per cent, respectively, of those reporting one purpose of trip, compared to a low of 6.1 per cent in the third quarter. As usual shopping trips were most frequent during the fourth quarter, with

13.2 per cent reported. Almost 59 per cent of all Canadians returning from the United States in the third quarter indicated recreation as the main reason for their visit, the highest figure recorded for any quarter or for any other purpose, which also amounts to an increase of approximately 8 per cent over the comparative figure for 1958. In addition to the fact that there were fewer persons visiting friends or relatives in 1959 than 1958, the over-all pattern for the four quarters was also disturbed. Whereas in 1958 increased visiting of friends or relatives was recorded in the first and third quarters, in 1959 it was reflected in the first and second quarters by figures of 38.2 per cent and 28.2 per cent, respec-

tively. In 1959, the second year that health has been listed separately as a reason of trip, results compare favourably with those of 1958 and there is little significant change recorded. The pattern in 1959 as in 1958 shows that more people indicated trips to the United States for this reason in the first and second quarters which substantiates the deduction that many of the Canadians returning from the United States in the spring of the year have spent the winter in the south for reasons of health. The number of persons reporting "other" reasons for purpose of trip in 1959 was highest in the third and fourth quarters when in each case 1.4 per cent was specified.

STATEMENT 13. Purpose of Visit¹ reported by Canadians Returning from the United States, by Province of Re-Entry, Special Survey, 1959

Province of re-entry	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other
	per cent						
Atlantic Provinces	5.5	0.9	4.3	38.8	44.7	3.3	2.5
Quebec	10.2	0.6	2.6	61.3	22.2	2.6	0.5
Ontario	10.2	0.6	8.8	46.3	31.0	2.1	1.0
Manitoba	8.4	1.1	12.1	44.5	28.6	1.8	3.5
Saskatchewan	11.1	1.8	15.4	33.6	33.6	1.0	3.5
Alberta	16.2	2.9	8.7	38.8	29.4	2.5	1.5
British Columbia and Yukon Territory ..	5.7	0.5	15.8	46.0	28.5	2.0	1.5
Canada	9.2	0.6	8.7	49.2	28.9	2.2	1.2

¹ Questionnaires reporting one purpose only.

Statement 13 gives a breakdown by province of re-entry on purpose of trip as reported by returning Canadian residents who, in the great majority of cases and for the purposes of this report, are assumed to reside in the province re-entered. As in 1958, the highest percentage of business trips per province was recorded by Alberta with 16.2 per cent, followed by Saskatchewan with 11.1 per cent and Quebec and Ontario with 10.2 per cent each. A higher percentage of Alberta residents went to the United States for education in 1959 than from any other province as 2.9 per cent reported this purpose of trip, a figure more than double that of 1958. Residents of British Columbia and the Yukon Territory who indicated shopping as the main reason of trip accounted for 15.8 per cent of the persons from this area travelling to the United States for all purposes, again the highest figure per province. However, in 1959 Saskatchewan ranked a close second, increasing its 1958 figure by more than 5 per cent to 15.4 per cent, while as in 1958, fewer returning residents of Quebec than any other province travelled to the United States to shop. Over 61 out of every 100 Quebec residents visiting the United

States reported recreation as purpose of trip, representing the highest average per province. The Maritimes occupied a similar position when the purpose of visiting friends or relatives was considered, even though the 44.7 per cent who specified this reason were almost 4 per cent less than in 1958. While the over-all average for Canada of persons travelling to the United States for reasons of health remained unchanged in 1959 at 2.2 per cent, there was a drop in the figure for Alberta from 5.8 per cent in 1958 to 2.5 per cent in 1959. The greatest percentage of respondents specifying "other" reasons originated in the provinces of Manitoba and Saskatchewan which accounted for 3.5 per cent each. In the case of Saskatchewan this represented a decline of roughly 8 per cent from the 1958 figure and suggests that in 1959 the respondents checked off a specific purpose of trip rather than the category listed as "other".

Those persons travelling in transit through the United States, while accounting for only 6 per cent of the total respondents, complicate to a certain extent an analysis of purpose of trip because many

reasons specified, such as recreation and visiting friends or relatives, apply to a Canadian province of destination and not to points in the United States. From the "mail questionnaire", it is interesting to note that of the in transit travellers (who are more representative of long-term rather than short-term traffic) approximately 43 per cent originated in the province of Ontario with the majority reporting their destination as either north-western Ontario, Manitoba, or the Maritimes in that order of popularity. The preferred means of transportation for the in transit travellers continued to be the automobile. Many of the respondents indicated shorter travelling time or superior roads as the reason for the in transit trip through the United States.

The percentage of persons reporting main purpose of trip by type of transportation used is presented in Statement 14. With the exception of rail travel, recreation was the main purpose of trip for visitors to the United States. Meanwhile, those who travelled by rail did so chiefly to visit friends

or relatives. At the same time, compared to 1958, the number who travelled by rail for the purpose of shopping dropped approximately 2 per cent to 9.9 per cent, while the figure for recreation rose almost 4 per cent to 35.8 per cent. Figures for aeroplane travel do not vary significantly from those in 1958. In spite of any changes within the rail, bus, aeroplane, and boat classifications of travel, the overall pattern of purpose of trip for all non-automobile travel remains relatively unchanged for 1959. Nearly 55 out of every 100 Canadians travelling to the United States by car did so for purposes of recreation, over 8 more per 100 than in 1958. Conversely, approximately 6 per cent fewer or 27.5 per cent of the motorists specified visiting friends or relatives as purpose of trip. Generally in 1959, the increase in recreation as the main purpose of trip, considering all types of transportation, seems to have been accompanied by a significant decrease in the number of respondents indicating visits to friends or relatives only.

STATEMENT 14. Purpose of Visit¹ reported by Canadians Returning from the United States, by Type of Transportation, Special Survey, 1959

Type of transportation	Percentage of persons reporting main purpose of trip						
	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other
Rail	9.0	0.6	9.9	35.8	41.5	2.8	0.4
Bus	2.1	1.3	18.1	43.7	32.0	2.2	0.6
Aeroplane	25.5	1.1	2.2	41.6	25.4	3.8	0.4
Boat	4.3	—	13.5	56.5	25.5	—	0.2
Totals, non-automobile	17.1	1.0	6.7	40.3	31.3	3.2	0.4
Automobile	4.0	0.4	10.0	54.9	27.5	1.5	1.7
Grand totals	9.2	0.6	8.7	49.2	28.9	2.2	1.2

¹ Aggregate of questionnaires reporting one purpose only.

Length of Stay

Respondents to the "mail questionnaire" were asked to indicate the time spent in the United States and data, when tabulated, showed that length of stay varied noticeably with purpose of trip, type of transportation used, province of re-entry and season of year. To avoid any unnecessary complication, figures for average length of stay used in this section will represent the over-all average for all types of transportation by the purpose of trip.

During 1959 Canadians in the United States for formal study spent an average of 88.8 days, 2 days less than in 1958. In sharp contrast are those who travelled to the United States to shop, spending on the average only 2.9 days, a period of time coinciding closely with the 48 hour minimum stay required

for customs exemption. This was the same figure as that recorded in the 1958 survey and averages by province as well as by season vary only slightly. Residents of Canada who journeyed to the United States for reasons of health remained an average of 45.5 days, almost 3 days longer than in 1958, while longest lengths of stay occurred in the second quarter when an average of 63.8 days was recorded, roughly 4 days longer than the comparable 1958 figure. This year people visiting friends or relatives in the United States stayed an average of 10.8 days, or nearly 1 day longer than those reporting recreation as their main purpose of trip. As in 1958, residents of the Western Provinces while visiting with American friends or relatives remained approximately 5 days longer than their counterparts in Ontario and Quebec who averaged roughly only 9.5 days. However, Westerners spent less time on recreation, due partly

CHART-2

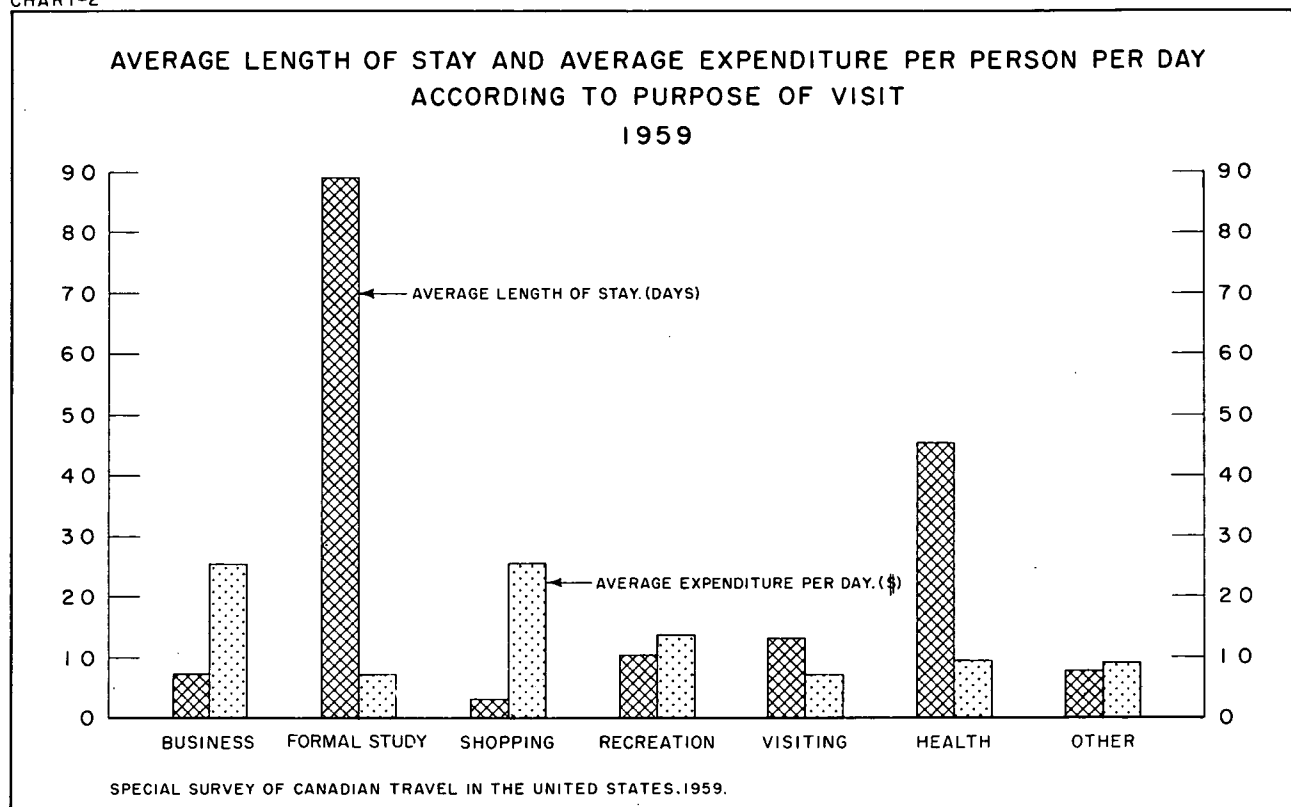
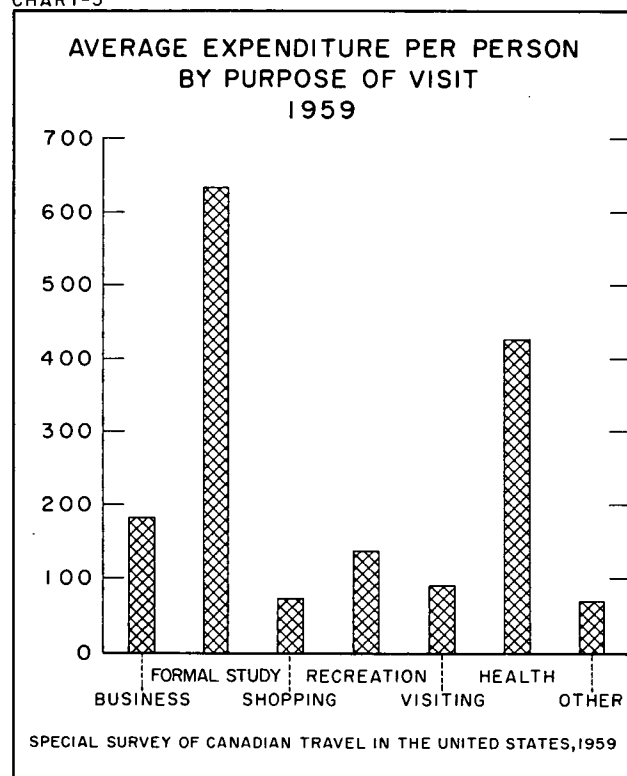


CHART-3



to the low average stay of 8.1 days recorded by persons from Manitoba. Similarly, as with the purpose of health, average length of stay for reasons of visiting and recreation are affected seasonally in that figures for the first and second quarters exceed those of the third and fourth, which is attributed to the fact that many Canadians are spending longer visits in the Southern States, reluctant to return to a cooler climate. Persons on business averaged 7.2 days in the United States, down slightly from 1958, while those indicating "other" reasons for trip stayed 7.8 days, an increase of 1.2 days over the 1958 figure.

Expenditures

The "mail questionnaire" also queried persons as to their expenditures in the United States, and this information was arranged according to purpose of trip by type of transportation used as well as by province of re-entry. Data on both average expenditure per person per day and average expenditure per person by purpose of trip are shown in Charts 2 and 3, respectively.

Canadians seeking formal study in the United States again spent the most per trip in 1959 with an average of \$633 per person, an increase since 1958 of roughly \$76, fairly indicative of the annually occurring rise in the cost of education. In contrast to the large amount spent per person, students spent

only \$7.14 on a per person per day basis, the second lowest average recorded for any purpose of trip. The group spending the second largest amount per person (\$426) were those travelling to the United States for purposes of health, with expenditures in 1959 amounting to nearly \$18 less per person than in 1958. Average expenditure per person on business was \$183 in 1959, a rise of \$9.51 per person over the 1958 figure. On a per day basis average expenditure per person on business increased slightly over 1958 to \$25.38.

Considering persons on recreation the over-all average expenditure per person decreased from \$148 in 1958 to \$138 in 1959, as did the average expenditure per person per day, falling from \$14.16 to \$13.52. On a provincial basis, residents of the Maritimes spent on the average \$41.28 less per person than in 1958, but, on the other hand, this was partially offset by an increase in the figure for Saskatchewan. There was little significant difference from 1958 in figures for average expenditure per person on recreation when type of transportation was considered and travellers by plane maintained their position as the group recording the highest amount in this category; spending on the average \$238.30, considerably higher than the over-all average, but down nearly \$4 per person from the 1958 figure for plane.

Canadians visiting friends or relatives in the United States, as compiled from the survey, increased their average expenditure over 1958 to \$91 and their expenditures per day to \$7.01. There was relatively little change from 1958 in the average expenditures by type of transportation for persons visiting friends or relatives. Respondents travelling by plane continued to spend the most per person, which in 1959 was \$141, or roughly \$50 per person more than the average for all types of transportation used for visits to friends or relatives. Also for this purpose, those travelling by car accounted for the least amount per person, the figure amounting to \$48, or approximately \$43 less than the over-all average of \$91. Again in 1959, residents of Alberta spent more per person while visiting friends or relatives in the United States than did residents of any other province, with an increase over 1958 of almost \$41 per person, which helped to maintain the average for the Western Provinces slightly above that of Canada as a whole.

The average expenditure per person shopping in the United States was recorded as \$74, which this year is an amount greater than the average of \$70 spent for "other" reasons. In 1958, corresponding averages for shopping and "other" reasons were \$73 and \$78, respectively, lower in the first case and higher in the second than the amounts spent on these two categories in 1959. The amount spent daily by each person for these two purposes was \$25.36 in the case of shopping and \$9.07 in the case of "other" reasons. So far as shopping is concerned the 1959 figure is equal to that of 1958, while the average \$9.07 spent per day by those specifying "other" reasons is down almost \$3 from the previous year. There was little difference in 1959 in the

variation recorded among provinces for either purpose, as residents of Quebec continued to spend the most per shopper as well as for "other" reasons. Generally speaking, in both cases, Westerners spent considerably less per person than the over-all average. Shoppers travelling by plane averaged \$117 per person, again the highest for any type of transportation, while those travelling by car averaged the lowest expenditure, or \$66 per person. This situation was similarly reproduced by those specifying "other" reasons for the trip when travellers by plane averaged \$279 per person, while motorists averaged only \$49.

Destination

The special survey also provides interesting information on the chief destination of Canadian travellers to the United States. This information, when tabulated, is arranged and presented in three ways: the state of destination on a quarterly or seasonal basis; the state of destination by province of re-entry (which, as mentioned previously, might well be considered the province of residence); and by area visited regardless of season or the province of re-entry. The resulting data on destination is presented in Tables 13 and 14 and by Map 1. The state farthest from the Canadian-United States border was used as the chief destination when questionnaires reported more than one destination, with the result that figures for states situated immediately south of the border should be considered as minimal. For example, of those Canadians recorded to have visited a state farther south, many may have visited New York State on the way but are not included in the figure for that state. In addition, the survey canvassed only those people who remained in the United States for 48 hours or over, thus excluding the large number of visits to border states which occur in the short-term traffic. Data in Tables 13 and 14 is chiefly representative of the non-automobile traffic although some automobile traffic is also included.

Table 13 shows that New York State, with 27 per cent, continues to receive a larger percentage of Canadian visitors than any other state and, furthermore, during the fourth quarter, when shopping as a purpose of visit is at a high, this figure stood at 31 per cent. The state of Washington which replaced Florida in 1958 as the next most important destination, held firm to this position in 1959, with an average for the year of 11 per cent. On the other hand, Florida with an over-all average of 10 per cent did attract 26 per cent of the Canadians visiting the United States during the first quarter of the year. While this was the highest percentage of any state and an absolute rise over 2 per cent for the quarter when compared with 1958, it should be taken into consideration that this figure includes persons who spent some of the fourth quarter of the previous year down south and returned during the first quarter of 1959. Slightly over 9 per cent of the respondents reported their destination as Michigan which, again, is the fourth state in order of importance although

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(PERCENTAGE)



approximately 5 per cent fewer Canadians listed this state in the fourth quarter of 1959 than in 1958. However, increases in the other quarters were sufficient to offset this decrease. California was visited by 6 per cent of the respondents and, similar to Florida, the percentage was highest in the first quarter of 1959. Data on states, other than the five most popular as discussed above, may be ascertained by reference to Table 13.

When information on chief destination was arranged according to province of re-entry, it was obvious that certain states are frequented more than others by residents of the various Canadian provinces. For example, of those entering Canada through ports in the Atlantic Provinces, the majority were returning from visits to either Maine, Massachusetts, or New York State, with their visits to other states insignificant in comparison. Moreover, in 1959, Maine and Massachusetts each received some 29 per cent of these respondents while corresponding figures for 1958 were Maine 26 per cent and Massachusetts 34 per cent. Almost 41 out of every 100 Quebec respondents favoured visits to New York State, an increase of approximately 2 per cent over the 1958 figure. The same percentage of Quebec residents were attracted to Florida in 1959 as in 1958 and, furthermore, the 12 per cent recorded was sufficient to place this state second in order of importance, while Massachusetts with 10 per cent, although between 1 and 2 per cent lower than in 1958, was the next choice of respondents re-entering Quebec. The pattern of destination for those respondents re-entering Canada through Ontario ports is quite similar to that established in 1958. Again in 1959, New York State was the preferred destination in 35 per cent of the cases, followed by Michigan and Florida with 17 and 15 per cent, respectively. The majority of visits to Minnesota were from residents of Manitoba who accounted for 40 per cent of the visits to this state. Some 30 per cent of the re-entries through ports in Saskatchewan reported visits to North Dakota while, on the other hand, Michigan was the destination for 26 per cent. When Alberta was the province of re-entry, the most important state of destination was Montana, which occurred 33 per cent of the time or slightly less frequent than in 1958. Generally speaking, the states lying immediately south of the Canadian-American International Boundary attract the majority of visits from residents of the provinces on which they border.

This is again reflected in the pattern of data on re-entries through ports in British Columbia, of which between 56 and 57 per cent indicated trips no farther south than Washington state, while 10 per cent went to Oregon. However, most of the residents of this province who did travel farther south restricted their journeys to the West Coast, with 20 per cent reporting their destination as California.

Map 1 shows the destination by area, of long-term Canadian travellers in the United States during 1959, regardless of season or province of residence. In an effort to avoid needless discussion and comparison of insignificant percentages for many of the states, they have been grouped into nine different areas. There was very little difference in the percentage of visits to each area in 1959. The Middle Atlantic States of New York, New Jersey and Pennsylvania were frequented by over 30 per cent of the respondents, only 0.6 per cent more than in 1958. However, most of this figure can be attributed to the high rate of visits reported for New York State. The Pacific States of Washington, Oregon and California were visited by approximately the same number as in 1958 (19 per cent) and, similar to the situation existing in the Middle Atlantic States, over half of this figure can be credited to one state, namely Washington. The area receiving the third largest number of Canadian residents (15 per cent) was the East North Central region comprising the states of Michigan, Illinois, Ohio, Wisconsin and Indiana, favoured in that order, with most (9.3 per cent) of these visits being recorded to Michigan. The figure for this region, however, is down 1.6 per cent from 1958, the widest variation recorded for any region in comparison with data of the previous year. A slightly lower percentage of visits was recorded to the South Atlantic States including, among others, Florida, District of Columbia, Virginia, North Carolina and Maryland with 13.0 per cent of the respondents as compared to 13.5 per cent in 1958. The New England States accounted for nearly 12 per cent of those reporting destinations, while the Mountain, West North Central, West South Central and East South Central regions, although comprising 23 of the states, together attracted approximately only 11 per cent of Canadian visitors, over half of whom had indicated trips to the West North Central region, particularly the state of Minnesota. The state of Alaska was visited by the same percentage of Canadians in 1959 as in 1958, namely 0.1 per cent.

Travel Between Canada and Overseas Countries

Volume of Travel

Travel between Canada and overseas countries in 1959 was estimated at 270,000 visits, representing an expansion of between 12 and 13 per cent as compared to a 10 per cent gain in volume during 1958. A breakdown of total travel shows that visits to Canada by residents of overseas countries numbered nearly 67,000, while re-entries by residents of Canada returning from visits overseas totalled almost 203,000. The increase in Canadian residents

returning to Canada from trips overseas (almost 17 per cent) was once again more pronounced than the expansion of foreign travel to Canada (just under 2 per cent). Corresponding rates of gain for 1958 were 10 per cent and 7 per cent, respectively.

Expenditures

Expenditures involved in overseas travel were also greater than in 1958. However, all of the expansion was attributable to expenditures of Canadians

travelling abroad, as receipts from overseas visitors to Canada failed to record any increase over the previous year. Canadians spent \$150 million in overseas countries during 1959, some \$21 million or 16 per cent more than in 1958, while receipts from overseas visitors remained unchanged at \$40 million. This had the effect of increasing Canada's

travel deficit in the overseas account from \$89 million in 1958 to \$110 million in 1959, the highest on record. Moreover, it should be noted, that the debit balance in the overseas account represented almost 53 per cent of Canada's total travel deficit in 1959 compared with 46 per cent in 1958.

STATEMENT 15. Balance of Payments on Travel Account Between Canada and Overseas Countries, 1958 and 1959¹

Net Credits (+) Net Debits (-)

	All overseas countries		United Kingdom		Other sterling area		Other O.E.E.C. countries		All other countries	
	1958	1959	1958	1959	1958	1959	1958	1959	1958	1959
	millions of dollars									
Receipts	40	40	18	18	6	6	11	11	5	5
Payments	129	150	52	62	11	13	52	60	14	15
Net balance	- 89	-110	-34	-44	- 5	- 7	-41	-49	- 9	-10

¹ Subject to revision.

Overseas Visitors to Canada

Volume and Expenditures

In 1959 non-resident visitors (other than immigrants) arriving in Canada direct from overseas countries through Canadian ports of entry numbered 41,600, an increase of 3,200 visits or 8 per cent in comparison with 1958. In addition to persons arriving direct from overseas countries an estimated 25,000 arrived via the United States, making a total of 66,600 visits. Those entering Canada direct constituted between 62 and 63 per cent of the total and are of greater importance in a consideration of volume and expenditures than those entering by way of the United States.

Receipts from residents of overseas countries travelling in Canada remained at \$40 million, the record established in 1958. The breakdown reveals that some \$21 million or over 50 per cent was attributable to transportation costs paid Canadian carriers covering fares to and from Canada, while the remainder (about \$19 million) was credited to expenditures within Canada.

Air travel as a means of oceanic transportation directly between overseas countries and Canada became increasingly popular in 1959, accounting for 57 per cent of the non-resident direct entries compared with 53 per cent in 1958. Arrivals by ship fell correspondingly from 47 per cent in 1958 to 43 per cent in 1959. An analysis of the type of transportation used by overseas travellers entering Canada via the United States reveals a greater spread, with

approximately 66 per cent arriving by plane and 34 per cent by boat. The trend towards increased air travel (in recent years) has, no doubt, been influenced by the introduction of economy flights and improved service. Canadian air and steamship lines carried about 39 per cent of the non-resident visitors entering Canada direct in 1959, or some 2 per cent less than in 1958 and between 3 and 4 per cent fewer than in 1957.

Although there was an increase of 5 per cent over 1958 in the number of visitors arriving direct from the United Kingdom, the proportion of the total they represented declined from 57 per cent in 1958 to 55 per cent in 1959. The proportion originating in other Commonwealth countries amounted to some 10 per cent in 1959 as compared with 9 per cent in 1958 and about 12 per cent in earlier years. Approximately 29 per cent of the direct entries indicated other European countries as their last permanent residence compared to 26 per cent in 1958, while the number originating in other areas not already specified amounted to about 5 per cent as compared with 6 per cent in 1958.

Purpose of Visit

During 1959 the Department of Citizenship and Immigration made available, for the first time, information on purpose of visit of non-immigrant visitors entering Canada from overseas countries. This information has been arranged in various categories and is presented in Statements 17 and 18.

STATEMENT 16. Number of Non-Immigrant Visitors Entering Canada Direct from Overseas Countries, by Type of Transportation, Principal Countries, 1958 and 1959

Country of residence	Arrivals by aeroplane		Arrivals by vessel		Total	
	1958	1959	1958	1959	1958	1959
United Kingdom	10, 236	11, 784	11, 680	11, 267	21, 916	23, 051
England	8, 092	9, 395	8, 627	8, 592	16, 719	17, 987
Scotland	1, 724	1, 922	2, 230	1, 950	3, 954	3, 872
Northern Ireland	244	284	456	414	700	698
Wales	151	148	319	258	470	406
Lesser British Isles	25	35	48	53	73	88
Per cent of totals	50. 5	49. 9	64. 5	62. 6	57. 1	55. 4
Commonwealth countries (n.e.s.)	2, 910	2, 885	1, 289	1, 357	4, 199	4, 242
Australia	506	544	650	728	1, 156	1, 272
West Indies Federation	794	831	131	106	925	937
Bermuda	436	488	6	18	442	506
New Zealand	269	217	218	232	487	449
India	173	192	47	50	220	242
Union of South Africa	115	141	71	86	186	227
Hong Kong	340	188	11	9	351	197
Other Commonwealth countries	277	284	155	128	432	412
Per cent of totals	14. 3	12. 2	7. 1	7. 5	10. 9	10. 2
Europe (n.e.s.)	5, 165	6, 975	4, 881	5, 119	10, 046	12, 094
Germany	1, 215	1, 573	1, 269	1, 454	2, 484	3, 027
Netherlands	911	1, 283	1, 492	1, 636	2, 403	2, 919
France	1, 203	1, 340	689	578	1, 892	1, 918
Italy	159	305	116	236	275	541
Belgium	251	353	101	120	352	473
Switzerland	295	345	109	114	404	459
Austria	122	251	105	202	227	453
Poland	83	94	460	342	543	436
Denmark	141	298	98	93	239	391
Norway	116	240	72	76	188	316
Ireland (Republic)	99	154	106	110	205	264
Sweden	97	195	26	35	123	230
Czechoslovakia	63	144	2	8	65	152
U.S.S.R.	79	115	1	1	80	116
Other European countries	331	285	235	114	566	399
Per cent of totals	25. 5	29. 5	26. 9	28. 5	26. 2	29. 0
Others	1, 976	1, 979	268	250	2, 244	2, 229
Mexico	700	769	29	5	729	774
Japan	230	291	38	115	268	406
South America	374	313	66	29	440	342
Asia (n.e.s.)	200	146	38	44	238	190
Africa (n.e.s.)	90	112	33	27	123	139
Other countries	382	348	64	30	446	378
Per cent of totals	9. 7	8. 4	1. 5	1. 4	5. 8	5. 4
Totals	20, 287	23, 623	18, 118	17, 993	38, 405	41, 616

n.e.s. — not elsewhere specified.

Over 75 per cent of the non-immigrant entries in 1959 had come to Canada as tourists or visitors. Approximately 14 per cent entered Canada either on temporary professional services or for religious purposes. Of the remainder, between 4 and 5 per cent were classified as students, between 2 and 3 per cent were diplomats or members of Allied Forces, approximately 2 per cent were either in transit through Canada or members of ships' crews, while the number who entered Canada as entertainers or for "other" purposes each accounted for slightly less than 1 per cent.

An examination by country of last permanent residence reveals that 80 out of every 100 persons from the United Kingdom were either tourists or visitors in Canada. The proportion of entrants from each of the United Kingdom countries, who indicated one or other of these two reasons, ranged from 95 per cent for Northern Ireland to 77 per cent for England. Persons on temporary professional services (including clergymen) accounted for almost 15 per cent of the entries from the United Kingdom. Diplomats and members of the Allied Forces accounted for approximately 2 per cent of the entries and were most frequent among arrivals from England. Those travelling in transit or as members of ships' crews represented almost 2 per cent of the entries from the United Kingdom, while less than 1 per cent were classified as students, entertainers or persons indicating "other" reasons for travel.

About 69 per cent of the non-immigrants entering Canada from Commonwealth countries other than the United Kingdom were either tourists or had come to Canada to visit. Entries of students from this area were significantly higher than the average for all countries, accounting for 18 per cent of the arrivals. Canadian schools, universities, and other training courses were attended by almost 57 per cent of the visiting residents of India, 33 per cent of those arriving from the West Indies Federation, and 25 per cent of the entries originating in other Commonwealth countries. A further analysis shows that slightly over 8 per cent of the visitors from the other Commonwealth countries indicated temporary professional services (including clergymen) as the reason for the trip. On a detailed basis, the highest proportions were from the Union of South Africa (17.5 per cent) and Australia (13 per cent). Persons travelling either in transit through Canada or as members of ships' crews, and those entering as diplomats or members of the Allied Forces, each accounted for almost 2 per cent. At the same time, entertainers from the other Commonwealth countries represented a very small proportion while visits for "other" reasons amounted to about 1 per cent of the total.

Tourists and visitors accounted for almost 74 per cent of the entries from European countries other than the United Kingdom. Moreover, the proportion indicating these reasons for travel ranged from over 87 per cent of the entries from the Netherlands to 15 per cent of the entries from the U.S.S.R. Approximately 83 out of every 100 persons from both Poland

and the Republic of Ireland were classified as tourists and visitors, as were 79 per cent of the residents of Germany who travelled in Canada during 1959. It was from Continental Europe that the largest proportion of persons came who either indicated temporary professional services or were clergymen, representing nearly 16 per cent of the visitors from this area. The greatest proportion of entries who came for either of these two reasons originated in Czechoslovakia, accounting for between 45 and 46 per cent of the travellers from this country, while 31 per cent of the persons from Sweden specified similar purposes. The third largest group of entries from European countries consisted of diplomats and members of the Allied Forces, representing between 3 and 4 per cent of the arrivals from this area. However, the percentages ranged from almost 50 per cent of the Russian and 21 per cent of the Czechoslovakian entries to less than 1 per cent of the entries originating in Sweden. Although only 3 out of every 100 non-immigrant entries into Canada from Europe were either in transit or members of ships' crews, this percentage was still higher than the average for all countries of about 2 in every 100 entering under this category. Furthermore, a consideration of the proportion of entries from various countries within Continental Europe, who were either in transit or members of ships' crews, shows that these two purposes accounted for over 29 per cent of the Norwegian, 14 per cent of the Czechoslovakian and almost 5 per cent of the Italian entries into Canada in 1959. Students, entertainers, and persons listing "other" reasons of travel each accounted for between 1 and 2 per cent of the total number of entries from European countries other than the United Kingdom.

Entries from principal countries and areas not already specified are treated in Statement 17 under the residual heading "Others". About 64 per cent of these persons came to Canada as tourists and visitors which is considerably lower than the overall average (between 75 and 76 per cent). However, the percentages for the countries in the grouping "Others" varies considerably within this category as approximately 68 per cent of the entries from each of Mexico and South America indicated touring or visiting as their purpose of trip. On the other hand, a much lower proportion (between 27 and 28 per cent) of the persons arriving in Canada from countries in Asia specified either of these two reasons. Almost 18 in every 100 entries from countries under the residual heading "Others" were students. Temporary professional services (including clergymen) were indicated by 10 per cent of the visitors in this residual grouping, with the proportion varying from over 27 per cent of the visiting residents of Japan to only 5 per cent of the visitors from "other countries". It is notable that of the entries from countries included in the residual grouping termed "Others" nearly 3 per cent were persons whose purpose of trip was connected with entertainment; this is a significantly higher percentage of entertainers than that recorded by all non-immigrant entries. Approximately 9 out of every 100

**STATEMENT 17. Non-Immigrant Visitors Entering Canada from Overseas Countries,
by Purpose of Visit, Principal Countries, 1959**

Country of residence	Tourists and visitors	Temporary profess- ional services and clergymen	Students	Diplomats and members of Allied Forces	In transit and members of crews	Enter- tainers	Other
	per cent						
United Kingdom:							
England	77.05	17.16	0.81	2.59	1.91	0.37	0.11
Scotland	92.11	5.61	0.15	0.45	1.25	0.15	0.28
Northern Ireland	94.63	3.89	0.27	0.94	0.27	—	—
Wales	89.67	5.16	0.47	1.88	2.82	—	—
Lesser British Isles	90.31	3.23	5.38	—	1.08	—	—
Totals.....	80.34	14.58	0.70	2.17	1.77	0.31	0.13
Commonwealth countries (n.e.s.):							
Australia	81.65	13.31	0.70	2.24	2.03	—	0.07
West Indies Federation	55.77	6.83	33.26	0.41	2.14	0.97	0.62
Bermuda	71.04	3.70	20.54	—	1.01	—	3.71
New Zealand	89.00	8.15	0.20	0.41	2.04	0.20	—
India	25.83	11.11	56.75	6.01	—	0.30	—
Union of South Africa	77.61	17.54	0.37	3.36	0.75	0.37	—
Hong Kong	75.94	3.51	15.82	1.31	1.14	—	2.28
Other Commonwealth countries	57.51	7.61	25.05	3.15	6.12	0.19	0.37
Totals.....	69.03	8.20	17.92	1.61	1.98	0.28	0.98
Europe (n.e.s.):							
Germany	79.05	15.11	0.90	1.79	2.53	0.27	0.35
Netherlands	87.40	8.90	0.88	1.40	1.26	0.16	—
France	66.36	24.66	2.28	2.42	1.40	2.23	0.65
Italy	56.15	22.10	1.48	1.25	4.67	2.85	11.50
Belgium	69.20	18.49	0.88	9.68	0.35	0.70	0.70
Switzerland	66.68	26.80	1.89	2.06	2.23	0.17	0.17
Austria	62.34	10.02	0.56	1.48	0.37	19.48	5.75
Poland	82.94	3.62	0.86	8.10	2.41	—	2.07
Denmark	78.25	9.30	1.80	7.80	2.85	—	—
Norway	43.46	17.34	1.66	8.08	29.22	—	0.24
Ireland (Republic)	83.04	11.31	0.71	1.77	2.83	—	0.34
Sweden	64.22	30.96	1.02	0.51	2.28	0.25	0.76
Czechoslovakia	17.95	45.52	1.28	21.15	14.10	—	—
U.S.S.R.	15.13	27.73	2.52	49.58	—	5.04	—
Other European countries	70.75	12.26	3.90	7.80	1.39	0.56	3.34
Totals	73.66	15.76	1.46	3.43	2.94	1.41	1.34
Others:							
Mexico	67.47	8.19	17.15	0.22	5.09	1.88	—
Japan	43.93	27.38	7.70	8.20	3.28	9.18	0.33
South America	67.78	6.82	21.19	0.62	0.37	3.10	0.12
Asia (n.e.s.)	27.57	7.03	55.67	7.03	0.54	2.16	—
Africa (n.e.s.)	54.33	14.81	30.86	—	—	—	—
Other countries	70.56	5.01	17.49	4.01	2.08	0.85	—
Totals.....	63.73	10.12	17.88	3.19	2.33	2.61	0.14
Grand totals.....	75.45	13.76	4.57	2.57	2.20	0.84	0.61

n.e.s. — not elsewhere specified.

Japanese residents visiting Canada in 1959 and 3 out of every 100 South American residents indicated entertainment as their reason for coming to Canada. Diplomats and members of the Allied Forces ac-

counted for about 3 per cent of the entries from principal countries and areas grouped under "Others", while slightly over 2 per cent were either travelling in transit or were members of ships' crews.

**STATEMENT 18. Non-Immigrant Visitors Entering Canada from Overseas Countries,
by Purpose of Visit, Principal Areas, 1959**

Area of residence	Tourists and visitors	Temporary professional services and clergymen	Students	Diplomats and members of Allied Forces	In transit and members of crews	Entertainers	Other
	per cent						
United Kingdom	51.25	51.00	7.34	40.51	38.59	17.88	10.10
Other Commonwealth countries ..	11.50	7.49	49.24	7.87	11.27	4.24	20.20
Other Europe	29.99	35.19	9.81	40.97	41.03	51.29	67.75
Others	7.26	6.32	33.61	10.65	9.11	26.59	1.95
Totals	100.00	100.00	100.00	100.00	100.00	100.00	100.00

A further analysis on purpose of trip reported by non-immigrants according to area of residence is revealed in Statement 18. For example, of all persons indicating touring or visiting over 50 per cent originated in the United Kingdom, 30 per cent came from other European countries, between 11 and 12 per cent were residents of other Commonwealth countries, and slightly over 7 per cent were from "Other" countries. Similarly, of persons on temporary professional services (including clergymen) 51 per cent were from the United Kingdom, 35 per cent from other European countries, between 7 and 8 per cent from other Commonwealth countries, and roughly 6 per cent from "Other" countries. On the other hand, the largest number of students (approximately 49 per cent) originated in the other Commonwealth countries, while between 33 and 34 per cent arrived in Canada from "Other" countries. Almost 10 per cent of the students were residents of Continental European countries and slightly over 7 per cent had

come from the United Kingdom. Approximately the same number (41 per cent) of diplomats and members of the Allied Forces came from the United Kingdom and other Europe, respectively, while almost 11 per cent had come from "Other" countries and 8 per cent from the other Commonwealth countries. Persons travelling either in transit or as members of ships' crews, consisted of 41 per cent from countries in Continental Europe, 39 per cent from the United Kingdom, slightly over 11 per cent from other Commonwealth countries, and about 9 per cent from "Other" countries. Over half of the entertainers (51 per cent) came to Canada from Continental Europe, 27 per cent were from "Other" countries, 18 per cent from the United Kingdom, and a little more than 4 per cent had come from the other Commonwealth countries. The majority of the entries specifying "other" reasons for travel to Canada (68 per cent) were from countries in Continental Europe.

Canadian Travellers Overseas (Returning Direct)

Volume and Expenditures

In 1959 Canadians returning direct from overseas numbered 156,800, an increase of 24,700 re-entries over the year 1958. Not only did this establish a new high in volume, but it marked an expansion in the rate of re-entries which in 1958 had experienced a decrease from the previous year. Some 19 per cent more Canadians re-entered Canada direct in 1959 as compared to a 10 per cent increase in 1958.

Expenditures of those returning direct from overseas in 1959 also reached a new high of \$123 million, out of the total of \$150 million covering all Canadian travel expenditures overseas. This sub-

total exceeds the amount spent in 1958 by \$20 million and represents an increase of 19 per cent. Estimates for 1959 revealed that Canadians returning direct from travel in overseas countries allocated \$54 million of their expenditures to travel in the United Kingdom and \$49 million to other European countries, representing increases of \$9 million or 22 per cent and \$5 million or 11 per cent, respectively over corresponding figures for 1958. Countries designated as "other British" received \$9 million of the Canadian overseas travel account, approximately \$2 million or 32 per cent more than during 1958, while those referred to as "other countries" received \$10 million in 1959 as compared to \$8 million in 1958, or an increase of 32 per cent.

In 1959, as in 1958, transportation costs to and from North America accounted for 47 per cent of the expenditures reported by Canadians returning direct from overseas countries. However, the proportion of transportation costs received by Canadian carriers fell slightly from 40 per cent in 1958 to 39 per cent in 1959. Comparable data released by the United States Department of Commerce revealed that overseas transportation costs paid by Americans were about equally divided between foreign and domestic carriers.

As in recent years, a survey of selected groups of travellers returning direct from overseas has yielded additional information concerning type of transportation, destination, points of departure and re-entry, purpose of visit, etc. Results of these surveys have been reasonably consistent from year to year and extensions of the coverage have been valuable in providing more information on Canadian travel to overseas countries.

**STATEMENT 19. Residents of Canada Returning Direct from Overseas Countries,
Principal Ports of Re-Entry, 1955 - 59**

Port of re-entry	1955	1956	1957	1958	1959
Gander, Nfld.	9,729	1,925	3,254	2,665	3,578
Dorval, Que.	19,507	33,415	37,927	49,383	64,938
Malton, Ont.	7,823	13,592	15,962	21,067	23,765
Edmonton, Alta.	—	—	—	—	1,462
Vancouver, B.C. (Aeroplane).....	4,523	7,472	9,369	9,897	12,905
St. John's, Nfld.	608	720	710	573	537
Halifax, N.S.	6,713	5,892	7,557	4,138	4,055
St. John, N.B.	1,034	1,089	1,373	1,281	940
Quebec, ¹ Que.	33,408	37,182	38,877	38,453	39,704
Vancouver, B.C. (Vessel).....	1,039	1,182	1,332	1,258	1,493
Other ports	3,635	3,625	3,541	3,404	3,428
Totals, all ports	88,019	106,094	119,902	132,119	156,805

¹ Many returning residents cleared at Quebec disembark at Montreal.

Type of Transportation

The percentage of overseas transportation costs (of persons returning direct) which were allocated to air travel again increased substantially over the figure of the previous year. Whereas in 1958, air lines received approximately 61 per cent of transportation fares and steamship lines 39 per cent, in 1959 the distribution was increasingly uneven, with air lines receiving 67 per cent and steamship lines only 33 per cent of the total overseas transportation costs. The increasing popularity of air travel is evidenced by an analysis of Statement 19 which shows substantial increases in the volume of re-entries through airports over the years and corresponding decreases in the number of persons returning by boat. Furthermore, all main airports recorded increased traffic in 1959, including Gander, Newfoundland, which in 1958 was the only one to experience fewer re-entries than in 1957. For the first time, traffic through the airport at Edmonton has been sufficiently heavy to merit listing it as a

principal port of re-entry. In 1959 ports registering re-entries by air accounted for 68 per cent of total re-entries, as compared with between 62 and 63 per cent in 1958 and 56 per cent in 1957. On the other hand, ports showing re-entries by vessel accounted for 30 per cent of the re-entries in 1959, compared with 35 per cent in 1958 and 41 per cent in 1957. Ports not specified in the statement continued to account for between 2 and 3 per cent of the re-entries in 1959, as they did in 1958. The number of Canadians returning by plane advanced to 106,600 in 1959 from 83,000 in 1958, a gain of 23,600 re-entries or 28 per cent, considerably greater than the 25 per cent gain experienced in 1958. In addition, re-entries by vessel, which numbered 46,700 in 1959, exceeded the corresponding 1958 figure by 1,000 or 2 per cent; whereas in 1958, the number of Canadians re-entering by this means had decreased 8 per cent over the previous year. Similarly, re-entries through ports not specified, which, through 1955 to 1958 had been recording fewer re-entries, in 1959 were practically unchanged from the previous year. Persons re-

entering Canada at "Other Ports" as recorded in Statement 19 involved both types of transportation. The aggregate for all ports was about 19 per cent higher than the previous year. A further breakdown of data by quarters is given in Statement 20, which shows the seasonal effect on the volume of travel overseas. Both re-entries by air and steamship lines are greatest during the third quarter. During this period, traffic at the Atlantic seaports of Halifax, N.S. and St. John, N.B. is at a minimum; but, how-

ever, there is a substantial increase in activity at these ports in the first quarter of the year, when Quebec and Montreal are closed to navigation for the winter months. In addition, re-entries of Canadians returning direct from visits to overseas countries through the airport at Malton, Ontario, were highest during the first quarter of 1959; whereas in 1958 traffic at this port reached its peak during the third quarter.

STATEMENT 20. Residents of Canada Returning Direct from Overseas Countries, Principal Ports of Re-Entry, compiled Quarterly, 1959

Port of re-entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Gander, Nfld.	296	548	1,342	1,392	3,578
Dorval, Que.	13,323	12,929	26,212	12,474	64,938
Malton, Ont.	8,398	4,980	7,089	3,298	23,765
Edmonton, Alta.	199	182	601	480	1,462
Vancouver, B.C. (Aeroplane)	4,737	2,352	3,219	2,597	12,905
St. John's, Nfld.	43	133	262	99	537
Halifax, N.S.	2,049	941	371	694	4,055
Saint John, N.B.	781	3	—	156	940
Quebec, ¹ Que.	—	7,410	21,285	11,009	39,704
Vancouver, B.C. (Vessel)	277	608	254	354	1,493
Other ports	78	423	2,226	701	3,428
Totals, all ports	30,181	30,509	62,861	33,254	156,805

¹ Many returning residents cleared at Quebec disembark at Montreal.

Destination

Canadian overseas travellers returning direct were also asked to specify their destination on the questionnaire. The results which follow are expressed in terms of percentages only as the information originates from a sample still in the process of development. Once again, this information was arranged on the basis of the area rather than the country visited, as many respondents, particularly those reporting visits to Europe, indicated visits to several countries on one trip abroad. A higher percentage of travellers reported visits to the United Kingdom in 1959 (29 per cent compared to 26 per cent in 1958), while the number combining trips to other Europe as well fell slightly to 30 per cent from 31 per cent in 1958. Those visiting Continental European countries declined to approximately 16 per cent of the total in 1959, as compared with 19 per cent in 1958. The percentage of persons reporting visits to the West Indies Federation, Bermuda, and Hawaii, remained fairly constant at 6 per cent,

5 per cent, and 4 per cent, respectively, while over 1 per cent fewer respondents indicated trips to Mexico than the 4 per cent who had visited there in 1958. Between 4 and 5 per cent of the respondents had visited a combination of several areas in 1959, compared to between 2 and 3 per cent in 1958, while those visiting Central America and the West Indies (not British) again accounted for about 1 per cent of the total number of visits. As in 1958, less than 1 per cent visited each of the following areas: Australia and New Zealand, other Commonwealth, South America, and other countries not already specified. It should be noted that the information presented above applies only to Canadians returning from overseas direct and does not take into account those returning via the United States.

Similar to previous years, a seasonal effect was noticeable in the proportion of Canadians recording visits to various overseas countries. In 1959 the United Kingdom was reported as the destination by

35 per cent of the respondents in the third quarter, 32 per cent in the fourth, 23 per cent in the second and 19 per cent in the first quarter. Combined visits to the United Kingdom and other Europe as well were greatest in the third and fourth quarters, accounting for about 37 and 36 per cent of the respondents, respectively, while the proportion visiting these areas in the first and second quarters was considerably lower at 15 and 24 per cent, respectively. The number of Canadians reporting visits to Continental European countries only did not show any significant seasonal variation from the yearly average, ranging between 15 and 16 per cent throughout each of the four quarters. Visits by Canadians to the West Indies Federation, Hawaii, and Mexico were most frequent during the first quarter of 1959, accounting for about 17 per cent, 11 per cent and 9 per cent of the respondents, respectively, while the proportion travelling to Bermuda reached a maximum of between 8 and 9 per cent during the second quarter.

An analysis of area visited according to port of re-entry also reveals some interesting comparisons. Of total re-entries through the ports of Gander and Dorval, indications were that 34 per cent had visited the United Kingdom only, 31 per cent had combined trips to other European countries as well, and 20 per cent had confined their travelling to European countries other than the United Kingdom. Approximately 6 per cent reported visits to the West Indies Federation and 3 per cent to Bermuda, while 4 per cent reported destinations in two or more areas.

A smaller proportion of visits (approximately 10 per cent) to each of the United Kingdom, the United Kingdom and other Europe, and other Europe only, was recorded by Canadians re-entering through Malton, while about 26 per cent had been to the West Indies Federation and 21 per cent to Bermuda. Mexico had been the destination of 12 per cent of the re-entries through this port, while the remainder of the re-entrants reported trips to either Central America and the West Indies not British (3 per cent), South America (2 per cent), and other British Commonwealth countries (1 per cent). Almost 4 per cent of the re-entries through the port of Malton indicated combined trips to several areas.

Of the total number of Canadians re-entering by air and ship at Vancouver, 40 per cent had been to Hawaii and 27 per cent to Europe. The breakdown of those visiting Europe shows 7 per cent had been to the United Kingdom and 7 per cent to other European countries, while between 12 and 13 per cent had combined visits to these two areas. The next largest proportion (between 6 and 7 per cent) had been to Mexico, while 6 per cent had travelled to Australia and New Zealand. Those reporting visits to more than one area accounted for 10 per cent of the total, while those visiting other countries not specified represented 7 per cent of the re-entries. Between 1 and 2 per cent went to South America and less than 1 per cent to Central America

and the non-British West Indies, while no visits were reported to the West Indies Federation or Bermuda.

Between 42 and 43 per cent of the respondents re-entering Canada by ship at Atlantic and St. Lawrence River ports had combined visits to the United Kingdom and other European countries, while 38 per cent indicated the United Kingdom, and 14 per cent other Europe, as their destinations. Approximately 5 per cent of these respondents reported visits to other areas overseas, with the majority combining destinations in several countries.

Length of Stay

A further analysis of returned questionnaires indicated that the length of stay recorded by Canadians returning from overseas countries direct, varied with the destination reported. For example, respondents averaged a stay of 52 days in the United Kingdom in 1959, as compared to 55 days in 1958 and 59 days in 1957. Persons returning by plane averaged 38 days, the same as in 1958, while those travelling by boat remained in the United Kingdom 71 days or 3 days less than in 1958.

Canadians combining trips to the United Kingdom and other Europe as well reported visits of 68 days in comparison with 66 days in 1958. Furthermore, this 68-day-visit averaged 35 days in the United Kingdom which is 3 days longer in comparison with 1958, and 33 days in other Europe, or 1 day less than in 1958. The average length of stay (93 days) of persons travelling by ship was much longer than that recorded by plane travellers (47 days), and exceeded the comparable 1958 figure by 9 days. On the other hand, the average stay of plane travellers remained unchanged over 1958. A breakdown of the length of stay as reported by persons using ships showed that they had spent 50 days in the United Kingdom and 43 days in other European countries; whereas Canadians re-entering by plane indicated visits of 23 and 24 days to these two areas, respectively.

As in 1958, visits of approximately 58 days were spent by Canadians on trips to Continental Europe. The average stay of those flying to their destination increased from 43 days in 1958 to 46 days in 1959, while similarly, longer visits were reported by boat travellers, who averaged approximately 86 days in comparison with 80 days in 1958.

Visits to other Commonwealth countries were chiefly by aeroplane, and considerable variation was evident in the length of stay. Persons visiting Bermuda averaged 14 days in comparison with 17 days in 1958, while travellers to the West Indies Federation remained 21 days or approximately the same length of time as in 1958. In comparison with the previous year, Canadians returning direct in 1959 from trips to Australia and New Zealand reported longer visits in those countries, while

respondents who had visited other British Commonwealth countries not already specified remained a shorter period of time.

Canadian residents visiting Central America and the non-British West Indies remained approximately 18 days, or 4 days more than during 1958. Respondents who had visited Mexico also averaged an 18-day-visit, which, however, was a decrease of 3 days in comparison with the time spent there in 1958. The time allotted to visits in South America increased considerably from 41 days in 1958 to 62 days in 1959, while the average length of stay in Hawaii fell from 29 to 25 days during the same period.

Purpose of Visit

Similar to the procedure followed in previous years, returned questionnaires reporting more than one purpose of trip were weighted and combined with

those reporting on one purpose only, in order to obtain a valid indication of the reasons given by Canadians for travelling overseas. Included in this procedure in 1959 are returned questionnaires reporting on trips to a combination of several areas, which, however, are not significant enough to place data for 1958 on a non-comparable basis. Final compilations revealed that approximately 42 per cent of the respondents had visited friends or relatives overseas in 1959, in comparison with 44 per cent in 1958. The number reporting recreation advanced moderately from 42 per cent in 1958 to over 43 per cent in 1959; whereas the proportions indicating business trips and formal study remained relatively constant at between 9 and 10 per cent and slightly over 1 per cent, respectively. There was only a slight increase over 1958 in the number of respondents travelling overseas for reasons of health, when between 3 and 4 per cent indicated this purpose of trip.

STATEMENT 21. Purpose of Visit reported by Canadians Returning Direct from Overseas Countries, compiled Quarterly by Type of Transportation, 1959

Type of transportation by quarter	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
Aeroplane:					
First quarter	8.4	0.3	6.5	48.3	36.5
Second quarter	15.0	0.1	5.3	48.9	30.7
Third quarter	9.4	0.6	1.1	43.9	45.0
Fourth quarter	16.2	1.1	2.3	37.2	43.2
Year	11.8	0.5	3.4	44.4	39.9
Vessel:					
First quarter	9.0	0.8	7.0	38.5	44.7
Second quarter	7.6	2.6	4.8	35.5	49.5
Third quarter	4.3	2.9	2.7	44.8	45.3
Fourth quarter	4.0	2.3	3.7	39.9	50.1
Year	5.2	2.6	3.6	41.5	47.1
Aeroplane and vessel:					
First quarter	8.5	0.3	6.6	46.9	37.7
Second quarter	12.6	1.0	5.1	44.4	36.9
Third quarter	7.3	1.5	1.8	44.3	45.1
Fourth quarter	11.9	1.5	2.8	38.2	45.6
Year	9.5	1.2	3.5	43.4	42.4

A breakdown of purpose of trip according to type of transportation, showing the seasonal effect as well, is presented in Statement 21. Trips overseas for recreation were reported by approximately 44 per cent of the air passengers and between 41 and 42 per cent of those travelling by ship. On the other hand, a larger number (47 per cent) of boat travellers indicated visits to friends or relatives overseas than did the proportion (40 per cent) of air travellers. Nearly 12 per cent of the respondents re-entering

Canada by plane, as opposed to only 5 per cent by boat, had been overseas on business, while there was very little difference between the percentage travelling by air and boat who reported health as their purpose of trip. Although the total number of re-entries, both air and boat, indicating formal study as a purpose of trip is quite small, the proportion of boat travellers who specified this purpose (almost 3 per cent) was much higher than the proportion of air travellers (less than 1 per cent).

A further analysis of Statement 21 shows the effect that the season of year has on the proportion of re-entries reporting various purposes of trip. Business trips made up higher ratios during the second and fourth quarters of 1959 and the least in the third quarter; whereas the proportion of respondents travelling overseas for formal study was highest during the third and fourth quarters and lowest in the first. Trips overseas for recreation were a higher ratio during the first quarter and were

at a minimum in the fourth, while the largest proportion of those who had visited friends or relatives travelled during the second half of 1959. Health as a reason for travel overseas was indicated by only about 2 per cent of the respondents in the third quarter, but by almost 7 per cent during the first quarter and 5 per cent during the second quarter. Generally, data presented in Statement 21 compares favourably with, and shows little variation from similar compilations of information in 1958.

STATEMENT 22. Purpose of Visit reported by Canadians Returning Direct from Overseas Countries, compiled by Destination, 1959

Destination reported	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
United Kingdom only	6.5	0.3	2.4	24.2	66.6
U.K. and Other European countries	13.8	2.6	1.8	52.4	29.4
Other European countries only	9.7	1.4	3.4	28.5	57.0
Other Commonwealth countries	5.4	—	8.2	68.1	18.3
All other countries	8.4	0.1	8.1	70.0	13.4
Grand totals	9.5	1.2	3.5	43.4	42.4

An analysis of purpose of trip according to area visited overseas is given in Statement 22. Considerable variation is noticeable. For example, almost 67 per cent of the respondents indicating trips to the United Kingdom had visited friends or relatives, compared with only 57 per cent of those travelling to other European countries, representing decreases of 7 and 3 percentage points, respectively over comparable 1958 figures. Thus, the trend indicated in earlier years towards increased visiting of friends or relatives in these areas appears to have been interrupted. Recreation accounted for 24 per cent of the visits to the United Kingdom in comparison with 17 per cent in 1958 and, moreover, was the reason for between 28 and 29 per cent of the visits to other European countries, an increase of about 2 per cent over 1958. Again in 1959 a greater percentage of respondents who had travelled to European countries other than the United Kingdom reported trips for business, formal study, and health, than those who had visited the United Kingdom only, while, at the same time, showing little variation in comparison with corresponding 1958 figures.

It can be readily observed that, of persons who combined trips to the United Kingdom and other European countries, a much larger percentage reported on recreation and business trips as well as formal study, than those who confined their travel to either area separately. On the other hand, only 29 per cent of the respondents who travelled in these two areas combined had reported visits to friends or relatives, which was considerably less than the number of visits for this purpose as reported by persons travelling in each area separately.

Moreover, in comparison with 1958, only the percentage of re-entrants who had visited the two areas combined for purposes of business and health recorded a change in 1959. While the number specifying business trips decreased by 1 per cent to 14 per cent in 1959, the percentage travelling overseas for health increased by about the same amount to approximately 2 per cent.

In comparison with 1958, the year 1959 registered increases of between 3 and 4 per cent in the proportion of travellers to other Commonwealth countries who indicated visits to friends or relatives, and 1 per cent in the number specifying health as a reason. This was accompanied by a decrease of almost 5 per cent in the percentage indicating recreation as the reason for travel. Business trips to this area were as frequent (about 5 per cent) in 1959 as in 1958.

Some changes occurred in the reason for travel as reported by Canadians returning direct from visits to overseas areas not already specified, which are considered collectively under the heading "all other countries". The most important travel areas included in this residual classification are Mexico, Hawaii, Cuba, Puerto Rico, and the countries of South America. A decrease from 76 per cent in 1958 to 70 per cent in 1959 in the number specifying recreation and an increase in the number visiting friends or relatives from 8 per cent to a little over 13 per cent were the most significant changes recorded for "all other countries", although the proportion of Canadian visitors to these areas for purposes of health advanced slightly to 8 per cent.

Canadian Travellers Overseas (Returning Via the United States)

For the second consecutive year information has been collected, by means of a questionnaire, from Canadians re-entering Canada via the United States after visits in overseas countries, thereby permitting comparisons of 1959 data with similar figures for 1958.

A total of 46,000 Canadians were estimated to have returned from overseas via the United States in 1959, some 4,000 or between 9 and 10 per cent more re-entries than in 1958. Expenditures of these travellers were estimated at \$27 million of which \$8 million was allocated to cover the cost of transportation (exclusive of the amount paid to United States and Canadian carriers).

Destination

As in the previous year, the patterns of overseas travel revealed in the sample of Canadians returning via the United States differed markedly in many instances from those established in the category of direct re-entries. For example, an analysis of the former according to destination overseas revealed that a greater percentage had visited countries readily accessible through the United States.

The most significant difference occurred in travel to Mexico, which accounted for 13 per cent of the visits reported by those returning via the United States but only 3 per cent of those returning direct from overseas. Travel to Mexico, as indicated by persons re-entering Canada via the United States, was down from the 22 per cent recorded in 1958. The proportion of indirect re-entries travelling to the West Indies Federation amounted to 16 per cent compared to 6 per cent for the direct. Trips to Bermuda were reported by between 10 and 11 per cent of those returning indirect (little change over 1958) in comparison with 5 per cent of the direct re-entries. Of Canadians returning to Canada through the United States some 9 per cent had been to Central America and the non-British West Indies, while nearly 5 per cent specified Hawaii as their destination. In comparison, corresponding figures for direct re-entries were 1 per cent and 4 per cent, respectively. Travel to South America accounted for 3 per cent of the via United States respondents, but less than 1 per cent of the direct. The former group recorded a slightly higher percentage of visits to remaining non-European areas, than were indicated by those in the latter classification.

STATEMENT 23. Purpose of Visit reported by Canadians Returning from Overseas Countries Via the United States, compiled by Destination, 1959

Destination reported	Business	Formal study	Health	Recreation	Visiting friends or relatives	Other
	per cent					
United Kingdom only	12.7	0.8	1.5	24.6	56.5	3.9
U.K. and other European countries	14.9	1.6	1.4	53.9	26.6	1.6
Other European countries only	10.4	0.4	3.4	26.5	57.5	1.8
Other Commonwealth countries	8.4	—	7.7	67.9	14.2	1.8
All other countries	9.0	0.1	5.1	68.1	14.1	3.6
Grand totals	10.6	0.5	4.6	55.6	26.2	2.5

A comparison of travel to European countries shows an opposite trend, with some 10 per cent of the re-entries via the United States reporting visits to the United Kingdom as opposed to 29 per cent of the re-entries direct. Trips to the United Kingdom in 1959 accounted for approximately 4 per cent more Canadians travelling overseas and returning via the United States than in 1958. The United Kingdom and other European countries were visited by 18 per cent of those re-entering via the United States compared with 30 per cent of the direct. The proportion of respondents returning to Canada through the United States who had been to Continental European countries advanced to 11 per cent in 1959, while 16 per cent of the direct re-entries had reported similar destinations.

Estimates of expenditures (including transportation costs) reveal that Canadian overseas travellers

returning via the United States allocated nearly \$4 million of their travel budget to visits in the United Kingdom, and nearly the same amount for overseas transportation to carriers registered in the United Kingdom. Other European countries received approximately \$7 million in payments from Canadians within the area, while approximately \$4 million was spent on oceanic transportation. Countries designated as other British (principally the West Indies Federation and Bermuda) were the recipients of some \$4 million mainly expenditures within the areas.

Length of Stay

Canadian residents returning from overseas via the United States in 1959 averaged 45.9 days abroad of which 8.3 days were spent en route in the United States. Longer lengths of stay en route by persons visiting countries closer to the United States, such

as Mexico, South America, and the West Indies Federation, were largely responsible for the over-all increase recorded in this category. Respondents visiting the United Kingdom in 1959 stayed an average of 41 days in addition to spending 6 days in the United States, and although the total travel time involved was between 6 and 7 days longer than in 1958, it was, however, some 5 days less than the length of stay averaged by the direct re-entries. Canadians combining trips to the United Kingdom and other European countries averaged 68 days overseas and 5 days in the United States. Trips to European countries other than the United Kingdom averaged between 61 and 62 days and comprised approximately 55 days overseas plus 6 days in the United States. Persons travelling overseas to this area and returning via the United States reported visits lasting on the average some 3 days longer than those indicated by the direct re-entries.

Canadians returning from Bermuda via the United States, while averaging approximately the same length of stay as those returning direct, did, on the other hand, remain in that country about 2 days less than in 1958. Respondents visiting Bermuda averaged a trip of 15 days, of which slightly over 3 days were spent in the United States. The average visit to the West Indies Federation by Canadians returning via the United States lasted 24 days, exceeding by about 3 days the average attained by persons returning direct. When questionnaires reporting trips to Mexico were tabulated it was found that the average length of visit, including the time spent in the United States en route, amounted to 32 days, about 7 days longer than in 1958. It was, in addition, a considerably longer visit than the 18-day-stay averaged by the direct re-entries. The average visit to Central America and the West Indies not British lasted 22 days, about 4 days longer than the 18 day average recorded for the direct re-entries. Respondents averaged 10 days in the United States and 12 days at destination. Travel to Hawaii comprised an average of 9 days en route in the United States and an average of 25 days at destination, some 9 days in excess of the average visit recorded by the direct re-entries. The average length of stay attained by returning Canadian residents who had visited Australia and New Zealand amounted to 62 days in 1959.

The most popular destinations during the first half of the year were the West Indies Federation and Mexico. The former accounted for 23 per cent of the re-entries in the first quarter and 19 per cent in the second, while similar travel figures for Mexico were 20 per cent and 14 per cent, respectively. However, the trend favoured European countries in the third quarter, with some 24 per cent of the returning residents in this period indicating trips to the United Kingdom and other Europe; while, in addition to persons visiting both areas, the proportion who visited these areas separately amounted to 17 per cent and 14 per cent, respectively. In the final quarter of the year visits to both the United Kingdom and other Europe accounted for 20 per cent of the re-entries via the United States; the proportion

visiting these areas separately in each case amounted to 9 per cent. During this period 14 per cent visited the West Indies Federation, while 13 per cent gave Mexico as their destination.

Purpose of Visit

A study of Canadians returning from overseas visits via the United States according to purpose of trip reveals certain patterns which differ from those established by the direct re-entries. For example, between 55 and 56 per cent of the via United States re-entries travelled overseas for recreation, exceeding the corresponding proportion of direct re-entries by some 12 percentage points. On the other hand, a much smaller percentage (26 per cent) of the indirect re-entries reported visits to friends or relatives as their purpose of trip than did the proportion (42 per cent) of direct re-entries. The percentage of Canadians returning direct and via the United States who indicated business, formal study or health as their reason for travelling overseas varied only slightly. Between 10 and 11 per cent of the respondents re-entering Canada through the United States had been overseas on business and between 4 and 5 per cent went for reasons of health, while less than 1 per cent indicated formal study. Respondents indicating "other" reasons for travel represented between 2 and 3 per cent of the total and in most cases specified shopping. However, it is possible that much of the shopping may have occurred en route in the United States.

Although in comparison with 1958, the proportion of respondents who indicated recreation fell 3 per cent, on the other hand, the percentage who reported visits to friends or relatives advanced some 4 per cent. The number of re-entries specifying travel overseas for reasons of health declined 2 per cent over the 1958 figure, while those checking "other" reasons recorded a slight gain of less than 1 per cent. The proportion reporting on overseas trips for business reasons and formal study showed little or no change from 1958.

Purpose of trip compiled by destination is presented in Statement 23. Of Canadians re-entering Canada via the United States after visits to the United Kingdom, between 56 and 57 per cent had visited friends or relatives, an increase of almost 7 percentage points over 1958. However, the proportion indicating recreation (25 per cent) and business (13 per cent) represented decreases of slightly over 6 percentage points and nearly 2 percentage points, respectively in comparison with similar figures for 1958. Travel to the United Kingdom and other Europe was mainly for recreation, accounting for approximately 54 per cent of the respondents visiting these areas in 1959, or an increase of about 9 percentage points over the previous year. The 27 per cent of the respondents who travelled to the United Kingdom and other Europe for the purpose of visiting friends or relatives represented a decrease of over 5 percentage points in comparison with 1958, while the proportion recording trips for business reasons also fell slightly to about 15 per cent. A study of travel to

Continental European countries reveals that the proportion of re-entries via the United States who had visited friends or relatives in this area registered a substantial gain accounting for between 57 and 58 per cent as compared to 47 per cent in 1958. On the other hand, decreases of between 6 and 7 percentage points appeared in the proportion checking recreation, while the percentages for health reasons or business purposes were down slightly as well.

Visits to other Commonwealth countries (principally Bermuda and the West Indies Federation) for recreation accounted for nearly 68 per cent of the respondents travelling to this area in 1959, little change over 1958. The purpose of visiting friends or relatives represented about 14 per cent of the trips in 1959 compared to 16 per cent in 1958. An

increase of 2 per cent was noted in the proportion of travellers to other Commonwealth countries who specified business reasons (8 per cent). As in 1958, a higher proportion of visitors to countries within this category indicated trips for reasons of health than travellers to any other area.

Travel to remaining countries (such as Mexico, Hawaii, and South America included in the residual classification "all other countries") was mainly for recreation, which accounted for some 68 per cent of the trips to these regions in 1959 as compared to between 69 and 70 per cent in 1958. Visiting friends or relatives was reported by about 14 per cent of the respondents visiting "all other countries", a gain of almost 3 percentage points over 1958, while, at the same time, business trips increased slightly to 9 per cent.

**STATEMENT 24. Purpose of Visit reported by Canadians Returning from Overseas Countries
Via the United States, compiled Quarterly, 1959**

	Business	Formal study	Health	Recreation	Visiting friends or relatives	Other
	per cent					
First quarter	7.9	—	12.0	59.9	20.2	—
Second quarter	12.2	0.5	5.1	52.3	25.4	4.5
Third quarter	8.8	0.7	1.5	53.3	33.9	1.8
Fourth quarter	13.6	0.9	2.1	59.0	20.8	3.6
Year	10.6	0.5	4.6	55.6	26.2	2.5

Statement 24 presents purpose of trip data on a quarterly basis for Canadians returning from overseas countries via the United States. As in 1958, trips overseas for recreation were most frequent in the first quarter, accounting for almost 60 per cent of the travel in this period, but down some 12 per cent from the 1958 figure. Recreation in the second quarter also recorded a decrease, from 60 per cent in 1958 to about 52 per cent in 1959, the minimum recorded for this purpose on a quarterly basis. However, recreational travel expanded during the remainder of the year, and accounted for 53 per cent of the travellers in the third quarter and 59 per cent in the fourth quarter, increases over similar 1958 figures of about 1 and 5 percentage points, respectively.

Visiting friends or relatives was again most popular during the third quarter, increasing to 34 per cent from 29 per cent in the same quarter of 1958. This purpose was, in addition, indicated more frequently during the first half of 1959 than 1958, advancing to approximately 20 per cent in the first quarter and between 25 and 26 per cent in the second, or increases of over 10 and 5 percentage points, respectively. Health as a purpose of trip

was reported quite often in the first and second quarters especially by those travelling to countries with warmer climates, with the proportion of respondents ranging from 12 per cent in the first quarter to between 1 and 2 per cent in the third.

Business trips again reached their maximum in the fourth quarter, accounting for between 13 and 14 per cent of the overseas via the United States travellers during this period. The most significant change occurred in the second quarter of 1959 as the proportion of respondents indicating business amounted to over 12 per cent compared to between 7 and 8 per cent in the same quarter of 1958.

In 1959, about 59 per cent of the respondents returning via the United States reported that they had travelled in groups of two or more, approximately the same percentage as in 1958. Although seasonal variation was evident, more people travelled in groups than singly throughout each of the four quarters. The highest proportion of group travel (66 per cent) occurred in the second quarter and the lowest (53 per cent) in the third, while 61 per cent of the travellers in each of the remaining quarters reported they had travelled in groups. The frequency of group travel was also affected by the purpose of

**STATEMENT 25. Quarterly Estimates of the Balance of Payments on Travel Account
between Canada and Other Countries, 1950 - 59¹**

	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	millions of dollars				
Quarterly receipts:					
1950	23	51	152	49	275
1951	23	51	157	43	274
1952	24	53	156	42	275
1953	26	57	172	47	302
1954	24	59	172	50	305
1955	26	66	182	54	328
1956	26	65	191	55	337
1957	31	76	197	59	363
1958	31	75	188	55	349
1959 ¹	32	86	212	61	391
Per cent of year:					
1950	8.4	18.5	55.3	17.8	100.0
1951	8.4	18.6	57.3	15.7	100.0
1952	8.7	19.3	56.7	15.3	100.0
1953	8.6	18.9	56.9	15.6	100.0
1954	7.9	19.3	56.4	16.4	100.0
1955	7.9	20.1	55.5	16.5	100.0
1956	7.7	19.3	56.7	16.3	100.0
1957	8.5	20.9	54.3	16.3	100.0
1958	8.9	21.5	53.9	15.7	100.0
1959 ¹	8.2	22.0	54.2	15.6	100.0
Quarterly payments:					
1950	36	58	79	53	226
1951	54	74	96	56	280
1952	63	97	110	71	341
1953	68	95	124	78	365
1954	65	102	134	88	389
1955	78	119	156	96	449
1956	93	133	169	103	498
1957	100	142	178	105	525
1958	100	140	192	110	542
1959 ¹	117	144	215	122	598
Per cent of year:					
1950	15.9	25.7	35.0	23.4	100.0
1951	19.3	26.4	34.3	20.0	100.0
1952	18.5	28.4	32.3	20.8	100.0
1953	18.6	26.0	34.0	21.4	100.0
1954	16.7	26.2	34.5	22.6	100.0
1955	17.4	26.5	34.7	21.4	100.0
1956	18.7	26.7	33.9	20.7	100.0
1957	19.1	27.0	33.9	20.0	100.0
1958	18.5	25.8	35.4	20.3	100.0
1959 ¹	19.6	24.1	35.9	20.4	100.0
Quarterly Balance (Net Credits + Net Debits -):					
1950	- 13	- 7	+ 73	- 4	+ 49
1951	- 31	- 23	+ 61	- 13	- 6
1952	- 39	- 44	+ 46	- 29	- 66
1953	- 42	- 38	+ 48	- 31	- 63
1954	- 41	- 43	+ 38	- 38	- 84
1955	- 52	- 53	+ 26	- 42	- 121
1956	- 67	- 68	+ 22	- 48	- 161
1957	- 69	- 66	+ 19	- 46	- 162
1958	- 69	- 65	- 4	- 55	- 193
1959 ¹	- 85	- 58	- 3	- 61	- 207

¹ Subject to revision.

trip ranging from 63 per cent of persons indicating recreation to only 11 per cent of those specifying formal study. The highest frequency of group travel among re-entries via the United States according to destination was recorded by those returning from visits to Australia and New Zealand (79 per cent), while the lowest occurred among travellers re-entering Canada after visits to the United Kingdom (49 per cent).

An analysis of the type of transportation used in re-entering Canada from the United States after visiting overseas countries shows that the majority, some 53 per cent, made the return trip by plane, while automobile was the next most popular form of re-entry, accounting for about 24 per cent. Similar figures for other types of transportation show train with over 16 per cent, bus with over 4 per cent and boat slightly less than 3 per cent.

Quarterly Distribution of Receipts and Payments for International Travel

Data on the quarterly distribution of the balance of payments on travel account for the period of 1950-59 inclusive appear in Statement 25. The distribution on a quarterly basis follows much the same seasonal pattern throughout the ten year period. Among significant changes occurring during the period has been the change from a credit to a debit balance for the third quarter of the year which appeared for the first time in 1958, and the continued enlargement in the debit balances in other quarters. In 1959 the debit balance during the third quarter amounted to \$3 million as compared to \$4 million during the same period of 1958.

The pattern on receipts was similar to other years with more than 50 per cent being concentrated in the third quarter. Most of the increase in receipts appeared in the second and third quarters as the proportion for the year was higher in the second and third quarters of 1959 than the corresponding period of 1958.

Payments continue to be more evenly distributed throughout the year than receipts. Compared with 1958 a higher percentage of the payments appeared in the first and third quarters, while the importance of the fourth quarter was practically unchanged. Payments during the second quarter as a portion of the year were nearly 2 per cent lower in 1959 reflecting the effects of the Easter season in March of that year.

Examination of the balance of payments on a quarterly basis reveals a substantial increase of \$16 million in the debit balance during the first quarter, while the fourth quarter was \$6 million higher than 1958. Along with this there was a decrease of \$7 million in the debit balance during the second quarter, while the third quarter was practically unchanged from 1958. The summary of the four quarters shows a debit balance of \$207 million as compared with \$193 million in 1958, a net increase of some \$14 million for the year.

STATISTICAL TABLES

**TABLE 1. Balance of Payments on Travel Account Between Canada and Other Countries,
1926-59**
(Net Credits + Net Debits -)

Year	Account with United States			Account with overseas countries ¹			Account with all countries		
	Credits	Debits	Net	Credits	Debits	Net	Credits	Debits	Net
	millions of dollars								
1926	140	70	+ 70	12	29	- 17	152	99	+ 53
1927	148	72	+ 76	15	28	- 13	163	100	+ 63
1928	163	72	+ 91	14	26	- 12	177	98	+ 79
1929	184	81	+103	14	27	- 13	198	108	+ 90
1930	167	67	+100	13	25	- 12	180	92	+ 88
1931	141	52	+ 89	12	19	- 7	153	71	+ 82
1932	103	30	+ 73	11	19	- 8	114	49	+ 65
1933	81	30	+ 51	8	14	- 6	89	44	+ 45
1934	96	36	+ 60	10	14	- 4	106	50	+ 56
1935	107	48	+ 59	10	16	- 6	117	64	+ 53
1936	129	54	+ 75	13	21	- 8	142	75	+ 67
1937	149	65	+ 84	17	22	- 5	166	87	+ 79
1938	134	66	+ 68	15	20	- 5	149	86	+ 63
1939	137	67	+ 70	12	14	- 2	149	81	+ 68
1940	98	40	+ 58	7	3	+ 4	105	43	+ 62
1941	107	18	+ 89	4	3	+ 1	111	21	+ 90
1942	79	24	+ 55	3	3	-	82	27	+ 55
1943	87	34	+ 53	2	3	- 1	89	37	+ 52
1944	117	57	+ 60	3	3	-	120	60	+ 60
1945	163	81	+ 82	3	2	+ 1	166	83	+ 83
1946	216	130	+ 86	6	6	-	222	136	+ 86
1947	241	152	+ 89	10	15	- 5	251	167	+ 84
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 ²	351	448	- 97	40	150	-110	391	598	-207

¹ Prior to confederation with Canada in 1949 Newfoundland was classed as an overseas country.

² Subject to revision.

TABLE 2. Number of Non-Resident Motorists Travelling on Customs Permits¹ who Departed from Canada in January - September 1959, classified by Length of Visit

Days stay	Number of permits	% of total permits	Number of car days	Average persons per car	Number of persons	Number of person-days
1	766, 149	34. 79	766, 149	3. 28	2, 516, 486	2, 516, 486
2	453, 564	20. 60	907, 128	3. 00	1, 361, 064	2, 722, 128
3	254, 972	11. 58	764, 916	2. 95	751, 298	2, 253, 894
4	164, 088	7. 45	656, 352	2. 88	472, 900	1, 891, 600
5	109, 941	4. 99	549, 705	2. 88	316, 204	1, 581, 020
6	78, 527	3. 57	471, 162	2. 89	226, 589	1, 359, 534
7	67, 668	3. 07	473, 676	2. 99	202, 586	1, 418, 102
8	75, 287	3. 42	602, 296	3. 17	238, 877	1, 911, 016
9	44, 998	2. 04	404, 982	3. 03	136, 342	1, 227, 078
10	28, 723	1. 30	287, 230	2. 95	84, 851	848, 510
11	20, 763	0. 94	228, 393	2. 89	59, 978	659, 758
12	16, 760	0. 76	201, 120	2. 88	48, 286	579, 432
13	14, 961	0. 68	194, 493	2. 95	44, 115	573, 495
14	15, 281	0. 69	213, 934	3. 04	46, 397	649, 558
15	16, 586	0. 75	248, 790	3. 13	51, 989	779, 835
16	9, 336	0. 42	149, 376	2. 94	27, 486	439, 776
17	6, 079	0. 28	103, 343	2. 84	17, 268	293, 556
18	4, 329	0. 20	77, 922	2. 69	11, 660	209, 880
19	3, 495	0. 16	66, 405	2. 61	9, 134	173, 546
20	3, 048	0. 14	60, 960	2. 65	8, 072	161, 440
21	2, 918	0. 13	61, 278	2. 65	7, 732	162, 372
22	2, 904	0. 13	63, 888	2. 69	7, 826	172, 172
23	2, 232	0. 10	51, 336	2. 68	5, 986	137, 678
24	1, 766	0. 08	42, 384	2. 58	4, 548	109, 152
25	1, 529	0. 07	38, 225	2. 52	3, 855	96, 375
26	1, 363	0. 06	35, 438	2. 53	3, 443	89, 518
27	1, 447	0. 07	39, 069	2. 48	3, 588	96, 876
28	1, 529	0. 07	42, 812	2. 47	3, 779	105, 812
29	1, 897	0. 09	55, 013	2. 61	4, 959	143, 811
30 - 39	10, 120	0. 46	338, 975	2. 43	24, 591	823, 799
40 - 49	3, 958	0. 18	174, 929	2. 42	9, 593	424, 011
50 - 59	2, 863	0. 13	155, 148	2. 38	6, 807	368, 871
60 - 69	2, 540	0. 12	162, 801	2. 45	6, 212	398, 127
70 - 79	1, 654	0. 08	122, 915	2. 45	4, 049	300, 881
80 - 89	1, 342	0. 06	113, 303	2. 36	3, 167	267, 390
90 - 99	1, 003	0. 05	94, 286	2. 20	2, 202	206, 988
100 - 119	1, 132	0. 05	123, 127	2. 32	2, 622	285, 195
120 - 139	765	0. 03	98, 357	2. 22	1, 698	218, 312
140 - 169	890	0. 04	137, 099	2. 23	1, 988	306, 232
170 - 199	1, 140	0. 05	208, 801	2. 22	2, 536	464, 494
200 - over	2, 536	0. 12	595, 197	2. 80	7, 094	1, 664, 962
Totals	2, 202, 983	100. 00	10, 182, 713	3. 07	6, 749, 857	29, 092, 672
Average length of stay			per car 4. 62			per person 4. 31

¹ Exclusive of commuters, summer residents and locals.

TABLE 3. Number of Non-Resident Automobiles Travelling on Customs Permits¹ which Departed from Canada During January - September 1959, grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit

Ports of entry	Ports of exit	Number of permits by length of stay			Total
		1 day	2 days	3 days and over	
Section 1. Traffic within Ontario:					
(a) St. Lawrence River Ports	Fort Erie and Niagara Falls	495	3,161	9,452	13,108
	Lake Erie Ports	—	5	10	15
	St. Clair and Detroit River Ports	739	2,401	2,774	5,914
	Sault Ste. Marie	121	729	1,244	2,094
	Western Ontario Ports	—	—	101	101
	St. Lawrence River Ports	21,830	15,681	63,164	100,675
	All Ports in Canada	25,188	24,600	91,354	141,142
(b) Fort Erie and Niagara Falls	St. Lawrence River Ports	1,114	6,826	17,004	24,944
	Lake Erie Ports	7	54	70	131
	St. Clair and Detroit River Ports	81,265	56,844	15,133	153,242
	Sault Ste. Marie	95	1,081	3,534	4,710
	Western Ontario Ports	—	3	293	296
	Fort Erie and Niagara Falls	169,969	79,329	165,853	415,151
	All Ports in Canada	252,474	144,938	219,765	617,177
(c) Lake Erie Ports	St. Lawrence River Ports	—	2	14	16
	Fort Erie and Niagara Falls	—	40	119	159
	St. Clair and Detroit River Ports	11	41	70	122
	Sault Ste. Marie	—	—	14	14
	Western Ontario Ports	—	—	—	—
	Lake Erie Ports	1	9	55	65
	All Ports in Canada	12	92	287	391
(d) St. Clair and Detroit River Ports	St. Lawrence River Ports	564	2,610	4,057	7,231
	Fort Erie and Niagara Falls	84,817	53,578	20,558	158,953
	Lake Erie Ports	45	58	51	154
	Sault Ste. Marie	14	362	6,152	6,528
	Western Ontario Ports	—	1	205	206
	St. Clair and Detroit River Ports	102,130	36,111	97,828	236,069
	All Ports in Canada	187,588	93,098	139,667	420,353
(e) Sault Ste. Marie	St. Lawrence River Ports	130	1,086	1,779	2,995
	Fort Erie and Niagara Falls	66	1,811	4,969	6,846
	Lake Erie Ports	—	—	5	5
	St. Clair and Detroit River Ports	1	504	5,641	6,146
	Western Ontario Ports	—	25	346	371
	Sault Ste. Marie	3,837	3,348	25,093	32,278
	All Ports in Canada	4,090	7,559	42,135	53,784
(f) Western Ontario Ports	St. Lawrence River Ports	—	—	73	73
	Fort Erie and Niagara Falls	—	—	300	300
	Lake Erie Ports	—	—	—	—
	St. Clair and Detroit River Ports	—	1	213	214
	Sault Ste. Marie	—	21	454	475
	Western Ontario Ports	9,732	10,688	45,216	65,636
	All Ports in Canada	9,876	11,886	51,706	73,468

¹ Exclusive of commuters, summer residents and locals.

TABLE 3. Number of Non-Resident Automobiles Travelling on Customs Permits¹ which Departed from Canada During January - September 1959, grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit - Continued

Ports of entry	Ports of exit	Number of permits by length of stay			Total
		1 day	2 days	3 days and over	
Section II. Traffic from Ontario to Other Provinces:					
St. Lawrence River Ports	All Ports in Quebec	1,813	3,927	12,798	18,538
All Ports in Ontario West of Kingston and East of Port Arthur	All Ports in Quebec	92	1,832	28,639	30,563
All Ports in Ontario	All Ports in Quebec	1,903	5,759	41,530	49,192
	All Ports in the Maritime Provinces	16	168	5,697	5,881
	All Ports in Manitoba	142	1,140	3,695	4,977
All Ports in Western Ontario	All Ports in Manitoba	142	1,140	3,609	4,891
All Ports in Ontario	All Ports in Ontario	477,163	275,070	492,092	1,244,325
	All Ports in Canada	479,228	282,173	544,915	1,306,316
Section III. Traffic from the Maritime Provinces to Other Provinces:					
All Ports in the Maritime Provinces ..	All Ports in Quebec	327	576	4,059	4,962
	All Ports in Ontario	18	177	3,217	3,412
	All Ports in the Maritime Provinces	97,116	25,437	68,830	191,383
	All Ports in Canada	97,461	26,190	76,125	199,776
Section IV. Traffic from Quebec to Other Provinces:					
All Ports in Quebec	All Ports in Ontario on the St. Lawrence River	1,558	3,850	9,473	14,881
	All Ports in Ontario West of Kingston and East of Port Arthur	57	1,391	16,662	18,110
	All Ports in Ontario	1,612	5,241	26,075	32,928
	All Ports in the Maritime Provinces	378	422	6,299	7,099
	All Ports in Quebec	98,617	67,027	128,387	294,031
	All Ports in Canada	100,611	72,690	160,810	334,111
Section V. Traffic from Manitoba to Other Provinces:					
All Ports in Manitoba	All Ports in Ontario	87	998	3,772	4,857
	All Ports in Western Ontario	87	995	3,706	4,788
	All Ports in Saskatchewan	70	136	844	1,050
	All Ports in Alberta	—	24	984	1,008
	All Ports in British Columbia	—	7	915	922
	All Ports in Yukon Territory	—	—	372	372
	All Ports in Manitoba	15,106	7,591	16,478	39,175
	All Ports in Canada	15,263	8,756	23,405	47,424

¹ Exclusive of commuters, summer residents and locals.

TABLE 3. Number of Non-Resident Automobiles Travelling on Customs Permits¹ which Departed from Canada During January-September 1959, grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit - Concluded

Ports of entry	Ports of exit	Number of permits by length of stay			Total
		1 day	2 days	3 days and over	
Section VI. Traffic from Saskatchewan to Other Provinces:					
All Ports in Saskatchewan	All Ports in Manitoba	57	96	961	1, 114
	All Ports in Alberta	15	87	1, 236	1, 338
	All Ports in British Columbia	4	21	980	1, 005
	All Ports in Yukon Territory	—	—	910	910
	All Ports in Saskatchewan	3, 328	2, 759	8, 711	14, 798
	All Ports in Canada	3, 396	2, 978	13, 177	19, 551
Section VII. Traffic from Alberta to Other Provinces:					
All Ports in Alberta	All Ports in Manitoba	—	42	1, 418	1, 460
	All Ports in Saskatchewan	16	161	1, 290	1, 467
	All Ports in British Columbia	259	1, 202	10, 812	12, 273
	All Ports in Yukon Territory	—	—	5, 079	5, 079
	All Ports in Alberta	8, 409	4, 257	11, 432	24, 098
	All Ports in Canada	8, 684	5, 671	31, 357	45, 712
Section VIII. Traffic from British Columbia to Other Provinces:					
All Ports in British Columbia	All Ports in Manitoba	—	4	797	801
	All Ports in Saskatchewan	7	11	663	681
	All Ports in Alberta	158	653	8, 207	9, 018
	All Ports in Yukon Territory	131 ²	310 ²	4, 994	5, 435
	All Ports in British Columbia	60, 946	53, 512	108, 651	223, 109
	All Ports in Canada	61, 341	54, 492	123, 940	239, 773
Section IX. Traffic from Yukon Territory to Other Provinces:					
All Ports in Yukon Territory	All Ports in Manitoba	—	—	373	373
	All Ports in Saskatchewan	—	—	622	622
	All Ports in Alberta	1	—	3, 188	3, 189
	All Ports in British Columbia	93 ²	326 ²	3, 859	4, 278
	All Ports in Yukon Territory	72	285	414	771
	All Ports in Canada	165	614	8, 641	9, 420

¹ Exclusive of commuters, summer residents and locals.

² Refers to traffic between Pleasant Camp, B.C., and Snag Creek, Y.T.

TABLE 4. Number of Non-Resident Automobiles which Entered Canada on Customs Permits Through Provinces Indicated and which Departed in the First Nine Months of 1959,¹ classified by U. S. Federal States or Countries of Registration

State	Nfld. P.E.I. N.S. ²	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Alabama	46	700	403	2,102	63	62	145	196	40	3,757
Alaska	3	32	60	235	72	147	624	1,948	4,410	7,531
Arizona	13	106	111	1,115	96	60	491	1,047	82	3,121
Arkansas	9	146	150	872	47	35	118	143	41	1,561
California	146	1,223	1,811	12,333	1,376	828	5,853	41,592	1,055	66,217
Colorado	18	219	214	1,904	223	320	1,385	1,525	145	5,953
Connecticut	678	9,304	20,120	15,545	46	29	165	220	26	46,133
Delaware	46	274	749	1,884	8	6	38	39	4	3,048
Dist. of Columbia ..	67	255	885	1,967	19	7	48	54	6	3,308
Florida	197	2,213	3,821	14,431	267	129	589	860	134	22,641
Georgia	43	441	631	2,407	53	26	159	197	28	3,985
Idaho	11	75	90	442	48	84	1,172	4,589	106	6,617
Illinois	167	1,376	2,959	53,871	2,013	629	2,080	1,628	200	64,923
Indiana	80	624	1,140	25,782	373	169	561	488	93	29,310
Iowa	36	245	457	12,889	1,362	675	932	655	106	17,357
Kansas	31	397	295	3,459	642	324	671	848	73	6,740
Kentucky	31	427	330	4,492	47	38	142	114	31	5,652
Louisiana	36	348	364	1,720	80	38	240	254	51	3,131
Maine	589	129,743	18,970	3,412	16	6	37	46	14	152,833
Maryland	226	1,212	2,944	9,724	56	38	195	229	29	14,653
Massachusetts	3,169	22,843	41,802	29,780	96	42	251	318	48	98,349
Michigan	137	1,472	2,964	347,074	1,074	442	1,325	1,042	232	355,762
Minnesota	23	351	622	36,022	13,869	1,441	2,056	1,080	165	55,629
Mississippi	25	93	108	586	31	17	56	80	8	1,004
Missouri	35	285	440	7,881	580	169	735	726	75	10,926
Montana	4	75	63	665	234	4,048	11,182	2,496	119	18,886
Nebraska	18	141	155	2,674	714	389	638	569	49	5,347
Nevada	5	36	49	266	27	10	158	542	36	1,129
New Hampshire	250	2,730	21,941	3,366	10	7	40	51	2	28,397
New Jersey	854	4,684	18,787	34,834	131	72	509	540	66	60,477
New Mexico	20	87	134	683	46	46	323	356	54	1,749
New York	1,886	9,193	95,794	372,465	355	179	964	908	125	481,869
North Carolina	69	538	999	3,568	34	24	148	197	30	5,607
North Dakota	9	143	50	1,684	18,987	6,382	502	251	33	28,041
Ohio	285	2,524	4,849	133,996	468	209	1,098	896	187	144,512
Oklahoma	18	200	164	2,253	222	214	568	591	66	4,296
Oregon	27	119	195	1,083	167	172	784	19,518	244	22,309
Pennsylvania	761	5,019	12,529	102,958	227	138	691	689	141	123,153
Rhode Island	191	1,891	6,721	4,294	11	9	26	52	5	13,200
South Carolina	42	378	456	1,499	32	25	79	123	21	2,655
South Dakota	4	44	54	1,450	1,060	534	451	307	57	3,961
Tennessee	52	442	429	3,580	59	29	162	188	31	4,972
Texas	112	1,029	1,015	5,974	453	316	1,740	1,812	274	12,725
Utah	5	45	83	599	39	62	1,657	1,490	34	4,014
Vermont	69	729	63,901	2,979	10	4	30	26	7	67,755
Virginia	242	1,166	2,236	7,510	75	61	187	284	40	11,801
Washington	21	92	219	1,774	281	292	1,996	146,947	407	152,029
West Virginia	29	241	257	4,750	14	16	55	55	15	5,432
Wisconsin	38	527	858	24,823	1,173	411	1,028	757	121	29,736
Wyoming	8	8	28	234	57	164	599	291	45	1,434
Totals, U.S.	10,881	206,485	334,406	1,311,890	47,443	19,574	45,683	239,854	9,411	2,225,627
Other countries³ ..	23	51	387	862	38	16	54	227	10	1,668
Grand totals	10,904	206,536	334,793	1,312,752	47,481	19,590	45,737	240,081	9,421	2,227,295

¹ Due to a change in procedure data covers the period January-September inclusive.

² Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from foreign countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

³ Other Countries comprise: Australia 6, Austria 3, Bahamas 19, Belgium 10, Bermuda 12, Brazil 2, British Malaya 1, Chile 2, China 2, Colombia 3, Costa Rica 3, Cuba 70, Denmark 4, England 219, Finland 2, France 135, Germany 245, Guam 16, Guatemala 4, Haiti 5, Hawaiian Islands 458, Hong Kong 2, India 2, Ireland 9, Italy 18, Japan 60, Mexico 119, Netherlands 44, Netherlands Antilles 11, New Zealand 4, Nicaragua 5, Norway 2, Panama Canal Zone 91, Peru 5, Philippines 3, Puerto Rico 6, St. Pierre & Miquelon 5, Scotland 1, South Africa 9, Spain 4, Sweden 7, Switzerland 13, Uruguay 1, Venezuela 12, Virgin Islands 3, Wales 2, West Indies Federation 8, Yugoslavia 1.

TABLE 5. Number of Non-Resident Automobiles which Entered Canada on Customs Permits¹ Through Provinces Indicated and which Departed in 1959 After Remaining Three Days or Over, classified by U.S. Federal States or Countries of Registration

State	Nfld. P.E.I. N.S. ²	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Alabama	49	164	254	675	51	46	129	130	47	1,545
Alaska	3	8	14	94	79	165	686	1,628	5,269	7,946
Arizona	14	56	73	471	73	60	406	715	86	1,954
Arkansas	10	42	102	274	37	36	102	104	41	748
California	158	566	1,382	5,577	1,186	812	4,729	30,921	1,065	46,396
Colorado	18	64	166	706	178	281	1,106	847	144	3,510
Connecticut	732	5,858	15,393	7,069	43	28	141	148	23	29,435
Delaware	47	200	551	1,101	7	6	33	24	4	1,973
Dist. of Columbia	72	200	763	1,216	21	6	44	36	5	2,363
Florida	224	1,151	2,874	7,861	248	145	508	625	138	13,774
Georgia	46	162	387	939	46	23	154	120	31	1,908
Idaho	12	24	47	180	37	68	829	2,879	114	4,190
Illinois	182	731	2,452	33,269	1,768	620	1,626	953	193	41,794
Indiana	82	342	831	14,887	290	164	420	289	95	17,400
Iowa	38	121	320	8,481	1,059	677	670	353	105	11,824
Kansas	31	120	184	1,747	451	276	479	342	72	3,702
Kentucky	34	83	218	2,190	32	36	129	68	38	2,828
Louisiana	40	101	250	660	58	30	212	150	52	1,553
Maine	639	23,919	11,463	1,100	15	6	32	28	15	37,217
Maryland	231	802	2,226	5,440	51	40	167	148	28	9,133
Massachusetts	3,514	21,355	33,494	11,969	85	41	219	239	47	70,963
Michigan	143	941	2,360	135,825	1,064	496	1,154	758	231	142,972
Minnesota	27	118	447	20,227	7,191	1,576	1,398	699	175	31,858
Mississippi	26	39	77	217	17	19	46	42	9	492
Missouri	40	148	353	4,071	422	156	545	385	79	6,199
Montana	4	12	41	210	186	2,534	6,109	1,533	123	10,752
Nebraska	20	42	116	1,610	533	363	462	278	51	3,475
Nevada	5	15	39	108	23	11	135	429	38	803
New Hampshire	274	2,065	11,959	1,195	8	10	37	31	4	15,583
New Jersey	932	3,712	14,473	20,646	130	72	433	365	66	40,829
New Mexico	20	45	73	228	38	40	262	211	58	975
New York	1,941	7,447	50,385	157,824	344	174	853	656	127	219,751
North Carolina	74	242	653	1,655	24	25	123	114	31	2,941
North Dakota	10	22	31	1,054	7,416	3,831	385	206	33	12,988
Ohio	298	1,245	3,572	90,096	437	216	893	529	178	97,464
Oklahoma	21	61	123	953	171	156	424	274	64	2,247
Oregon	27	52	122	468	131	153	565	15,823	248	17,589
Pennsylvania	800	2,888	9,023	61,126	195	133	591	447	144	75,347
Rhode Island	209	1,375	5,702	1,743	10	5	26	37	5	9,112
South Carolina	44	104	286	516	16	19	84	83	24	1,176
South Dakota	4	17	32	674	792	530	337	135	57	2,578
Tennessee	56	129	298	1,136	38	26	142	112	33	1,970
Texas	121	275	660	2,187	330	251	1,414	991	280	6,509
Utah	5	20	54	228	34	52	1,221	855	38	2,507
Vermont	71	495	11,538	1,086	10	9	28	22	7	13,266
Virginia	260	592	1,655	3,811	63	42	172	185	40	6,820
Washington	22	64	157	697	240	253	1,501	76,121	438	79,493
West Virginia	30	79	163	2,876	9	15	44	26	16	3,258
Wisconsin	44	191	650	15,162	1,050	462	807	457	124	18,947
Wyoming	8	5	17	105	47	118	452	200	42	994
Totals, U.S.	11,712	78,509	188,503	633,640	26,784	15,313	33,464	142,751	10,375	1,141,051
Other countries³	25	41	330	514	44	16	51	197	10	1,228
Grand totals	11,737	78,550	188,833	634,154	26,828	15,329	33,515	142,948	10,385	1,142,279

¹ Exclusive of commuters, summer residents and locals.

² Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from other countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

³ Other Countries comprise: Australia 5, Austria 3, Bahamas 22, Belgium 8, Bermuda 13, Brazil 2, British Malaya 1, Chile 3, China 2, Colombia 3, Costa Rica 1, Cuba 51, Denmark 5, England 189, Finland 2, France 90, Germany 189, Gibraltar 1, Guam 14, Guatemala 4, Haiti 2, Hawaiian Islands 250, Hong Kong 3, Iceland 2, India 2, Ireland 6, Italy 15, Japan 30, Java 1, Mexico 106, Netherlands 42, Netherlands Antilles 10, New Zealand 4, Nicaragua 2, Norway 2, Panama Canal Zone 53, Peru 5, Philippines 3, Puerto Rico 7, St. Pierre & Miquelon 5, South Africa 14, Spain 4, Sweden 9, Switzerland 13, Uruguay 1, Venezuela 11, Virgin Islands 3, Wales 2, West Indies Federation 12, Yugoslavia 1.

TABLE 6. Number of Non-Resident Automobiles Travelling in Canada on Customs Permits¹ which Departed in the Years 1955-59 (classified by Selected U.S. Federal States of Registration)

State of origin	1955	1956	1957	1958	1958 ²	1959 ²
North Eastern	1, 132, 735	1, 149, 815	1, 182, 090	1, 195, 536	1, 002, 781	1, 072, 166
Connecticut	47, 196	49, 450	51, 160	49, 929	42, 992	46, 133
Maine	114, 649	121, 187	122, 579	148, 807	108, 466	152, 833
Massachusetts	107, 760	109, 665	110, 349	108, 858	93, 083	98, 349
New Hampshire	30, 150	32, 414	32, 820	33, 157	26, 824	28, 397
New Jersey	62, 828	63, 369	65, 855	64, 412	57, 259	60, 477
New York	543, 086	548, 690	565, 949	565, 330	481, 434	481, 869
Pennsylvania	122, 597	117, 496	128, 194	124, 028	113, 295	123, 153
Rhode Island	15, 637	15, 351	15, 024	14, 431	12, 165	13, 200
Vermont	88, 832	92, 193	90, 160	86, 584	67, 263	67, 755
% of total	45. 3	46. 6	47. 1	47. 3	46. 5	48. 2
Great Lakes	791, 755	749, 770	743, 926	732, 166	632, 380	624, 243
Illinois	77, 559	71, 665	69, 333	66, 885	60, 183	64, 923
Indiana	34, 376	32, 392	31, 112	29, 918	26, 694	29, 310
Michigan	494, 204	468, 587	460, 830	457, 983	384, 481	355, 762
Ohio	153, 239	145, 713	152, 107	145, 673	132, 595	144, 512
Wisconsin	32, 377	31, 413	30, 544	31, 707	28, 427	29, 736
% of total	31. 7	30. 4	29. 7	29. 0	29. 3	28. 0
North Western	97, 346	98, 114	103, 524	111, 932	97, 884	102, 556
Minnesota	52, 711	52, 170	54, 328	57, 739	50, 889	55, 629
Montana	19, 486	21, 271	21, 330	22, 388	19, 081	18, 886
North Dakota	25, 149	24, 673	27, 866	31, 805	27, 914	28, 041
% of total	3. 9	4. 0	4. 1	4. 4	4. 5	4. 6
West Coast	275, 628	278, 076	281, 619	288, 323	247, 330	240, 555
California	67, 470	67, 730	70, 898	69, 567	63, 215	66, 217
Oregon	28, 153	28, 506	28, 122	26, 912	23, 741	22, 309
Washington	180, 005	181, 840	182, 599	191, 844	160, 374	152, 029
% of total	11. 0	11. 2	11. 2	11. 4	11. 5	10. 8
Other (Remaining States and Foreign Countries)	200, 924	193, 856	198, 461	199, 616	177, 083	187, 775
% of total	8. 0	7. 8	7. 9	7. 9	8. 2	8. 4
Totals	2, 498, 388	2, 469, 631	2, 509, 620	2, 527, 573	2, 157, 458	2, 227, 295

¹ Including commuters, summer residents and locals.

² January - September inclusive.

**TABLE 7. Average Expenditure Per Car Declared by Non-Resident Permit-Holding Motorists¹
by Selected U.S. Federal States of Registration, 1955 - 59**

State of registration	Average declared expenditure per car					
	1955	1956	1957	1958	1958 ²	1959 ²
North Eastern:						
Connecticut.....	68.86	72.58	71.26	69.77	70.67	71.43
Maine	24.85	26.18	25.75	23.48	25.00	20.80
Massachusetts	81.34	85.38	82.64	82.84	83.08	84.00
New Hampshire	44.07	45.70	42.88	51.95	55.63	44.09
New Jersey	91.08	97.30	93.35	95.73	92.25	92.98
New York	52.62	52.78	53.62	51.98	49.66	51.15
Pennsylvania	78.49	78.83	75.23	75.46	76.13	71.39
Rhode Island	70.91	71.52	72.83	70.58	70.45	70.81
Vermont	15.45	15.69	15.29	16.73	17.26	17.90
Great Lakes:						
Illinois	84.76	90.74	89.13	94.34	91.96	106.59
Indiana.....	70.39	72.84	70.43	75.30	72.04	83.99
Michigan	28.44	31.85	31.91	30.80	29.13	40.61
Ohio	80.45	80.47	76.33	74.98	75.56	75.57
Wisconsin	77.41	79.92	82.01	84.65	79.88	87.45
North Western:						
Minnesota	64.78	68.13	68.93	81.75	80.09	73.51
Montana	60.84	58.77	58.70	59.80	60.46	62.36
North Dakota	42.81	44.31	42.59	43.92	43.49	44.05
West Coast:						
California	107.47	108.68	107.16	110.12	106.80	115.28
Oregon	95.56	97.47	97.10	99.19	95.05	100.07
Washington	51.87	52.95	53.22	52.73	50.93	53.55
Other:						
Remaining States and Foreign Countries	89.36	92.27	95.38	99.48	96.22	93.15

¹ Including commuters, summer residents and locals.

² January - September inclusive.

TABLE 8. Number and Expenditures of Canadian Automobiles Returning to Canada in 1959, classified by Length of Visit

Days stay	Number of cars	% of total cars	Average expenditure per car	Estimated expenditures	% of total expenditures	Number of car days	Average expenditure per car per day
			\$	\$			\$
1	6, 578, 741	81. 92	5. 00	32, 871, 442	13. 98	6, 578, 741	5. 00
2 ¹	355, 073	4. 42	31. 54	11, 200, 098	4. 76	710, 146	15. 77
3	538, 977	6. 71	113. 00	60, 905, 709	25. 91	1, 616, 931	37. 67
4	123, 333	1. 53	136. 82	16, 874, 855	7. 18	493, 332	34. 21
5	72, 460	0. 90	129. 39	9, 375, 931	3. 99	362, 300	25. 88
6	42, 653	0. 53	172. 50	7, 357, 817	3. 13	255, 918	28. 75
7	105, 181	1. 31	190. 95	20, 084, 369	8. 54	736, 267	27. 28
8	16, 470	0. 20	225. 46	3, 713, 346	1. 58	131, 760	28. 18
9	9, 069	0. 11	226. 16	2, 051, 006	0. 87	81, 621	25. 13
10	30, 805	0. 38	243. 62	7, 504, 784	3. 19	308, 050	24. 36
11	5, 827	0. 07	255. 64	1, 489, 625	0. 63	64, 097	23. 24
12	12, 393	0. 15	250. 33	3, 102, 391	1. 32	148, 716	20. 86
13	2, 730	0. 03	280. 56	765, 917	0. 33	35, 490	21. 58
14	54, 640	0. 68	287. 36	15, 701, 596	6. 68	764, 960	20. 53
15	4, 832	0. 06	289. 47	1, 398, 713	0. 59	72, 480	19. 30
16	3, 495	0. 04	308. 31	1, 077, 536	0. 46	55, 920	19. 27
17	2, 078	0. 03	319. 77	664, 472	0. 28	35, 326	18. 81
18	2, 877	0. 04	342. 39	985, 065	0. 42	51, 786	19. 02
19	806	0. 01	419. 57	338, 176	0. 14	15, 314	22. 08
20	2, 103	0. 03	333. 03	700, 361	0. 30	42, 060	16. 65
21	23, 782	0. 30	411. 80	9, 793, 407	4. 17	499, 422	19. 61
22	478	0. 01	473. 54	226, 350	0. 10	10, 516	21. 52
23	373	—	546. 42	203, 814	0. 09	8, 579	23. 76
24	626	0. 01	422. 72	264, 625	0. 11	15, 024	17. 61
25	840	0. 01	469. 00	393, 963	0. 17	21, 000	18. 76
26	316	—	366. 71	115, 880	0. 05	8, 216	14. 10
27	258	—	481. 82	124, 310	0. 05	6, 966	17. 85
28	3, 716	0. 05	521. 51	1, 937, 915	0. 82	104, 048	18. 63
29	103	—	411. 60	42, 395	0. 02	2, 987	14. 19
30 - 39	16, 606	0. 21	581. 29	9, 652, 881	4. 11	513, 624	18. 79
40 - 49	5, 308	0. 07	603. 16	3, 201, 565	1. 36	231, 694	13. 82
50 - 59	511	0. 01	597. 47	305, 309	0. 13	28, 304	10. 79
60 - 69	6, 092	0. 08	641. 12	3, 905, 703	1. 66	366, 068	10. 67
70 - 79	1, 328	0. 02	735. 04	976, 139	0. 42	97, 329	10. 03
80 - 89	130	—	979. 43	127, 326	0. 05	10, 791	11. 80
90 - 99	3, 221	0. 04	809. 23	2, 606, 526	1. 11	290, 148	8. 98
100 - 119	208	—	1, 068. 12	222, 168	0. 09	22, 050	10. 08
120 - 139	1, 129	0. 01	1, 030. 86	1, 163, 836	0. 50	136, 451	8. 53
140 - 169	414	0. 01	1, 006. 18	416, 560	0. 18	62, 340	6. 68
170 - 199	567	0. 01	1, 154. 62	654, 672	0. 28	101, 805	6. 43
200 - over	418	0. 01	1, 389. 30	580, 728	0. 25	107, 760	5. 39
Totals	8, 030, 967	100. 00	29. 27	235, 079, 281	100. 00	15, 206, 337	15. 46
Average length of stay						per car 1. 89	

¹ Includes vehicles staying more than 24 hours and less than 48 hours.

**TABLE 8A. Number of and Average Expenditure Per Day by Canadian Motorists
Returning to Canada in 1959, classified by Length of Visit**

Days stay	Average persons per car	Number of persons	Number of person-days	Average expenditure per person per day
				\$
1	2.72	17,868,988	17,868,988	1.84
2 ¹	2.87	1,018,952	2,037,904	5.50
3	3.01	1,624,205	4,872,615	12.50
4	3.02	372,202	1,488,808	11.33
5	3.12	226,335	1,131,675	8.29
6	3.11	132,758	796,548	9.24
7	3.07	322,853	2,259,971	8.89
8	3.09	50,822	406,576	9.13
9	3.08	27,977	251,793	8.15
10	3.03	93,492	934,920	8.03
11	3.07	17,862	196,482	7.58
12	2.99	37,014	444,168	6.98
13	3.23	8,817	114,621	6.68
14	2.96	167,872	2,350,208	6.68
15	3.16	15,292	229,380	6.10
16	3.03	10,589	169,424	6.36
17	2.94	6,112	103,904	6.40
18	2.99	8,606	154,908	6.36
19	3.04	2,449	46,531	7.27
20	2.88	6,053	121,060	5.79
21	2.95	70,191	1,474,011	6.64
22	2.96	1,414	31,108	7.28
23	3.00	1,119	25,737	7.92
24	3.07	1,919	46,056	5.75
25	3.07	2,575	64,375	6.12
26	3.17	1,002	26,052	4.45
27	3.14	811	21,897	5.68
28	2.91	10,797	302,316	6.41
29	2.41	248	7,192	5.89
30-39	2.76	45,796	1,416,470	6.81
40-49	2.61	13,877	605,731	5.29
50-59	3.18	1,627	90,120	3.39
60-69	2.75	16,771	1,007,769	3.88
70-79	2.48	3,292	241,271	4.05
80-89	2.71	352	29,220	4.36
90-99	2.40	7,745	697,670	3.74
100-119	2.12	440	46,644	4.76
120-139	2.12	2,399	289,943	4.01
140-169	2.21	915	137,781	3.02
170-199	2.10	1,188	213,305	3.07
200-over	2.51	1,050	270,690	2.15
Totals	2.76	22,204,778	43,025,842	5.46
Average length of stay			per person 1.94	

¹ Includes vehicles staying more than 24 hours and less than 48 hours.

TABLE 9. Number of Canadian Automobiles Returning to Canada in 1959, classified by Length of Visit, by Province of Re-Entry into Canada

Days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	B.C. and Y.T.
1	1,563,478	1,038,990	2,937,688	139,651	78,033	43,216	777,685
2 ¹	77,981	87,662	113,278	15,197	4,550	4,950	51,455
3	33,896	110,947	209,886	37,027	15,617	18,447	113,157
4	12,784	35,374	41,556	7,732	2,726	4,606	18,555
5	7,713	27,713	19,979	3,137	1,660	1,985	10,273
6	5,444	15,084	11,055	2,200	1,071	2,265	5,534
7	16,077	32,977	32,997	4,899	1,463	2,507	14,261
8	1,622	4,602	5,491	909	436	688	2,722
9	649	2,217	3,048	489	422	445	1,799
10	2,992	8,550	11,079	1,480	636	926	5,142
11	603	1,570	1,564	412	233	357	1,088
12	1,366	2,460	5,945	216	307	405	1,694
13	318	514	703	28	124	203	840
14	2,244	16,410	20,797	1,966	712	1,258	11,253
15	336	2,434	1,152	133	148	171	458
16	277	593	1,570	95	82	254	624
17	354	293	777	80	23	101	450
18	135	409	1,393	117	128	83	612
19	91	86	266	28	58	74	203
20	231	277	843	45	120	208	379
21	1,132	6,654	10,338	1,200	246	391	3,821
22	27	74	141	13	91	30	102
23	8	65	146	24	—	53	77
24	13	169	206	38	44	22	134
25	99	153	280	25	58	43	182
26	8	65	164	12	23	11	33
27	34	65	73	—	13	11	62
28	105	1,267	1,727	40	28	42	507
29	—	32	44	14	13	—	—
30- 39	874	5,404	6,700	765	365	506	1,992
40- 49	86	1,639	2,258	201	121	210	793
50- 59	38	164	205	14	—	11	79
60- 69	192	2,078	2,222	231	151	246	972
70- 79	20	110	659	64	132	169	174
80- 89	—	80	27	14	9	—	—
90- 99	26	564	1,099	206	214	202	910
100- 119	—	—	119	25	37	—	27
120- 139	46	267	367	24	45	52	328
140- 169	—	53	245	12	9	10	85
170- 199	8	93	292	—	51	32	91
200- over	—	60	181	26	36	31	84
Totals	1,731,307	1,408,218	3,448,560	218,789	110,235	85,221	1,028,637

¹ Includes vehicles staying more than 24 hours and less than 48 hours.

TABLE 10. Number and Expenditures of Canadian Travellers Returning to Canada via Rail¹ in 1959, classified by Length of Visit

Days stay	Number of persons	% of total persons	Average expenditure per person	Estimated expenditures	% of total expenditures	Number of person-days	Average expenditure per person per day
			\$	\$			\$
1.....	10,658	2.8	35.08	373,867	0.7	10,658	35.08
2.....	33,449	8.9	67.15	2,246,097	4.2	66,898	33.57
3.....	62,178	16.6	80.06	4,977,809	9.2	186,534	26.69
4.....	40,990	10.9	95.03	3,895,223	7.2	163,960	23.76
5.....	30,779	8.2	117.13	3,605,239	6.7	153,895	23.43
6.....	20,479	5.5	124.16	2,542,730	4.7	122,874	20.69
7.....	27,914	7.4	122.29	3,413,657	6.3	195,398	17.47
8.....	13,017	3.5	131.68	1,714,115	3.2	104,136	16.46
9.....	6,793	1.8	113.33	769,848	1.4	61,137	12.59
10.....	20,642	5.5	131.21	2,708,360	5.0	206,420	13.12
11.....	4,003	1.1	139.60	558,830	1.0	44,033	12.69
12.....	9,132	2.4	156.77	1,431,587	2.7	109,584	13.06
13.....	4,974	1.3	167.51	833,209	1.6	64,662	12.89
14.....	19,536	5.2	174.05	3,400,198	6.3	273,504	12.43
15.....	7,169	1.9	172.12	1,233,958	2.3	107,535	11.47
16.....	3,458	0.9	185.74	642,305	1.2	55,328	11.61
17.....	3,444	0.9	192.42	662,701	1.2	58,548	11.32
18.....	3,610	1.0	201.52	727,484	1.4	64,980	11.20
19.....	2,070	0.6	218.14	451,556	0.8	39,330	11.48
20.....	4,578	1.2	238.68	1,092,681	2.0	91,560	11.93
21.....	8,236	2.2	244.73	2,015,558	3.7	172,956	11.65
22.....	1,670	0.4	257.94	430,765	0.8	36,740	11.72
23.....	1,697	0.4	280.38	475,797	0.9	39,031	12.19
24.....	1,488	0.4	287.63	427,992	0.8	35,712	11.98
25.....	1,283	0.3	278.32	357,084	0.7	32,075	11.13
26.....	800	0.2	243.75	195,001	0.4	20,800	9.38
27.....	953	0.3	256.55	244,491	0.5	25,731	9.50
28.....	2,096	0.6	276.19	578,902	1.1	58,688	9.86
29.....	750	0.2	299.91	224,933	0.4	21,750	10.34
30- 39.....	10,893	2.9	302.58	3,295,958	6.1	344,913	9.56
40- 49.....	4,109	1.1	356.00	1,462,799	2.7	179,499	8.15
50- 59.....	1,529	0.4	367.58	562,024	1.0	84,054	6.69
60- 69.....	2,976	0.8	486.29	1,447,204	2.7	183,210	7.90
70- 79.....	1,411	0.4	399.22	563,295	1.0	102,602	5.49
80- 89.....	738	0.2	373.56	275,686	0.5	61,038	4.52
90- 99.....	1,271	0.3	542.72	689,798	1.3	116,083	5.94
100-119.....	823	0.2	535.77	440,936	0.8	89,352	4.93
120-139.....	994	0.3	822.41	817,477	1.5	122,945	6.65
140-169.....	1,336	0.4	603.87	806,766	1.5	203,058	3.97
170-199.....	643	0.2	758.68	487,830	0.9	115,202	4.23
200-over.....	835	0.2	1,013.81	846,529	1.6	198,604	4.26
Totals	375,404	100.0	143.65	53,928,279	100.0	4,425,017	12.19

¹ Exclusive of in transit.

**TABLE 11. Number and Expenditures of Canadians Returning to Canada via Bus in 1959,
classified by Length of Visit**

Days stay	Number of persons	% of total persons	Average expenditure per person	Estimated expenditures	% of total expend- itures	Number of person-days	Average expenditure per person per day
			\$	\$			\$
1	22,550	5.2	7.90	178,083	0.4	22,550	7.90
2	49,482	11.3	49.32	2,440,646	5.3	98,964	24.66
3	78,378	18.0	58.81	4,609,198	10.0	235,134	19.60
4	49,780	11.4	62.62	3,117,076	6.8	199,120	15.65
5	28,328	6.5	81.49	2,308,480	5.0	141,640	16.30
6	22,867	5.2	87.87	2,009,276	4.4	137,202	14.64
7	28,701	6.6	100.76	2,891,991	6.3	200,907	14.39
8	14,898	3.4	97.47	1,452,083	3.1	119,184	12.18
9	6,365	1.5	106.13	675,543	1.5	57,285	11.79
10	21,389	4.9	121.07	2,589,608	5.6	213,890	12.11
11	5,421	1.2	123.97	672,022	1.4	59,631	11.27
12	10,616	2.4	132.27	1,404,142	3.0	127,392	11.02
13	3,282	0.7	155.73	511,106	1.1	42,666	11.98
14	23,064	5.3	149.65	3,451,431	7.5	322,896	10.69
15	9,167	2.1	167.45	1,535,018	3.3	137,505	11.16
16	5,556	1.3	181.01	1,005,685	2.2	88,896	11.31
17	2,378	0.5	208.07	494,788	1.1	40,426	12.24
18	2,875	0.7	202.22	581,384	1.3	51,750	11.23
19	1,724	0.4	177.39	305,816	0.7	32,756	9.34
20	4,059	0.9	185.94	754,735	1.6	81,180	9.30
21	6,181	1.4	202.41	1,251,091	2.7	129,801	9.64
22	1,776	0.4	231.18	410,568	0.9	39,072	10.51
23	1,170	0.3	212.12	248,185	0.5	26,910	9.22
24	1,108	0.2	186.70	206,860	0.4	26,592	7.78
25	1,784	0.4	181.55	323,883	0.7	44,600	7.26
26	1,107	0.2	192.94	213,585	0.5	28,782	7.42
27	756	0.2	223.60	169,045	0.4	20,412	8.28
28	2,418	0.5	209.64	506,920	1.1	67,704	7.49
29	279	0.1	233.50	65,146	0.1	8,091	8.05
30 - 39	9,959	2.3	225.12	2,241,995	4.9	315,644	7.10
40 - 49	4,574	1.0	248.58	1,136,984	2.5	201,148	5.65
50 - 59	1,554	0.4	307.16	477,331	1.0	84,366	5.66
60 - 69	3,023	0.7	293.74	887,969	1.9	186,254	4.77
70 - 79	1,402	0.3	296.52	415,717	0.9	103,364	4.02
80 - 89	675	0.2	341.83	230,736	0.5	57,427	4.02
90 - 99	2,270	0.5	429.99	976,082	2.1	207,829	4.70
100 - 119	796	0.2	376.68	299,835	0.6	85,884	3.49
120 - 139	1,729	0.4	506.56	875,836	1.9	211,492	4.14
140 - 169	1,608	0.4	541.09	870,078	1.9	242,259	3.59
170 - 199	1,002	0.3	554.33	555,435	1.2	177,304	3.13
200-over	642	0.1	1,207.14	774,984	1.7	185,785	4.17
Totals	436,693	100.0	105.63	46,126,376	100.0	4,861,694	9.49

**TABLE 12. Number and Expenditures of Canadians Returning to Canada via Plane in 1959,
classified by Length of Visit**

Days stay	Number of persons	% of total persons	Average expenditure per person	Estimated expenditures	% of total expend- itures	Number of person-days	Average expenditure per person per day
			\$	\$			\$
1	23,357	5.5	52.54	1,227,199	1.4	23,357	52.54
2	42,850	10.1	89.24	3,823,821	4.4	85,700	44.62
3	44,775	10.6	115.97	5,192,499	6.0	134,325	38.66
4	44,005	10.4	136.59	6,010,730	6.9	176,020	34.15
5	36,757	8.7	159.60	5,866,433	6.8	183,785	31.92
6	19,853	4.7	176.40	3,502,087	4.0	119,118	29.40
7	27,849	6.6	181.24	5,047,325	5.8	194,943	25.89
8	13,897	3.3	206.17	2,865,095	3.3	111,176	25.77
9	9,208	2.2	213.63	1,967,088	2.3	82,872	23.74
10	24,135	5.7	217.86	5,258,094	6.0	241,350	21.79
11	6,233	1.5	230.49	1,436,623	1.6	68,563	20.95
12	10,469	2.5	232.03	2,429,153	2.8	125,628	19.34
13	5,178	1.2	266.43	1,379,568	1.6	67,314	20.49
14	27,619	6.5	263.92	7,289,155	8.4	386,666	18.85
15	11,590	2.7	278.28	3,225,278	3.7	173,850	18.55
16	7,152	1.7	300.85	2,151,686	2.5	114,432	18.80
17	4,755	1.1	297.11	1,412,781	1.6	80,835	17.48
18	4,959	1.2	334.45	1,658,561	1.9	89,262	18.58
19	2,642	0.6	315.71	834,098	1.0	50,198	16.62
20	5,119	1.2	333.14	1,705,334	2.0	102,380	16.66
21	11,292	2.7	344.38	3,888,685	4.5	237,132	16.40
22	1,792	0.4	342.33	613,462	0.7	39,424	15.56
23	1,919	0.5	347.25	666,366	0.8	44,137	15.10
24	1,056	0.2	350.92	370,576	0.4	25,344	14.62
25	1,897	0.4	363.09	688,786	0.8	47,425	14.52
26	1,175	0.3	364.35	428,106	0.5	30,550	14.01
27	960	0.2	393.38	377,647	0.4	25,920	14.57
28	3,189	0.8	439.98	1,403,084	1.6	89,292	15.71
29	733	0.2	401.14	294,032	0.3	21,257	13.83
30 - 39	12,009	2.8	396.70	4,763,980	5.5	384,829	12.38
40 - 49	4,552	1.1	497.53	2,264,738	2.6	196,265	11.54
50 - 59	1,271	0.3	527.46	670,407	0.8	69,154	9.69
60 - 69	2,015	0.5	499.07	1,005,619	1.2	123,989	8.11
70 - 79	1,512	0.4	589.82	891,804	1.0	110,980	8.04
80 - 89	535	0.1	608.07	325,317	0.4	44,828	7.26
90 - 99	1,089	0.3	696.57	758,569	0.9	99,386	7.63
100 - 119	647	0.2	526.56	340,684	0.4	70,155	4.86
120 - 139	647	0.2	737.01	476,848	0.5	81,204	5.87
140 - 169	872	0.2	948.13	826,773	0.9	129,659	6.38
170 - 199	543	0.1	1,235.16	670,694	0.8	98,112	6.84
200 - over	535	0.1	1,599.92	855,955	1.0	149,078	5.74
Totals	422,642	100.0	205.53	86,864,740	100.0	4,729,894	18.37

TABLE 13. State of Destination, Reported by Canadians, Special Survey 1959
 Percentage of Persons Reporting Visits of 48 Hours or Over

State of destination	Calendar year	First quarter	Second quarter	Third quarter	Fourth quarter
	per cent				
New York	26.55	23.19	28.46	24.18	31.24
Washington	11.32	8.43	11.52	12.18	11.41
Florida	10.22	26.10	14.31	3.89	6.34
Michigan	9.31	7.85	9.02	10.68	8.01
California	6.10	9.10	6.58	4.82	5.90
Massachusetts	4.41	2.74	2.71	5.80	4.98
Minnesota	3.95	2.49	2.90	5.03	4.18
Maine	3.55	0.61	1.35	6.24	3.07
Illinois	2.29	1.90	1.96	2.11	3.35
New Jersey	2.28	0.87	1.68	3.66	1.31
Ohio	2.09	2.03	2.05	2.29	1.81
Vermont	1.94	0.81	1.02	2.33	3.11
Oregon	1.88	1.64	1.73	2.20	1.61
Pennsylvania	1.58	1.74	1.46	1.58	1.64
North Dakota	1.49	0.80	2.25	1.11	1.76
District of Columbia	1.05	0.85	1.59	0.71	1.20
Montana	1.01	0.79	0.60	1.52	0.65
New Hampshire	0.88	0.18	0.36	1.61	0.58
Idaho	0.78	0.64	0.36	1.21	0.56
Virginia	0.78	0.48	0.88	0.84	0.75
Connecticut	0.73	0.69	0.63	0.69	0.97
Wisconsin	0.57	0.38	0.44	0.73	0.53
Indiana	0.49	0.28	0.82	0.42	0.36
Texas	0.48	0.90	0.63	0.27	0.40
Arizona	0.41	1.29	0.50	0.14	0.22
Kentucky	0.28	0.17	0.36	0.32	0.17
North Carolina	0.28	0.26	0.37	0.29	0.17
Missouri	0.27	0.23	0.28	0.17	0.47
Colorado	0.26	0.29	0.16	0.32	0.23
Louisiana	0.26	0.49	0.26	0.14	0.34
Rhode Island	0.22	0.20	0.13	0.29	0.21
Nevada	0.21	0.17	0.22	0.13	0.39
Wyoming	0.19	0.02	0.08	0.37	0.11
Maryland	0.18	0.19	0.20	0.19	0.13
Iowa	0.17	0.13	0.21	0.13	0.22
Tennessee	0.17	0.08	0.17	0.17	0.21
Georgia	0.16	0.22	0.23	0.12	0.11
South Carolina	0.15	0.04	0.29	0.08	0.18
Utah	0.14	0.10	0.19	0.11	0.15
Oklahoma	0.13	0.05	0.37	0.03	0.08
West Virginia	0.13	0.09	0.08	0.19	0.08
Alaska	0.11	0.08	0.05	0.07	0.31
South Dakota	0.10	0.01	0.04	0.19	0.05
Delaware	0.09	0.16	0.12	0.05	0.11
Kansas	0.09	0.07	0.08	0.11	0.07
Nebraska	0.08	0.01	0.10	0.10	0.08
Alabama	0.07	0.05	0.05	0.09	0.05
Arkansas	0.04	0.03	0.08	0.02	0.04
Mississippi	0.04	0.04	0.04	0.04	0.05
New Mexico	0.04	0.04	0.03	0.04	0.05
Totals	100.00	100.00	100.00	100.00	100.00

TABLE 15. Number of Foreign Automobiles and Other Vehicles Entering Canada, by Province of Entry, 1955 - 59

Province of entry	1955	1956	1957	1958	1958 ¹	1959 ¹
Non-permit class—Local traffic²						
Atlantic Provinces	1, 169, 151	1, 385, 993	1, 547, 776	1, 449, 720	1, 110, 449	1, 057, 413
Quebec	482, 534	542, 454	594, 244	575, 956	441, 629	444, 746
Ontario	3, 758, 160	3, 915, 963	3, 892, 033	3, 878, 340	3, 200, 055	3, 314, 373
Manitoba	72, 591	70, 890	75, 240	79, 077	63, 969	64, 834
Saskatchewan	31, 956	32, 420	31, 165	29, 741	23, 979	24, 081
Alberta	39, 788	32, 069	25, 194	22, 809	17, 584	16, 862
British Columbia	128, 583	130, 282	120, 573	130, 909	101, 770	105, 708
Yukon Territory	626	995	847	337	268	402
Canada³	5, 683, 389	6, 111, 066	6, 287, 072	6, 166, 889	4, 959, 703	5, 028, 419
Travellers' vehicle permits²						
Atlantic Provinces	166, 664	174, 698	179, 866	216, 191	166, 427	218, 198
Quebec	405, 784	417, 826	425, 870	407, 214	336, 043	341, 343
Ontario	1, 549, 942	1, 485, 360	1, 533, 842	1, 499, 740	1, 318, 902	1, 344, 836
Manitoba	46, 723	45, 543	49, 178	51, 983	45, 468	48, 394
Saskatchewan	18, 910	20, 984	22, 334	23, 231	19, 918	20, 379
Alberta	45, 745	47, 916	48, 770	46, 788	43, 512	46, 419
British Columbia	283, 469	282, 926	284, 790	292, 768	251, 451	245, 534
Yukon Territory	7, 756	9, 191	10, 424	9, 476	7, 788	9, 634
Canada⁴	2, 524, 993	2, 484, 444	2, 555, 074	2, 547, 391	2, 189, 509	2, 274, 737
Commercial vehicles						
Atlantic Provinces	94, 989	110, 295	105, 709	101, 485	77, 292	72, 266
Quebec	86, 979	120, 184	113, 524	96, 256	71, 294	74, 879
Ontario	133, 779	156, 942	170, 975	171, 695	124, 968	158, 060
Manitoba	12, 717	15, 008	17, 293	23, 010	17, 247	19, 141
Saskatchewan	6, 541	8, 502	8, 248	11, 219	9, 067	6, 076
Alberta	7, 989	8, 773	8, 028	8, 711	6, 823	6, 189
British Columbia	22, 234	29, 834	34, 213	40, 641	31, 074	29, 827
Yukon Territory	315	1, 385	172	83	54	93
Canada	365, 543	450, 923	458, 162	453, 100	337, 819	366, 531

¹ Period of January - September inclusive.² "Non-Permit Class" and Travellers' Vehicle Permits are defined on page 92.³ Includes 4,263 motorcycles, 29,188 bicycles and 128,175 taxis in 1959.⁴ Includes 1,532 motorcycles, 1,649 bicycles and 6,640 other vehicles in 1959.

**TABLE 16. Number of Foreign Automobiles and Other Vehicles Entering Canada,
by Month of Entry, 1955 - 59**

Month	1955	1956	1957	1958	1959
Non-permit class - Local traffic¹					
January	270, 122	323, 125	322, 675	339, 022	310, 093
February	242, 686	297, 624	317, 949	287, 370	289, 476
March	269, 088	328, 989	377, 850	363, 894	344, 949
April	385, 694	425, 938	441, 457	466, 855	416, 989
May	501, 979	511, 769	539, 002	559, 676	549, 872
June	584, 817	628, 224	662, 472	624, 144	636, 129
July	921, 522	881, 774	900, 959	893, 335	920, 037
August	798, 819	844, 405	905, 627	899, 473	948, 944
September	545, 478	601, 759	564, 815	525, 934	611, 930
October	459, 144	481, 999	467, 680	461, 866	²
November	352, 799	395, 344	403, 714	389, 134	²
December	351, 241	390, 116	382, 872	356, 186	²
Totals³	5, 683, 389	6, 111, 066	6, 287, 072	6, 166, 889	²
Travellers' vehicle permits¹					
January	57, 451	56, 076	48, 336	59, 017	56, 519
February	52, 332	55, 175	61, 018	52, 592	59, 977
March	67, 071	75, 823	85, 669	78, 606	84, 444
April	118, 786	105, 632	117, 229	122, 623	110, 716
May	200, 671	162, 388	185, 817	202, 419	195, 575
June	289, 577	320, 390	329, 904	306, 829	315, 468
July	582, 036	541, 715	543, 995	527, 808	573, 138
August	515, 078	526, 738	574, 926	587, 647	575, 338
September	309, 446	295, 853	269, 367	251, 968	303, 562
October	167, 563	164, 666	152, 653	171, 469	²
November	91, 190	101, 587	101, 577	107, 864	²
December	73, 792	78, 401	84, 583	78, 549	²
Totals⁴	2, 524, 993	2, 484, 444	2, 555, 074	2, 547, 391	²
Commercial vehicles					
January	29, 614	38, 264	41, 403	39, 187	40, 034
February	28, 612	37, 416	40, 525	35, 049	38, 649
March	29, 730	37, 839	41, 080	39, 079	43, 262
April	26, 682	32, 958	32, 712	34, 129	42, 172
May	29, 597	36, 927	38, 131	38, 563	39, 955
June	30, 768	38, 423	37, 676	39, 251	42, 587
July	29, 356	35, 997	39, 278	41, 833	42, 712
August	31, 614	40, 019	38, 387	35, 623	39, 638
September	30, 004	36, 079	35, 355	35, 105	37, 522
October	30, 214	41, 486	38, 316	38, 944	37, 935
November	31, 869	38, 244	37, 123	35, 636	33, 296
December	37, 483	37, 271	38, 176	40, 701	40, 463
Totals	365, 543	450, 923	458, 162	453, 100	478, 225

¹ "Non-Permit Class" and Travellers' Vehicle Permits are defined on page 92.

² Comparable data not available.

³ Includes 4,263 motorcycles, 29,188 bicycles and 128,175 taxis in January - September 1959.

⁴ Includes 1,532 motorcycles, 1,649 bicycles and 6,640 other vehicles in 1959.

**TABLE 17. Number of Foreign Automobiles and Other Vehicles Entering Canada,
by Province of Entry, October – December 1959**

Province of entry	Length of stay in Canada		Repeats and taxis	Commercial vehicles
	24 hours or less	over 24 hours		
	October			
Atlantic Provinces.....	21,599	13,508	96,834	7,106
Quebec.....	24,071	26,712	19,870	9,470
Ontario.....	112,101	88,094	164,534	14,728
Manitoba	1,642	2,534	3,886	1,604
Saskatchewan	683	1,079	1,419	717
Alberta.....	695	1,225	850	653
British Columbia	8,131	13,519	6,386	3,383
Yukon Territory	10	680	—	274
Canada.....	168,932	147,351	293,779	37,935
	November			
Atlantic Provinces.....	16,103	7,173	91,123	6,497
Quebec.....	19,491	13,327	15,051	7,752
Ontario.....	117,745	92,086	73,373	11,855
Manitoba	1,817	1,226	3,426	2,184
Saskatchewan	825	588	976	695
Alberta.....	530	565	683	627
British Columbia	8,600	8,981	4,168	3,533
Yukon Territory	—	496	8	153
Canada.....	165,111	124,442	188,808	33,296
	December			
Atlantic Provinces.....	13,576	6,084	97,859	7,422
Quebec.....	16,836	13,471	13,962	8,757
Ontario.....	125,696	70,691	43,722	16,271
Manitoba	3,171	1,272	4,216	2,861
Saskatchewan	1,025	632	1,014	684
Alberta.....	588	864	677	593
British Columbia	8,729	9,906	4,700	3,780
Yukon Territory	—	438	10	95
Canada.....	169,621	103,358	166,160	40,463

**TABLE 18. Number of Foreign Travellers Entering Canada from the United States,
by Province of Entry, 1955 - 59**

Province of entry	1955	1956	1957	1958	1959
(a) Rail¹					
Atlantic Provinces.....	13,421	12,476	9,881	9,213	7,790
Quebec.....	130,393	121,803	114,742	104,275	97,481
Ontario.....	213,871	183,634	168,527	147,621	130,747
Manitoba	22,877	20,482	18,708	17,685	17,806
Saskatchewan.....	11,198	9,329	8,349	6,710	7,429
Alberta.....	1,571	1,580	1,570	1,763	2,095
British Columbia	47,241	43,254	44,275	48,130	43,437
Yukon Territory	6,856	9,814	10,085	7,464	10,533
Canada.....	447,428	402,372	376,137	342,861	317,318
(b) Boat					
Atlantic Provinces.....	6,809	4,495	4,223	4,832	4,451
Quebec.....	4,773	3,750	5,607	5,734	6,499
Ontario.....	242,866	243,682	258,139	221,443	268,638
Manitoba	—	—	—	—	—
Saskatchewan.....	—	—	—	—	—
Alberta.....	—	—	—	—	—
British Columbia	115,147	147,547	150,448	99,864	139,757
Yukon Territory	—	2	9	4	7
Canada.....	369,595	399,476	418,426	331,877	419,352
(c) Bus²					
Atlantic Provinces.....	10,260	8,072	8,329	7,523	7,679
Quebec.....	47,153	51,158	59,408	63,839	66,968
Ontario.....	239,086	233,930	255,830	245,161	264,605
Manitoba	6,687	6,643	7,185	6,922	7,006
Saskatchewan.....	879	645	168	167	704
Alberta.....	3,265	3,132	6,760	7,180	7,491
British Columbia	32,421	34,912	37,551	38,294	36,306
Yukon Territory	246	432	—	915	1,368
Canada.....	339,997	338,924	375,231	370,001	392,127
(d) Aeroplane					
Atlantic Provinces.....	13,164	13,032	15,176	15,400	19,484
Quebec.....	77,688	81,309	89,957	92,360	112,382
Ontario.....	118,268	135,075	150,185	156,028	183,362
Manitoba	11,909	12,278	15,009	16,303	17,229
Saskatchewan.....	1,465	1,717	1,814	2,608	2,452
Alberta.....	13,237	13,658	19,807	14,617	19,198
British Columbia	42,044	46,598	50,206	61,326	67,148
Yukon Territory ³	10,723	11,051	10,487	9,395	9,991
Canada.....	288,498	314,718	352,641	368,037	431,246

¹ After deducting in transit passengers across Southern Ontario.

² Exclusive of local bus traffic between border communities but including in transit traffic.

³ Yukon Territory traffic is practically all in transit to and from Alaska.

**TABLE 19. Number of Foreign Travellers Entering Canada from the United States,
by Month of Entry, 1955-59**

Month	1955	1956	1957	1958	1959
(a) Rail (Gross entries)					
January	68,277	73,793	52,636	50,607	52,460
February	55,254	59,712	52,861	45,436	39,856
March	52,660	58,495	46,413	35,558	39,730
April	62,322	59,913	54,316	44,950	39,940
May	69,862	63,314	58,119	50,171	47,382
June	87,009	89,728	72,750	69,394	64,180
July	116,690	106,914	94,177	80,513	77,256
August	112,695	103,283	85,252	82,379	74,504
September	81,132	76,639	55,803	51,542	49,280
October	79,888	60,307	46,248	42,922	40,886
November	73,286	53,923	42,680	39,624	41,120
December	80,712	76,120	58,438	57,896	55,655
Totals	939,787	882,141	719,693	650,992	622,249
(b) Rail (Net entries)					
January	26,417	26,733	20,579	22,276	21,262
February	25,124	25,150	25,257	26,335	18,564
March	22,776	23,508	23,643	17,270	18,736
April	26,672	25,001	28,390	20,148	17,684
May	31,353	27,060	31,186	26,516	24,060
June	46,301	45,293	42,244	40,709	38,859
July	65,841	57,610	59,965	49,657	48,717
August	61,430	53,428	49,423	48,499	43,214
September	36,127	35,724	27,770	26,843	25,623
October	38,187	27,329	23,113	20,396	20,335
November	34,674	23,701	18,654	18,461	17,491
December	32,526	31,835	25,913	25,751	22,773
Totals	447,428	402,372	376,137	342,861	317,318
X (c) Boat					
January	1,151	1,395	1,258	1,815	2,395
February	1,133	1,446	1,421	1,691	1,697
March	1,650	1,793	2,834	2,174	2,952
April	2,953	3,021	3,697	3,669	1,579
May	17,648	16,500	21,555	20,406	21,709
June	51,100	56,347	56,890	34,932	59,503
July	121,281	122,785	134,116	90,942	130,830
August	115,902	131,623	135,503	121,662	131,092
September	42,050	48,666	45,618	38,947	53,680
October	9,224	9,861	10,562	10,300	10,905
November	3,038	3,062	3,086	3,007	1,737
December	2,465	2,977	1,886	2,332	1,273
Totals	369,595	399,476	418,426	331,877	419,352

**TABLE 19. Number of Foreign Travellers Entering Canada from the United States,
by Month of Entry, 1955 - 59 - Concluded**

Month	1955	1956	1957	1958	1959
(d) Bus^{1 2}					
January	12,898	9,492	10,925	12,689	12,221
February	10,813	12,061	12,342	9,721	12,858
March	13,597	12,050	13,023	13,718	13,255
April	17,481	18,357	21,109	23,025	25,653
May	27,100	29,398	35,097	35,350	37,105
June	39,108	39,169	47,005	46,726	46,264
July	75,419	65,222	74,184	69,870	75,010
August	64,503	66,337	78,714	74,284	71,477
September	30,947	32,691	34,786	27,807	42,747
October	20,162	25,122	19,512	24,417	22,097
November	14,981	15,180	15,857	16,933	17,483
December	12,988	13,845	12,677	15,461	15,957
Totals	339,997	338,924	375,231	370,001	392,127
(e) Aeroplane					
January	14,823	16,946	18,817	20,640	21,549
February	13,951	16,493	18,295	19,607	21,082
March	16,964	18,285	21,427	22,795	23,477
April	18,239	20,553	22,732	24,344	29,322
May	24,733	27,621	31,664	33,269	38,024
June	31,161	38,948	41,028	42,833	49,525
July	36,453	37,078	43,901	43,007	53,543
August	38,695	38,078	45,077	46,384	54,407
September	30,013	31,740	35,708	34,902	43,925
October	26,420	27,624	30,173	32,773	37,544
November	18,016	21,204	21,942	24,092	29,910
December	19,030	20,148	21,877	23,391	28,938
Totals	288,498	314,718	352,641	368,037	431,246

¹ Exclusive of local bus traffic between border communities.

² Includes a small percentage of in transit passengers across Southern Ontario.

TABLE 20. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Province of Re-Entry into Canada, 1955 - 59

Province of re-entry	1955	1956	1957	1958	1959
Length of stay - 24 hours or less					
Atlantic Provinces	1,367,434	1,615,748	1,692,852	1,671,214	1,717,825
Quebec	952,817	1,086,593	1,169,503	1,116,431	1,080,609
Ontario	2,367,938	2,759,531	2,864,208	3,019,548	2,999,515
Manitoba	144,013	136,752	137,949	141,089	143,471
Saskatchewan	65,055	75,043	86,364	82,622	78,496
Alberta	58,247	64,567	51,935	44,593	43,520
British Columbia	534,473	569,786	624,361	707,686	789,200
Yukon Territory	1,069	1,495	2,449	1,385	1,271
Canada¹	5,491,046	6,309,515	6,629,621	6,784,568	6,853,907
Length of stay - Over 24 hours					
Atlantic Provinces	97,943	127,366	152,791	149,265	167,829
Quebec	310,199	373,757	403,802	367,941	369,228
Ontario	480,086	478,872	476,225	471,324	510,873
Manitoba	67,869	65,979	71,864	73,387	79,138
Saskatchewan	32,040	31,486	32,481	31,911	32,202
Alberta	65,534	65,050	58,552	44,718	42,005
British Columbia	186,150	203,723	228,773	235,323	250,477
Yukon Territory	381	387	609	386	475
Canada¹	1,240,202	1,346,620	1,425,097	1,374,255	1,452,227
Commercial vehicles					
Atlantic Provinces	124,443	137,853	132,536	115,691	118,302
Quebec	135,755	183,390	172,788	147,609	143,197
Ontario	223,384	232,944	244,371	218,691	255,144
Manitoba	25,081	28,125	22,220	26,559	32,469
Saskatchewan	10,217	12,156	10,128	8,037	8,476
Alberta	12,272	13,138	11,169	11,229	9,435
British Columbia	31,653	31,297	32,752	38,880	41,955
Yukon Territory	289	355	1,423	511	419
Canada	563,094	639,258	627,387	567,207	609,397

¹ Includes 9,229 motorcycles, 55,099 bicycles and 210,838 taxis in 1959.

TABLE 21. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Month of Re-Entry into Canada, 1955 - 59

Month	1955	1956	1957	1958	1959
Length of stay - 24 hours or less					
January	301,042	383,268	399,596	420,733	403,501
February	273,870	354,860	404,559	374,721	394,839
March	300,795	427,869	492,090	486,951	501,240
April	444,174	481,004	536,541	564,198	541,723
May	527,307	559,558	587,888	611,769	648,348
June	526,692	594,178	644,667	634,245	637,943
July	676,355	737,228	737,969	756,732	857,868
August	603,177	689,141	719,408	812,532	774,985
September	520,679	576,327	601,845	627,393	608,749
October	509,508	556,788	533,309	550,348	543,864
November	399,258	467,583	481,531	477,600	455,063
December	408,189	481,711	490,218	467,346	485,784
Totals¹	5,491,046	6,309,515	6,629,621	6,784,568	6,853,907
Length of stay - Over 24 hours					
January	29,901	44,702	47,732	52,324	51,856
February	28,139	40,440	45,277	43,904	48,679
March	35,197	56,831	68,041	68,268	84,997
April	91,539	95,988	111,959	103,708	86,072
May	103,763	97,891	110,349	100,646	116,685
June	95,473	102,719	118,480	111,402	108,328
July	229,098	230,627	234,430	220,317	242,715
August	212,498	233,583	250,895	264,661	282,549
September	146,566	152,261	152,729	141,916	160,793
October	129,708	130,197	124,798	126,082	124,637
November	73,940	83,674	85,387	77,465	73,674
December	64,380	77,707	75,020	63,562	71,242
Totals¹	1,240,202	1,346,620	1,425,097	1,374,255	1,452,227
Commercial vehicles					
January	40,328	58,587	66,131	53,973	55,089
February	36,718	61,397	62,256	50,981	49,554
March	37,379	52,016	54,107	48,366	48,310
April	40,980	42,682	44,607	41,696	45,977
May	49,327	49,300	51,601	45,720	48,937
June	51,448	50,890	49,634	44,326	51,730
July	49,445	52,550	54,167	45,251	52,703
August	51,345	54,034	51,965	43,880	49,054
September	51,113	51,334	48,087	46,349	52,545
October	52,097	57,800	51,223	50,309	53,258
November	47,245	52,597	46,992	43,144	47,151
December	55,669	56,071	46,617	53,212	55,089
Totals	563,094	639,258	627,387	567,207	609,397

¹ Includes 9,229 motorcycles, 55,099 bicycles and 210,838 taxis in 1959.

TABLE 22. Number of Canadians Returning from the United States, by Province of Re-Entry into Canada, 1955 - 59

Province of re-entry	1955	1956	1957	1958	1959
(a) Rail					
Atlantic Provinces	13,407	14,201	12,596	12,096	9,766
Quebec	153,252	155,634	136,478	129,716	117,452
Ontario	216,000	222,747	205,094	180,553	172,955
Manitoba	22,533	22,085	20,629	18,716	18,216
Saskatchewan	4,888	4,069	3,462	3,154	2,260
Alberta	2	—	—	—	—
British Columbia	70,210	65,745	65,118	60,122	58,546
Yukon Territory	792	1,356	1,635	1,023	1,323
Canada	481,084	485,837	445,012	405,380	380,518
(b) Boat					
Atlantic Provinces	34,140	21,701	21,661	16,335	15,031
Quebec	2,892	1,865	3,401	3,370	3,351
Ontario	45,047	45,995	37,557	65,954	81,293
Manitoba	—	—	—	—	—
Saskatchewan	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	28,202	32,563	32,581	30,834	24,710
Yukon Territory	4	23	13	23	29
Canada	110,285	102,147	95,213	116,516	124,414
(c) Bus¹					
Atlantic Provinces	13,971	12,663	12,608	10,042	10,284
Quebec	76,014	78,064	78,333	77,139	81,697
Ontario	263,159	225,803	235,042	223,230	226,642
Manitoba	25,323	28,599	29,000	27,385	23,244
Saskatchewan	878	877	392	141	145
Alberta	5,130	5,268	5,087	4,302	4,652
British Columbia	80,822	84,223	93,259	92,846	90,029
Yukon Territory	56	126	—	23	—
Canada	465,353	435,623	453,721	435,108	436,693
(d) Aeroplane					
Atlantic Provinces	7,987	8,913	9,583	11,624	13,892
Quebec	78,140	91,544	98,868	102,758	120,259
Ontario	121,855	147,902	166,496	180,921	209,493
Manitoba	6,239	6,698	7,204	8,016	10,331
Saskatchewan	414	565	733	1,164	1,626
Alberta	5,482	5,248	8,044	7,984	12,180
British Columbia	33,189	38,774	41,035	47,619	53,929
Yukon Territory	608	648	689	1,020	932
Canada	253,914	300,292	332,652	361,106	422,642

¹ Exclusive of local bus traffic between border communities.

**TABLE 23. Number of Canadians Returning from the United States,
by Month of Re-Entry into Canada, 1955 - 59**

Month	1955	1956	1957	1958	1959
(a) Rail (Gross entries)					
January	37,832	38,793	34,340	32,926	34,258
February	29,352	31,848	30,116	24,971	26,242
March	34,274	35,580	42,179	29,087	36,606
April	49,399	52,322	43,125	39,124	31,447
May	36,960	34,951	34,450	30,075	29,555
June	34,150	32,758	30,163	28,505	25,608
July	51,285	49,722	47,452	40,005	36,596
August	50,972	55,947	50,191	52,799	43,233
September	40,170	42,045	36,607	33,428	30,284
October	46,452	42,718	36,319	34,758	31,418
November	32,557	30,896	28,484	26,451	26,142
December	37,681	38,257	31,586	33,251	29,129
Totals	481,084	485,837	445,012	403,380	380,518
(b) Rail (Net entries)					
January	37,403	38,365	33,957	32,421	33,920
February	28,952	31,513	29,786	24,613	25,907
March	33,816	35,139	41,762	28,640	36,189
April	48,684	51,909	42,603	38,487	30,920
May	36,491	34,463	34,022	29,541	29,102
June	33,707	32,318	29,626	28,017	25,223
July	50,721	49,252	46,769	39,543	36,065
August	50,269	55,360	49,466	52,336	42,774
September	39,692	41,638	36,151	32,968	29,871
October	45,912	42,254	35,788	34,353	31,009
November	32,041	30,362	27,954	26,050	25,739
December	37,009	37,721	31,003	32,785	28,685
Totals	474,697	480,294	438,887	399,754	375,404
(c) Boat					
January	3,774	2,652	2,626	2,748	2,295
February	2,660	3,176	2,866	3,647	3,006
March	2,864	3,360	2,928	3,777	4,307
April	4,497	3,970	4,784	5,351	2,651
May	6,312	5,258	5,287	5,224	5,719
June	10,233	9,175	10,388	9,430	13,720
July	25,386	21,433	19,018	26,004	33,524
August	23,721	26,994	21,528	34,560	34,107
September	13,755	11,236	10,753	12,868	14,365
October	6,766	6,814	6,495	5,017	6,040
November	5,620	3,552	4,954	4,667	2,888
December	4,697	4,527	3,586	3,223	1,792
Totals	110,285	102,147	95,213	116,516	124,414

**TABLE 23. Number of Canadians Returning from the United States,
by Month of Re-Entry into Canada, 1955-59 - Concluded**

Month	1955	1956	1957	1958	1959
(d) Bus¹					
January	25,367	20,279	22,300	21,365	23,679
February	22,897	19,023	19,451	19,253	20,529
March	26,504	23,722	28,887	23,868	31,462
April	36,533	34,923	37,585	35,225	32,551
May	43,420	40,637	37,889	38,654	37,806
June	48,872	51,987	51,371	51,728	50,715
July	68,664	61,656	59,642	59,037	55,455
August	62,790	68,496	70,879	67,281	63,717
September	48,347	41,277	45,309	39,566	39,174
October	34,189	27,824	33,262	33,137	34,698
November	24,646	23,591	23,057	23,484	23,339
December	23,124	22,208	24,089	22,510	23,568
Totals	465,353	435,623	453,721	435,108	436,693
(e) Aeroplane					
January	20,159	23,884	28,486	31,634	32,882
February	17,001	22,245	24,847	26,087	29,644
March	22,854	27,857	32,860	33,142	41,929
April	25,976	32,125	32,289	37,011	42,302
May	21,741	26,588	29,573	31,042	37,389
June	19,417	25,165	24,442	27,512	32,701
July	18,932	20,864	25,402	27,060	30,391
August	20,657	24,653	29,374	33,650	36,566
September	23,100	25,446	27,971	27,229	36,968
October	25,226	28,543	29,738	33,550	37,783
November	19,833	23,213	24,403	28,623	32,785
December	19,018	19,709	23,267	24,566	31,302
Totals	253,914	300,292	332,652	361,106	422,642

¹ Exclusive of local bus traffic between border communities.

Classification Definitions used in this Report.

1. "Commercial Vehicles" are trucks used for commercial purposes.
2. Highway Traffic not classified as commercial vehicles consists of automobiles, taxis, motorcycles and bicycles.

3. 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.

4. 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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