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TRAVEL BETWEEN CANADA  
AND  
OTHER COUNTRIES  
1960

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 1960

## Introductory Review of Travel Between Canada and Other Countries

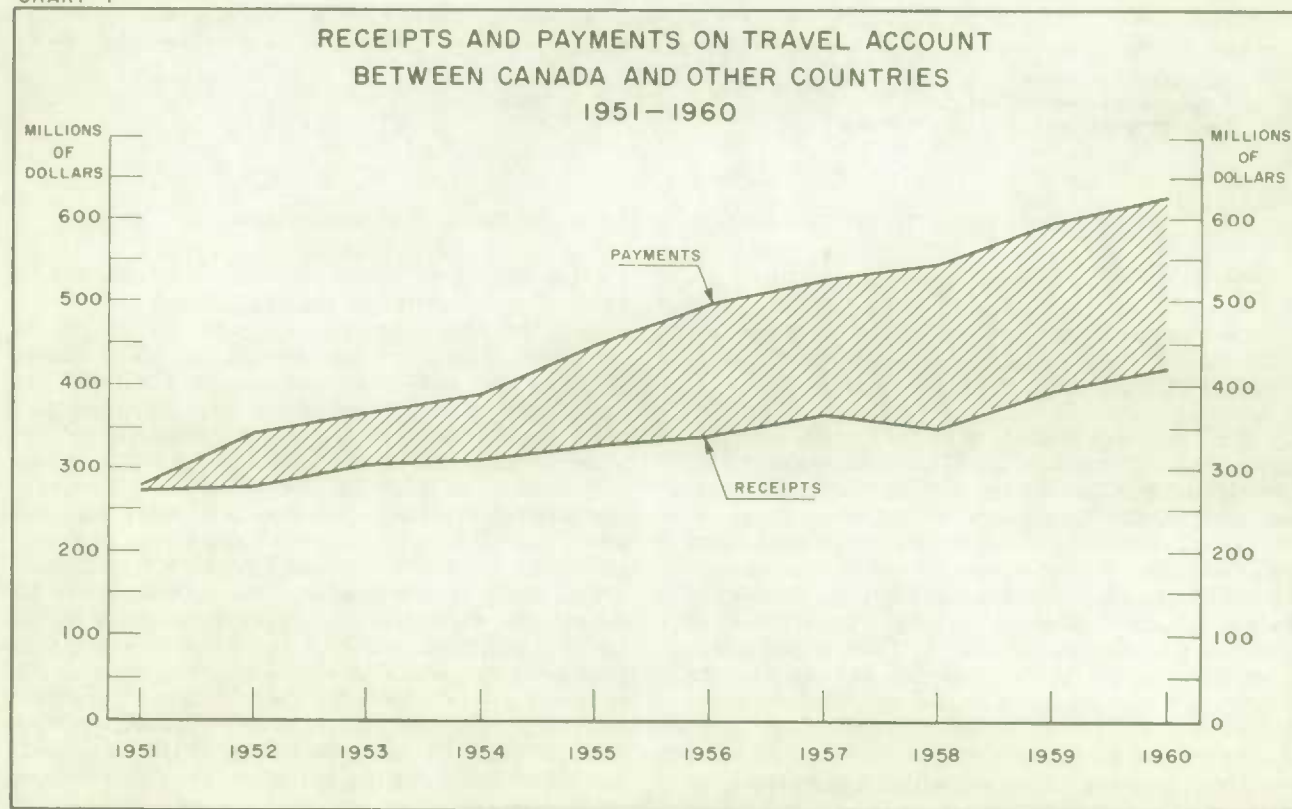
Total receipts from residents of other countries in 1960 amounted to \$420 million, an increase of approximately \$29 million or between 7 and 8 per cent more than in 1959. Aggregate receipts comprised \$375 million from United States visitors and \$45 million from residents of countries other than the United States. Almost 83 per cent of the increased receipts resulted from higher spending by United States travellers although slightly fewer visitors were recorded from that country. Total entries of non-residents in 1960 numbered 29.7 million, about 1 per cent below the 1959 figure.

Expenditures by Canadians on foreign travel in 1960 amounted to \$627 million, an increase of \$29 million or 5 per cent in comparison with 1959. Payments for travel to the United States (inclusive of Hawaii) were \$462 million, representing almost 74 per cent of total travel disbursements for the year, while expenditures by Canadians visiting other foreign countries came to \$165 million. Total re-entries by Canadian residents in 1960 numbered 29.2 million, up 1.1 million or 4 per cent over the 1959 volume. However, while the increase in total

expenditures abroad during 1960 was almost evenly divided between the United States and other foreign areas visited, most of the additional travel was to the former. Nevertheless, although the number of travellers visiting overseas countries is insignificant in comparison with the number going to the United States, payments (as well as receipts) involved in travel to and from overseas areas assume a greater relative importance than the volume of travel would indicate.

In 1960, the total debit balance on travel account between Canada and other countries remained unchanged from 1959 at \$207 million, resulting from a \$10 million drop in the deficit with the United States, accompanied by an equivalent increase in the deficit with other foreign countries. This marks the second consecutive year that there has been a reduction in the travel deficit with the United States, while, on the other hand, the deficit with overseas countries became increasingly larger. Canada's total travel deficit in 1960 comprised an \$87 million imbalance with the United States and a \$120 million imbalance with other countries.

CHART - I



## United States Travel in Canada

Expenditures of United States residents in Canada (\$375 million) increased almost 7 per cent during 1960, although the rate of expansion was only about one-half that experienced in 1959. Higher average disbursements in some categories were responsible for the rise in expenditures, in view of the fact that total visits were down about 1 per cent. A quarterly analysis shows that receipts experienced their most significant gain in the final period of 1960, at which time they were 18 per cent above their comparable 1959 level. Receipts during the remainder of the year showed increases of 12

per cent in the first quarter, 6 per cent in the second, and 4 per cent in the third quarter.

As already mentioned, the number of Americans travelling to Canada in 1960 (29.7 million) was slightly lower than in 1959. The decline was, furthermore, reflected throughout all quarters but the fourth, where entries advanced between 2 and 3 per cent in comparison with the same quarter of 1959. Decreases in United States travel to Canada amounted to about one-half per cent in the first quarter, 2 per cent in the second, and between 1 and 2 per cent in the third quarter of 1960.

STATEMENT 1. Number and Expenditures of United States Travellers in Canada, 1957-60

Type of transportation	Number of persons				Expenditures			
	1957	1958	1959	1960	1957	1958	1959	1960 <sup>1</sup>
	thousands				millions of dollars			
Automobile:								
Non-permit or local traffic	12,300	11,542	9,025 <sup>2</sup>	—	34.8	31.0	28.4 <sup>2</sup>	—
Customs permits	7,405	7,476	8,847 <sup>3</sup>	18,344 <sup>3</sup>	138.7	140.8	163.4 <sup>3</sup>	219.9 <sup>3</sup>
Repeat trips of permit holders	3,211	3,644	4,959	4,927	—	—	—	—
Totals	22,916	22,662	22,831	23,271	173.5	171.8	191.8	219.9
Non-automobile:								
Rail	720	651	619	590	44.6	34.7	35.9	30.7
Boat	309	332	419	439	18.9	15.1	21.0	18.2
Through bus	375	370	392	416	27.5	26.3	26.9	31.6
Plane	353	368	432	435	40.6	41.4	50.7	52.7
Other	3,946	4,148	5,188	4,504	20.2	20.1	24.8	22.0
Totals	5,703	5,869	7,050	6,384	151.8	137.6	159.3	155.2
Grand totals	28,619	28,531	29,881	29,655	325.3	309.4	351.1	375.1

<sup>1</sup> Subject to revision.

<sup>2</sup> January-September inclusive.

<sup>3</sup> Not comparable with previous years.

## United States Travel Expenditures in Canada by Types of Transportation

Increased receipts from United States travellers in Canada during 1960 resulted entirely from a \$28.1 million expansion in the expenditures of automobile visitors, as receipts from the non-automobile category fell \$4.1 million in comparison with 1959.

United States visitors entering Canada by automobile in 1960 numbered 23,271,000, representing an increase of 440,000 or almost 2 per cent over 1959. Included in the total were 18,344,000 entries on travellers' vehicle permits which, however, along with most other traffic statistics are not comparable with 1959 or earlier years as a result of an administrative change initiated by the Department of National Revenue on October 1, 1959, under which a permit is issued to every foreign vehicle entering Canada. This change was explained in detail in the annual report "Travel Between Canada and Other Countries" for that year. 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). The new procedure includes all of this local traffic in the permit group and, consequently, there has been a great rise in the permits issued for short periods. As shown in Table 4, visits of one day or less made up 56.73 per cent of all permits and another 21.47 per cent stayed no more than one night. For this reason, expenditures by the customs-permit group, which amounted to \$219.9 million in 1960, are only comparable with estimates for all automobile expenditures for previous years which for 1959 amounted to \$191.8 million. Repeat trips of permit-holders, which came to 4,927,000, were 32,000 or about one-half per cent lower than were reported in 1959. Cars granted a standing (L) permit, allowing them to cross the border frequently at the same port, and cars travelling on extended permits averaged much more than other cars.



Travel by non-automobile forms of transportation in 1960 remained on a comparable basis with 1959 and earlier years. Total non-automobile entries numbered 6,384,000, a decrease of 666,000 or between 9 and 10 per cent lower than the number in 1959. However, due to a slightly higher average expenditure per person, receipts from the non-automobile category did not experience as great a decline, amounting to between 2 and 3 per cent.

Non-residents entering Canada from the United States by rail in 1960 amounted to 590,000 (including in transit passengers across Southern Ontario), a decrease of 29,000 or some 5 per cent lower than in 1959, while their expenditures fell \$5.2 million or between 14 and 15 per cent. Most of the decrease appeared in the third quarter of 1960, where rail entries and expenditures were down 4 per cent and 21 per cent, respectively, in comparison with the same period of 1959.

Although United States residents entering Canada by boat in 1960 advanced 20,000 or 5 per cent over 1959, their expenditures fell by \$2.8 million or about 13 per cent. Most of the increased volume and decreased expenditures occurred in the third quarter. In that period, even though travellers entering by boat were between 7 and 8 per cent more numerous, expenditures fell 16 per cent as a result of a significant drop in the average expenditure per boat visitor in comparison with the third quarter of 1959.

Arrivals by bus in 1960 recorded a gain of 24,000 or 6 per cent over 1959 and expenditures attributable to bus visitors advanced \$4.7 million or between 17 and 18 per cent. Furthermore, increases

over the previous year in both volume and expenditures were characteristic of all four quarters, with the greatest expansion in entries (16 per cent) appearing in the fourth quarter and the largest increase in expenditures (15 per cent) occurring in the third quarter.

An analysis of non-resident visitors entering Canada from the United States by plane in 1960 reveals an expansion of 3,000 or about 1 per cent in their number and \$2.0 million or 4 per cent in their expenditures when compared to 1959 data. The majority of the additional visits by aeroplane were in the first quarter when total entries by this means gained 13 per cent over the same period of 1959. Similarly, expenditures recorded their greatest increase in the first quarter as well, advancing 25 per cent. Although volume and expenditures by plane for the year exceeded 1959 data, a substantial decrease in entries of 7 per cent occurred in the final quarter. However, expenditures in that period showed little change due to a higher average expenditure than in the fourth quarter of 1959.

The number of United States travellers entering Canada by "Other" means of transportation in 1960 recorded a considerable drop of 684,000 or 13 per cent, and their expenditures were down \$2.8 million or 11 per cent from comparable 1959 data. Included in this classification are pedestrians, local bus traffic, etc. Most of the decrease in entries and all of the decrease in expenditures for this category occurred in the third quarter of 1960, which experienced 34 per cent fewer crossings and a drop of about 36 per cent in expenditures, when compared with corresponding 1959 data.

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

United States automobile traffic entering Canada in 1960 was once again classified according to state of origin. This classification was simplified by grouping the states in regions, as shown in Table 7. It should be noted, however, that as a result of the administrative change referred to earlier in this text, data for 1960 are not comparable with former years and, furthermore, pertain in this particular table to all non-resident vehicles remaining in Canada over 24 hours. Data for previous years include all entries requiring customs permits but exclude all non-permit entries. Formerly, vehicles remaining in Canada 48 hours or less and returning via the port of entry did not require customs permits. As of October 1, 1959 all foreign vehicles are required to be in possession of a traveller's vehicle permit while in Canada. During 1960 there were 2,741,212 entries in the over 24 hours classification. Compilations show that 44.3 per cent of these originated in the North-Eastern region of the United States, which includes the important states of New York, Pennsylvania, Massachusetts and Maine among others. The area from which the next largest proportion originated was the Great Lakes region, accounting for 36.9 per cent of all the 24 hours and

over entries. The greatest number of entries from this region originated in the state of Michigan, with Ohio and Illinois being the next two most important states. Cars from the West Coast region of the United States, which comprises Washington, California and Oregon, represented 8.7 per cent of the 24 hours and over entries, with the majority originating in the first state. The proportion of entries coming from the North-Western region amounted to 3.7 per cent and were composed mainly of vehicles registered in the state of Minnesota. Automobiles remaining 24 hours and over which originated in remaining states and countries not specified represented 6.4 per cent of the total.

A detailed analysis of non-resident automobiles remaining in Canada two days or over during 1960 is presented by province of entry as well as state of origin in Table 5. Cars from the state of Michigan accounted for 27 per cent of all the automobiles remaining two days and over in 1960. Furthermore, 99 per cent of these vehicles were recorded as having entered via ports in Ontario, representing 38 per cent of the total two days or over entries through that province. New York State with 26 per cent

MAP-1

NON-RESIDENT AUTOMOBILES TRAVELLING ON CUSTOMS PERMITS<sup>(1)</sup> IN CANADA  
AS PERCENTAGE OF PASSENGER CAR REGISTRATIONS, 1960



<sup>(1)</sup> OVER 24 HOURS STAY IN CANADA.



supplied the second largest proportion. Almost 85 per cent of these entries were recorded at Ontario border points, amounting to 31 per cent of the two day and over entries via that province. Some 13 per cent of the cars from New York State entered Canada through ports in Quebec, while 1 per cent entered via New Brunswick. Moreover, non-resident vehicles from this state were responsible for 29 per cent and 6 per cent of the entries through these two provinces, respectively. The state supplying the third largest number of entries was Ohio, with between 5 and 6 per cent. An analysis of cars originating in this state shows that 94 per cent entered Canada via ports in Ontario, which, incidentally, accounted for 7 per cent of that province's entries. The state of Washington provided approximately the same proportion (5 per cent) of entries as Ohio. As to be expected, a large portion (97 per cent) of these entered Canada through British Columbia. Pennsylvania was the state of origin for 4 per cent of the non-resident automobiles in 1960, and Massachusetts provided almost the same proportion. However, most of the former (84 per cent) entered via Ontario, while of the latter, 44 per cent were recorded at Quebec border ports, 27 per cent via Ontario and 24 per cent in New Brunswick.

Table 6 presents similar data on automobiles remaining in Canada three days and over during 1960, exclusive of standing (L) permits and extensions. Results show that 20 per cent of these automobiles came from New York State, 19 per cent originated in Michigan, Ohio provided 8 per cent, and 6 per cent were from each of Washington, Pennsylvania and Massachusetts. A further analysis according to province of entry reveals that 60 per cent entered via ports in Ontario, 15 per cent through Quebec, 12 per cent via British Columbia, 6 per cent in New Brunswick, 2 per cent via ports in each of Alberta and Manitoba, and 1 per cent entered via border points in each of Saskatchewan, the Yukon Territory and the Atlantic Provinces (except New Brunswick). Of cars entering Canada via Ontario in 1960 and remaining 3 days or over, 30 per cent were from Michigan, 26 per cent from New York State, 12 per cent from Ohio, and 8 per cent from Pennsylvania. Considering entries through the province of Quebec, 27 per cent originated in New York State, 18 per cent were from Massachusetts, and 8 per cent from each of Connecticut and New Jersey. Non-resident vehicles from Maine accounted for 31 per cent of the entries via New Brunswick, while 28 per cent originated in Massachusetts. Cars from the latter state also represented 34 per cent of the entries recorded in the Atlantic Provinces of Newfoundland, Prince Edward Island and Nova Scotia. The majority (53 per cent) of entries via British Columbia were from Washington State, while 22 per cent had come from California and 11 per cent from Oregon. A large proportion of visitors to the Prairie Provinces originated in the American states immediately south of the International Border, such as Montana, North Dakota and Minnesota. Cars entering the Yukon Territory were mainly from the state of Alaska, which accounted for 53 per cent.

In general, most of the non-resident automobile traffic entering Canada originated in the states forming the northern boundary with Canada. In 1960 entries from these states constituted 79 per cent of all the two days and over automobile traffic recorded. Furthermore, when the Pacific Coast States of California and Oregon together with the Atlantic Seaboard States of Massachusetts, Rhode Island, Connecticut and New Jersey are included with the Northern States, the proportion rises to almost 91 per cent. In addition, based on data from previous years, it may be assumed that nearly all of the automobiles remaining in Canada one day or less originated in states immediately south of the border.

In 1960, passenger car registrations (excluding publicly owned vehicles) in the United States totalled 61,430,594, an increase of 2.1 million or between 3 and 4 per cent higher than in the preceding year. In Map 1, the number of non-resident cars travelling in Canada for 2 days or over are given as a percentage of the number of automobiles registered in the state. However, this data (not available for 1959) is moreover, not comparable with percentages presented in similar maps for 1958 and earlier years due to the fact that it pertains to all automobile visits lasting over 24 hours. On the other hand, information in previous maps also included those visits of 24 hours and less travelling under permit. Nevertheless, it is once again noted, that American states close to the border normally show a higher ratio of entries to registrations than do states farther south. In 1960, the over-all proportion of entries to registrations was 4.5 per cent. The state with the highest ratio was Vermont with 43.8 per cent, while in sharp contrast were entries from Arkansas which amounted to only 0.2 per cent of the automobile registrations in that state.

Additional compilations of data on the average length of stay per vehicle remaining in Canada over 24 hours show that cars originating in the North-Eastern region of the United States stayed 4.5 days. The average varied by state within this region, however, as automobiles from Maine remained an average of 7.5 days in comparison with 3.6 days for those from Vermont. Averages for cars from the other North-Eastern States were: Massachusetts 6.2 days; Pennsylvania 5.5 days; New Jersey and Connecticut 5.4 days each; Rhode Island 5.3 days; New Hampshire 4.7 days; and New York State 3.7 days.

Non-resident vehicles from states forming the Great Lakes region remained in Canada an average of 4 days. The average varied from 3.3 days for cars from Michigan to 6.2 days for automobiles originating in Ohio. Automobiles registered in the state of Illinois stayed an average of 6.1 days in Canada before departing, those from Indiana remained 5.6 days, and non-resident vehicles from Wisconsin averaged a stay lasting 5.5 days.

Entries from states forming the North-Western region attained the longest average visits on a geographical basis, remaining in Canada 6.8 days. The average length of stay per vehicle according

to state of origin showed that visits lasting 7.3 days were averaged by cars from Minnesota, 6.5 days were spent in Canada by entries from North Dakota, and automobiles originating in Montana stayed an average of 5.9 days.

On the average, vehicles registered in the West-Coast region of the United States remained in Canada for 5.5 days before making their departure.

An analysis of the three states comprising this area shows that entries from California averaged the longest stay with 7.6 days, while cars registered in Washington recorded the shortest—4.5 days. Average length of stay per vehicle from Oregon was 6.1 days. In 1960, non-resident entries into Canada from remaining states, as well as countries other than the United States, stayed an average of 7.2 days.

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

Information on some preferred travel routes within Canada was once more obtained from an analysis of the ports of entry and exit as shown on surrendered travellers' vehicle permits. However, there is no way of telling if cars, which enter and leave Canada via the same port, have, in the interval, visited one or more of the other provinces.

Therefore, data presented must be considered as minimal. Information on non-resident vehicles remaining three days and over according to province of entry and exit is presented in Statement 2. A similar grouping of vehicles including those remaining two days by selected length of visit may be found in Table 3.

**STATEMENT 2. Percentage Distribution of Vehicles by Province of Exit for Non-Resident Automobiles Travelling in Canada on Customs Permits,<sup>1</sup> Three Days or Over, 1960**

Province of entry	Province of exit							
	Maritimes	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Yukon Territory
	per cent							
Maritimes .....	91.80	4.69	3.47			0.04		
Quebec .....	3.37	83.12	13.45			0.06		
Ontario .....	0.65	5.06	93.60	0.45		0.24		
Manitoba .....	0.11		13.11	74.72	3.38	3.61	3.59	1.48
Saskatchewan .....	0.11		1.96	6.10	70.56	7.80	7.03	6.44
Alberta .....	2.09		4.21	4.23	4.21	38.33	32.16	14.77
British Columbia .....		0.52		0.53	0.50	5.32	89.34	3.79
Yukon Territory .....		3.53		4.30	8.71	33.54	46.03	3.89

<sup>1</sup> Exclusive of standing (L) permits and extensions.

In 1960, there were 4,854 non-resident automobiles which entered Canada via ports in the Maritime Provinces, remained two days or over and departed via ports in Quebec. Of this number, 87 per cent had remained in Canada a period of 3 days or over. Traffic in the opposite direction, that is between Quebec and the Maritimes, numbered 7,086 vehicles, of which 93 per cent were classed as three days and over.

More non-resident vehicles travelled between the provinces of Quebec and Ontario than between any other combination of provinces. In 1960, automobiles staying two days and over which entered via ports in Quebec and left via Ontario, numbered 31,601, while vehicles travelling in the opposite direction amounted to 47,798. The majority of this traffic was classified as three days and over, accounting for 84 per cent of the entries through Quebec and 86 per cent of the entries through Ontario.

Section 1 of Table 3 provides a more detailed analysis of non-resident automobile travel within the province of Ontario. The route between Fort Erie and Niagara Falls on the east and the St. Clair and Detroit River ports on the west of southern Ontario experienced the heaviest share of non-resident traffic with a total of 180,298 vehicles making the trip in either direction. Cars leaving via Fort Erie and Niagara Falls after entering Canada through St. Clair and Detroit River ports numbered 95,150, of which the majority (74 per cent) had remained in Canada two days. In the opposite direction, there were 85,148 non-resident vehicles recorded to have left the country at St. Clair and Detroit River ports after entering through Fort Erie and Niagara Falls. A large proportion of these (79 per cent) were also classified as two-day traffic. Furthermore, vehicles entering by the St. Clair and Detroit River ports and leaving via Fort Erie and Niagara Falls represented 12 per cent of the total two days and over traffic entering through the former



group of ports. At the same time, cars travelling in the opposite direction accounted for 11 per cent of the entries through Fort Erie and Niagara Falls.

The St. Lawrence River ports recorded the third heaviest volume of foreign vehicles, handling 152,802 entries. Data show that, apart from exits via the same ports, the most popular route followed by these motorists led to the Fort Erie and Niagara Falls region, where 9 per cent were recorded to have left the country. Traffic in the opposite direction numbered 24,679 units, representing 3 per cent of the entries through Fort Erie and Niagara Falls. In addition, some 75 per cent of the cars travelling from St. Lawrence River ports to Fort Erie and Niagara Falls and 71 per cent of those motoring in the reverse direction, had remained in Canada three days or over.

Of the 67,917 entries via Sault Ste-Marie, 66 per cent left by the same port, while 11 per cent left at Fort Erie and Niagara Falls. Some 73 per cent of the latter proportion had remained in Canada for three days or over. In the opposite direction there were 4,804 non-resident vehicles which entered at Fort Erie and Niagara Falls and left the country via Sault Ste. Marie, of which 74 per cent were classified as three days or over. It should be mentioned, that the route between Sault Ste. Marie and the St. Clair and Detroit River ports was also popular, accounting for 9 per cent of the entries through the former port. Furthermore, approximately 92 per cent of this travel fell in the three days and over category.

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. There were 4,707 cars in 1960 which originally entered Canada via ports in Ontario but left the country from border points in Manitoba. Almost 77 per cent of this traffic had been in Canada three days or more. Approximately the same number of vehicles (4,744) entered through Manitoba and exited via Ontario, but a higher proportion (82 per cent) of these remained three days and over than those travelling the reverse route. However, of all the two day and

over vehicles entering Canada by Ontario, less than one-half per cent made their exit through points in Manitoba, in comparison with 12 per cent of the entries who entered and departed in the opposite direction.

Travel between Manitoba and Saskatchewan amounted to 2,273 vehicles and comprised 1,128 automobiles entering via the former and exiting by the latter, together with 1,145 cars travelling the opposite route. In each case, the proportion recording trips lasting three days or more amounted to about 90 per cent. However, the number of automobiles which entered the one province and exited by the other, when taken as a percentage of total entries amounted to 5 per cent in the case of Saskatchewan compared with 3 per cent for Manitoba.

A further analysis of vehicles entering Canada through border points in Saskatchewan reveals that 1,418 or 6 per cent had departed from the country via ports in Alberta, and that 93 per cent of these fell into the three days and over classification. A similar analysis of traffic entering in Alberta shows that 1,477 or 4 per cent of the cars left by ports in Saskatchewan, with 91 per cent of these in the three-days-plus category. On the other hand, 12,147 cars or 31 per cent of the entries via Alberta made their departure from Canada through ports in British Columbia. Furthermore, 85 per cent of these vehicles recorded visits lasting at least three days. Traffic in the opposite direction consisted of 9,175 vehicles, representing only 4 per cent of the entries into British Columbia. However, the proportion of traffic from British Columbia to Alberta which was in Canada three days or more amounted to 92 per cent.

An examination, of the 12,160 non-resident two-day and over vehicles entering Canada via ports in the Yukon Territory and returning to the United States via ports in other provinces, shows that 5,771 or between 47 and 48 per cent returned through British Columbia, while 3,804 or 31 per cent left via Alberta. Due to the distance involved, the proportion of these automobiles which were in Canada three days and over was quite high, amounting to between 90 and 91 per cent of the exits through British Columbia, while all of the vehicles departing via Alberta remained three days or longer.

#### Receipts from United States Travellers by Province of Entry

The distribution of receipts from American residents visiting Canada by province of entry is presented in Statement 3, for the years 1956-1960. Although there is no way of telling what part of the expenditures were allotted to provinces other than the one entered, inter-provincial movements may not have very significant effects on a breakdown of expenditures by regions or groups of provinces. When data on these inter-regional automobile crossings are examined in terms of vehicles rather than percentages, any gain or decrease for a particular province is of little significance on the balance of

traffic. Less information is available on the provincial distribution of non-automobile traffic, as many points of entry by train and plane particularly, cover travel to areas other than the province entered. For example, it is generally acknowledged that most of the United States residents travelling by rail in Alberta have entered Canada through another province. For these reasons, data appearing in Statement 3 are not intended to portray an accurate breakdown of receipts within the provinces but are merely estimates by province of entry.

**STATEMENT 3. Distribution of United States Travel Expenditures in Canada by Province of Entry,  
1956 - 60**

Province of entry	Percentage of total				
	1956	1957	1958	1959	1960 <sup>1</sup>
Atlantic Provinces <sup>2</sup> .....	7.9	7.5	8.7	8.0	8.0
Quebec .....	18.3	18.3	18.1	16.4	16.9
Ontario .....	51.5	50.4	50.7	52.7	55.6
Manitoba .....	3.0	3.0	2.9	2.8	3.0
Saskatchewan .....	1.6	1.3	1.6	1.5	1.1
Alberta .....	2.8	3.7	3.0	3.0	2.4
British Columbia and Yukon Territory .....	14.9	15.8	15.0	15.6	13.0
<b>Canada</b> .....	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

<sup>1</sup> Subject to revision.

<sup>2</sup> Entering mainly through ports in New Brunswick.

For the most part, provinces have continued in their order of importance on the basis of province of entry since 1956. Entries into Ontario continue to constitute over one-half of the receipts from United States visitors and in 1960 accounted for 55.6 per cent, a gain of 2.9 per cent over 1959. Quebec's share of direct receipts advanced slightly to 16.9 per cent, while the Atlantic Provinces received the same proportion as in 1959—namely 8 per cent. Manitoba also experienced a moderate

increase, receiving 3 per cent of the total American expenditures. On the other hand, the proportion of United States travel expenditures allotted to the province of Alberta on the basis of direct entries fell about one-half per cent to 2.4 per cent, and Saskatchewan's share also decreased slightly to 1.1 per cent of the total. Receipts from direct entries into British Columbia and the Yukon Territory were also less, these areas receiving 13 per cent or 2.6 per cent less of the receipts than in 1959.

**Receipts from United States Travellers in Canada During 1960 classified  
by Length of Stay in Canada**

A total of 29.7 million entries of United States travellers were recorded in 1960, representing a decrease of 0.2 million or close to 1 per cent in comparison with 1959. Included in this total are visitors who stay for weeks or months, as well as many residents of border communities who may enter Canada frequently during the year for short visits. The latter are particularly numerous in the Windsor-Detroit and St. Stephen-Calais areas, where close social and economic relationships exist.

Statement 4 presents data on both the short-term and long-term traffic movements. It should be noted, however, that in 1960, a different division was applied to the classifications of United States travellers according to length of stay. Short-term traffic now includes only visits lasting 24 hours or less, while all visits of over 24 hours duration are considered as long-term. Included in the latter are visits lasting over 24 hours but less than 48 hours, formerly classed as short-term. Thus, the breakdown between short and long-term traffic is, in most cases, not comparable with similar statements of previous years, and these factors should be taken into consideration before making comparisons. In addition, data presented in Statement 4 pertaining to short-term non-automobile traffic are estimates, obtained through results of a sample survey. Non-

residents remaining in Canada 24 hours or less numbered 20.91 million, accounting for 70.5 per cent of the total entries. On the other hand, their expenditures which amounted to \$53.4 million, represented only 14.2 per cent of the total expenditures. United States visitors remaining in Canada over 24 hours numbered only 8.74 million, or 29.5 per cent of all the entries, while their expenditures (\$321.8 million) accounted for 85.8 per cent of all United States travel expenditures in Canada during 1960.

A more detailed analysis of non-resident automobile travel in Canada during 1960 (exclusive of standing (L) permits and extensions) classified by length of stay in days may be found in Table 4. Information classified by length of stay on a provincial basis as well, may be found in Tables 4A and 4B. It should be noted, that the one-day class comprises all non-resident motorists who entered and departed on the same day, thereby including many visits of less than 24 hours duration. The two-day group consists of persons who may enter at any time on one day and depart at any time on the following day, consequently, a substantial number of visits lasting less than 48 hours are included. Subsequent day groups are determined in the same manner. In all three tables, the high proportion of visits classified as 1 or 2 days is quite noticeable, accounting



## STATEMENT 4. Expenditures of United States Travellers in Canada by Length of Stay, 1960

Mode of travel	Number of persons	Per cent of grand total	Expenditures <sup>1</sup>	Per cent of grand total
		%	\$	%
Short-term traffic (24 hours or less):				
Automobile:				
Repeat trips on standing (L) permits .....	4,926,800	16.61	—	—
Other automobile .....	10,762,800	36.29	25,278,000	6.74
Rail .....	38,500	0.13	1,138,800	0.30
Bus .....	65,600	0.22	857,300	0.23
Aeroplane .....	64,800	0.22	2,238,200	0.60
Boat .....	173,300	0.58	1,704,800	0.45
Rail in transit .....	310,600	1.05	—	—
Bus in transit .....	54,200	0.18	162,600	0.04
Aeroplane in transit .....	9,100	0.03	27,300	0.01
Other travellers (pedestrians, local bus, etc.) .....	4,504,000	15.19	21,971,600	5.86
<b>Totals</b> .....	<b>20,909,700</b>	<b>70.50</b>	<b>53,378,600</b>	<b>14.23</b>
Long-term traffic (over 24 hours):				
Automobile:				
Extensions .....	19,500	0.07	3,631,800	0.97
Standing (L) permits .....	84,400	0.29	12,664,300	3.38
Other automobile .....	7,477,000	25.21	178,312,200	47.53
Rail .....	241,300	0.81	29,542,900	7.87
Bus .....	295,700	1.00	30,635,600	8.17
Aeroplane .....	361,000	1.22	50,455,400	13.45
Boat .....	266,000	0.90	16,527,900	4.40
<b>Totals</b> .....	<b>8,744,900</b>	<b>29.50</b>	<b>321,770,100</b>	<b>85.77</b>
<b>Grand totals</b> .....	<b>29,654,600</b>	<b>100.00</b>	<b>375,148,700</b>	<b>100.00</b>

<sup>1</sup> Subject to revision.

for approximately 78 per cent of all the non-resident automobiles and 79 per cent of the persons travelling in them. The majority of motorists who visited Canada were in the one-day group. Persons in this category represented 10,762,800 or 59 per cent of the total number of non-residents entering Canada by automobile (exclusive of standing (L) permits and extensions) in 1960. The two-day class accounted for 3,659,000 or 20 per cent of the automobile visitors. Some 1,186,500 non-residents travelling in automobiles remained in Canada 3 days, representing between 6 and 7 per cent of the visits. More or less gradual declines occurred in the number of visits as the length of stay increased from 4 to 7 days, until the 8 days duration of stay was reached, although the 264,600 automobile visitors who remained 8 days represented only 1.45 per cent of the total. A similar situation was noticed with regard to the number of vehicles involved in this group, which comprised 1.37 per cent. In addition, it should be pointed out that non-residents entering Canada by automobile and remaining over 8 days constituted only 812,900 or between 4 and 5 per cent of the total number of visiting motorists in 1960, while the number of vehicles in which these persons travelled numbered only 292,900 or 5 per cent of the total.

An examination of the number of vehicles and persons according to province of exit shows considerable disparity in the proportion of traffic in the various day groups. The one and two days traffic, which comprises a high percentage of the total,

when examined on a provincial basis accounted for just over 83 per cent of the non-resident motorists departing via ports in Ontario and close to 78 per cent of those leaving via the Atlantic Provinces. The lowest proportion (approximately 46 per cent) occurred among non-residents returning to the United States from points in Alberta. An analysis for these two days separately shows the Atlantic Provinces registered the greatest proportion of one-day traffic with between 69 and 70 per cent, followed by Ontario with between 61 and 62 per cent. The lowest percentage was recorded in Alberta where one-day visitors constituted between 33 and 34 per cent of the departures via that province. There was also variation on a provincial basis in the proportions of visitors staying 2 days. Some 22 in every 100 non-residents leaving Canada by automobile from border points in Ontario were in this category, about 19 in every 100 departures via Quebec, and also the same proportion via British Columbia and the Yukon Territory. Between 8 and 9 per cent of the non-resident automobile travellers who left Canada from the Atlantic Provinces had been in Canada for 2 days—the lowest proportion recorded for this group according to province of exit. Automobile visitors remaining in Canada 3 days and over accounted for between 53 and 54 per cent of the non-residents leaving by car via Alberta, about 41 per cent via British Columbia and the Yukon Territory, and 39 per cent via Saskatchewan while, on the other hand, only 17 per cent of the cars leaving via Ontario ports had been in Canada for 3 days and over. The rather

pronounced decline in the number of automobile visitors remaining in Canada longer than 8 days was evident on a provincial basis as well. Only 3 per cent of the non-residents departing by automobile from Ontario and 5 per cent of those leaving via Quebec had been in Canada over 8 days while, at the same time, some 14 per cent leaving via Alberta and 12 per cent via Saskatchewan were in this category. A brief examination of data presented in Tables 4A and 4B reveals slight variations in the percentages of automobiles compared with persons at the various lengths of stay and may be attributed to the average number of persons per car which, on the whole, tends to be higher at the shorter lengths of stay—particularly the one-day level.

Additional information on non-resident travellers entering Canada from the United States in 1960 via rail, bus and plane (exclusive of in transit traffic) may be found in Table 8, classified by length of stay. A method similar to the one used in classifying automobile visitors by length of stay was applied to the non-automobile traffic and estimates on the length of stay were made on the basis of a

sample. Persons remaining 1 or 2 days accounted for only 319,700 or 30 per cent of these entries, a much smaller percentage than in automobile traffic. There was, furthermore, not as much difference between the proportion remaining 1 day (16 per cent) and the proportion remaining 2 days (14 per cent) as existed in the automobile classification. A breakdown shows some variation in the proportion of one and two-day traffic according to type of transportation. For example, 14 per cent of the rail, 18 per cent of the bus and 15 per cent of the plane travellers were classed as one-day. The variation was more pronounced in the two-day group, accounting for 15 per cent of the visitors by rail, between 9 and 10 per cent by bus and between 17 and 18 per cent via plane. Persons remaining in Canada 3 days and over numbered 747,100 or 70 per cent of the total entries by rail, bus and plane (exclusive of in transit traffic). On the whole, there was a fairly significant decline in the number of visits after the eight-day length of stay, which was also the trend in the automobile category. Visits lasting 9 days and over amounted to 220,500 or 21 per cent of the total in comparison with 846,200 or 79 per cent which lasted from 1 to 8 days.

**STATEMENT 4 A. Non-Resident Persons Entering Canada from the United States, Percentage of Volume, classified according to Length of Stay, by Selected Types of Transportation, 1960**

Days stay in Canada	Percentage of volume			
	Automobile <sup>1</sup>	Rail <sup>2</sup>	Bus <sup>2</sup>	Plane <sup>2</sup>
	per cent			
1.....	59.3	13.7	18.1	15.2
2.....	20.1	15.0	9.5	17.5
3- 7.....	15.2	43.4	40.1	48.9
8-14.....	4.0	18.2	21.6	11.7
15-21.....	0.9	4.8	5.6	3.7
22-over.....	0.5	4.9	5.1	3.0
<b>Totals</b> .....	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

<sup>1</sup> Excluding standing (L) permits, extensions and 84,343 entries not classified by length of stay.

<sup>2</sup> Excluding in transit.

**STATEMENT 4 B. Non-Resident Persons Entering Canada from the United States, classified according to Length of Stay, by Selected Types of Transportation, 1960**

Days stay in Canada	Number of persons			
	Automobile <sup>1</sup>	Rail <sup>2</sup>	Bus <sup>2</sup>	Plane <sup>2</sup>
1.....	10,762,797	38,464	65,558	64,752
2.....	3,659,002	41,960	34,363	74,567
3- 7.....	2,740,412	121,304	145,238	207,904
8-14.....	729,392	50,915	77,546	50,101
15-21.....	151,026	13,634	20,195	15,590
22-over.....	112,800	13,437	18,393	12,803
<b>Totals</b> .....	<b>18,155,429</b>	<b>279,714</b>	<b>361,293</b>	<b>425,717</b>

<sup>1</sup> Excluding standing (L) permits, extensions and 84,343 entries not classified by length of stay.

<sup>2</sup> Excluding in transit.



Further information concerning non-resident travellers entering Canada during 1960 by selected types of transportation according to length of stay is outlined in Statements 4A and 4B. Most of the traffic not covered in these two statements would fall under the short-term, 24 hours or less category as shown in Statement 4. For example, repeat entries

by persons on standing (L) permits numbered 4.9 million and 4.5 million entries were made by the residual classification referred to as "Other Travelers". Most of the remaining entries were in transit. Data contained in Statements 4A and 4B represent approximately 65 per cent of all non-resident travel entering Canada from the United States in 1960.

#### **Distribution of Travel Expenditures by Residents of the United States in Foreign Countries**

According to data released by the United States Department of Commerce, residents of that country spent a record \$2,640 million on foreign travel during 1960, marking an increase of \$260 million or 11 per cent over the 1959 sum. The increase itself was fairly well divided between expenditures in the foreign countries visited and fares paid to cover the cost of transportation. In 1960, American travel expenditures in foreign countries amounted to \$1,745 million, a gain of \$135 million or between 8 and 9 per cent higher than in 1959, while transportation costs reached \$895 million, an increase of \$125 million or slightly over 16 per cent. Foreign carriers received \$460 million in fare receipts, representing a share of between 51 and 52 per cent or a higher proportion than United States carriers for the first time since 1950. Thus, total payments to foreign countries came to \$2,205 million, advancing \$215 million or nearly 11 per cent over the comparable 1959 total. A 21 per cent gain in fare receipts by foreign carriers as opposed to an 11 per cent increase in domestic carrier revenue reflects the rising share of air traffic carried by foreign planes and the continued expansion in cruise travel which is chiefly on foreign ships. An analysis of foreign travel expenditures on a quarterly basis for 1960 reveals an increase in each case over comparable data for 1959.

United States residents travelling abroad in 1960 (exclusive of travel to Canada and Mexico) numbered 1,634,000, an increase of 118,000 or close to 8 per cent more than in 1959. Of the total, some 1,317,000 had travelled by air, marking an increase of 80,000 or between 6 and 7 per cent in comparison with the previous year. The number of boat travellers also advanced, surpassing the 1959 total by 38,000 or between 13 and 14 per cent. The relatively higher rise in sea as compared with air travel was reflected particularly in transatlantic crossings, where the number of ship passengers was higher than in any year since 1956, and by travel in the Caribbean where ship cruises were extremely popular.

A further breakdown of American travel in foreign countries (exclusive of Canada and Mexico) according to the area visited shows that 832,000 or 51 per cent had been to Europe and the Mediterranean, 641,000 or 39 per cent visited the West Indies and Central America, 71,000 or just over 4 per cent had been to South America, and 90,000 or between 5 and 6 per cent travelled to areas not

already specified. Expenditures overseas were divided among these various areas as follows: Europe and the Mediterranean \$704 million or 70.4 per cent; West Indies and Central America \$166 million or 16.6 per cent; South America \$45 million or 4.5 per cent; and other areas \$85 million or 8.5 per cent.

It is interesting to note, that although American travel payments to the United Kingdom, which amounted to \$116 million in 1960, are considerably greater than Canadian expenditures in that area (some \$70 million), they accounted for only about 16 per cent of total United States travel payments in Europe and the Mediterranean. On the other hand, the proportion of Canadian travel expenditures in Europe which were allocated to the United Kingdom amounted to over 50 per cent.

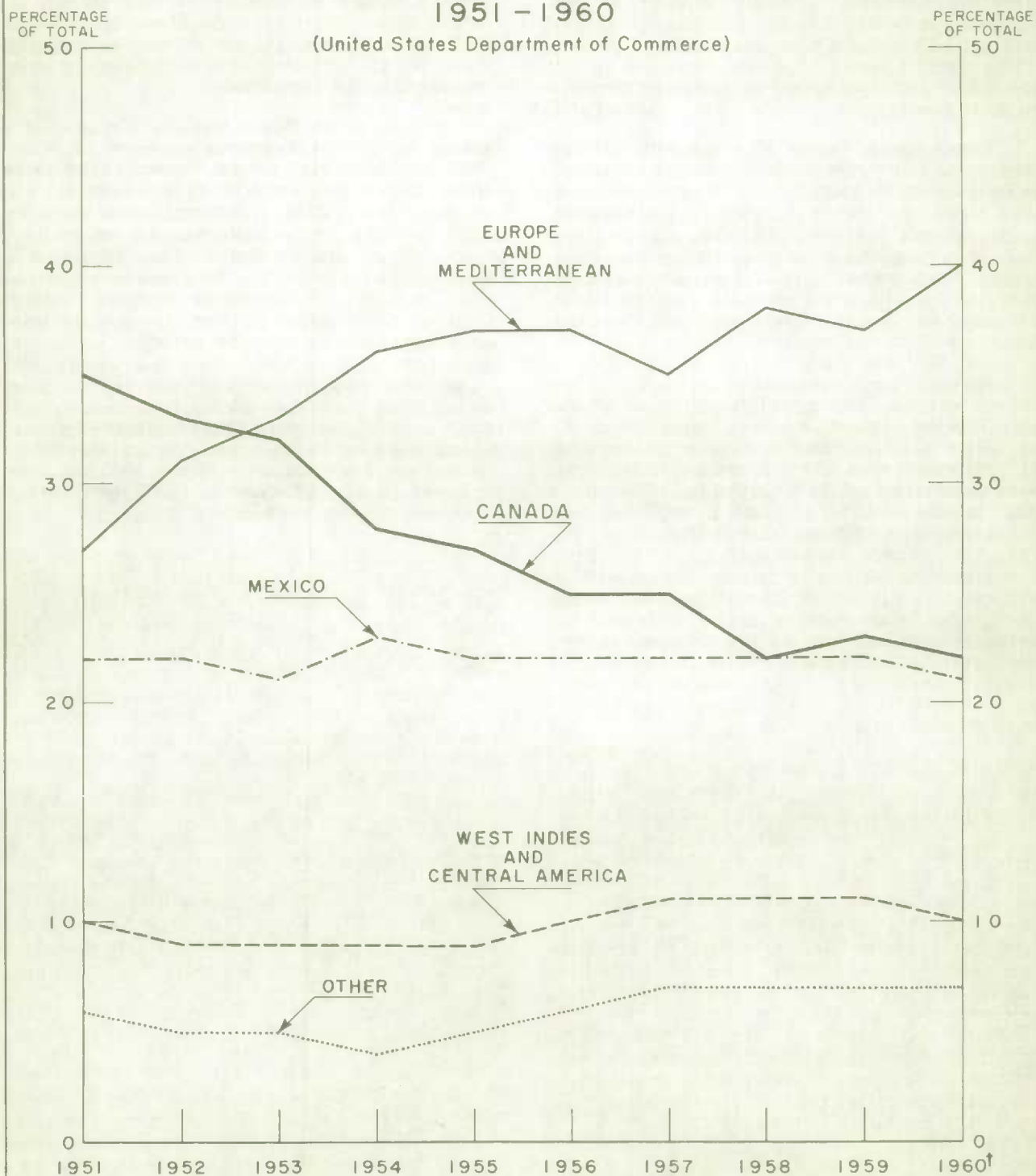
United States travel expenditures in Canada have been discussed earlier in this report and therefore, need not be repeated at length. According to United States Department of Commerce data, Americans spent \$380 million in Canada during 1960, which, it should be noted, is in terms of United States currency. Once again Canada received a larger share of United States payments than any other single country, although the proportion, which amounted to 22 per cent, represented a slight decrease from 1959.

Mexico was the next most important recipient of American travel disbursements in 1960, accounting for \$365 million or 21 per cent of the total. While this was also an increase of \$15 million or just over 4 per cent in comparison with 1959, it signified, as in the case of Canada, a slight decrease in the proportion of United States travel expenditures which went to this country. A distinction must again be drawn between short-term and long-term expenditures in Mexico. The former category accounts for most of the travel between the two countries due to the accessibility of centres at or near the Mexican border, in comparison with the greater distances required to reach larger urban centres within the interior. Furthermore, this short-term traffic does not vary greatly according to the season of year as it does with regard to Canada, where, in the third quarter, American expenditures are significantly higher than they are in Mexico. Rather, United States payments while travelling in Mexico are more or less evenly distributed throughout the four

CHART - 2

# DISTRIBUTION OF TRAVEL EXPENDITURES \* IN FOREIGN COUNTRIES BY RESIDENTS OF THE UNITED STATES 1951 - 1960

(United States Department of Commerce)



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

† DATA FOR 1960 ARE SUBJECT TO REVISION.



quarters as a result of the high ratio of Americans making frequent but brief border crossings during the year.

Expenditures in the West Indies and Central America decreased by \$8 million as the number of travellers to that area declined by 36,000 to 641,000. An increase in travel to the Bahamas during 1960 only partially offset a sharp drop in travel to Cuba. There were, however, moderate increases in both the number and expenditures of Americans travelling to South America.

United States travel disbursements in other areas, principally Japan and the Far East, continued to increase during 1960, but still accounted for less than 5 per cent of total American travel payments to all countries. Japan and Hong Kong again received more than 50 per cent of all American travel payments in this classification. The increasing popularity of round-the-world trips and expansion of jet service have possibly stimulated travel to these areas.

Receipts from foreign visitors to the United States in 1960 totalled \$1,078 million, a gain of approximately 9 per cent over the 1959 amount. Aggregate receipts comprised \$968 million spent in the United States and \$110 million in fares paid to United States carriers for international transportation, advances of 7 per cent and 22 per cent, respectively, over corresponding 1959 data.

Canada and Mexico together accounted for more than two-thirds of all foreign travel expenditures in the United States during 1960. Receipts from Canadian travellers only, which amounted to \$469 million (in United States dollars), accounted for

roughly one-half of the total. However, Mexican visitors to the United States, who spent \$182 million in 1960, were responsible for the greater part of the over-all increase, as their expenditures advanced \$22 million in comparison with a \$7 million gain in Canadian payments. At the same time, it should be pointed out that all but \$30 million of Mexican travel expenditures in the United States occurred along the border, once again emphasizing the predominantly short-term nature of travel between these two countries.

Visitors to the United States who originated in Europe and the Mediterranean numbered 274,000 in 1960 and spent \$115 million, in each case an increase of between 17 and 18 per cent compared with similar data for 1959. It is notable that there has been a relatively greater expansion of European travel to the United States since 1955 than in American travel to Europe. No doubt, recent relaxations in travel restrictions by overseas countries together with higher personal incomes in these areas have contributed to this growth.

Some 249,000 non-residents entering the United States from the West Indies, Central and South America in 1960 spent \$133 million—the same amount as in 1959—in spite of an increase of between 2 and 3 per cent in the number of visits. Other overseas areas accounted for 79,000 visitors in 1960, who furnished \$69 million in receipts.

The excess of American travel payments over receipts from foreign visitors rose in 1960 by 10 per cent to \$1.1 billion. Much of the imbalance occurs in the European account, where payments by United States travellers (excluding fares) were nearly \$600 million higher than receipts.

#### Method of Compiling Data on International Travel

The system of recording statistics on international travel between Canada and other countries has been carefully developed over many years with revisions at certain periods to effect greater economy in the collection of basic data. 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.

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 (Form A) and Monthly Statement of Canadian Vehicles Returning to Canada (Form B). Form A 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. Form B 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 on international travel. For the convenience of readers samples of the various forms in use at the present time appear in this report.

### Non-resident Automobiles

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

[illegible]

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.

7501-AR-4-9-19



FORM B

## 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.

determining possible routes through Canada. Without this document, a sample of which is reproduced in this report (Form C), it would be impossible to supply much of the information that is requested from year to year.

Permits covering vehicles which remain in Canada more than 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 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.

## FORM C

E 50  
TRAVELLER'S  
VEHICLE PERMIT



7254845

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 (Form D1) and trip card (Form D2) 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 covering vehicles entering and leaving Canada on the same day are not processed by mechanical tabulation. The volume of forms in this category is very heavy but the average expenditure

## 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.

per vehicle is low. Many visits are not likely to exceed an hour or two and, therefore, data on these expenditures are compiled separately. 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 longer-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.

## Non-automobile Visitors

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 their Form 536 reproduced as Form E (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.

FORM D (1)

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.



FORM D (1)

## 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





## FORM D (2) 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 south-western Ontario. In 1960 some 310,600 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 buses 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 Travelers" and includes 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

## FORM E

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

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, taxi, 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

for residents of the West Indies to more substantial amounts for residents of distant countries like Australia and New Zealand. During 1961 a new questionnaire (Form F) was introduced for distribution to a selected number of visitors from overseas countries. It is possible that the new questionnaire will provide information not previously acquired from overseas visitors to Canada.

In attempting to estimate receipts from travel in Canada recognition must be given to the fact that the visits may vary considerably. Included are casual trips of residents of the United States who remain for an hour or less, visits of families spending two or three weeks vacation, and 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.

## FORM F

## INFORMATION REQUESTED FROM VISITORS TO CANADA

The Dominion Bureau of Statistics publishes information on travel in Canada by residents of other countries. Your answers to the questions on the reverse side of this card will assist in this work. Many responses are needed to provide an adequate sample. No signature is necessary and your answers will be used only for statistical purposes. You may use either the English or French card and discard the unused portion.

It is suggested that you hold the envelope with one copy of this card and complete it before leaving Canada and mail in the envelope to the Dominion Bureau of Statistics. No postage is required if mailed in Canada.

TRAVEL STATISTICS UNIT,  
DOMINION BUREAU OF STATISTICS,  
OTTAWA, CANADA.

Kindly insert so that the address is exposed in window of envelope.

Country in which you reside	What was your main destination in Canada	
Reason for coming to Canada: <input type="checkbox"/> Visiting friends or relatives	<input type="checkbox"/> Business <input type="checkbox"/> Gov't service	<input type="checkbox"/> Formal study <input type="checkbox"/> Other (please specify)
Date of entry into Canada	Place of entry into Canada	
Name of international airline or vessel used	{ Entering Canada Departing from Canada	
Date of departure from Canada	Place of departure from Canada	
Please state your approximate total expenditures in Canada for lodging, food, entertainment, gifts, other purchases, and transportation in Canada. (Exclude overseas fares to and from Canada) \$		
Number of travellers (including yourself) covered in above answers		
Any additional information you consider to be useful in our analysis of tourist travel:		

7503-71: 14-2-61

THANK YOU FOR YOUR CO-OPERATION

## Canadians Returning

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 automobile 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 B. Periodically a sampling procedure is applied in order to obtain the average expenditure and number of persons per vehicle. During the sample period Form G (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.



FORM G

E60A



## FOR STATISTICAL PURPOSES ONLY

The Dominion Bureau of Statistics requests your assistance in obtaining statistical information on (travel outside Canada) by Canadians.

1. Total number of persons in car .....

2. Length of stay in the United States

(a) Hours (only) .....

(b) Days (only) .....

Note: Section (a) for visits of less than 48 hours.  
Section (b) for visits over 48 hours.

3. Approximate total amount spent in the United States for all purposes (including credit card purchases) on this visit by all persons in car. Examples: gas, oil, repairs, lodging, food, beverages, merchandise, amusements, etc.

Total \$ ..... Indicate whether

☐ Canadian or ☐ United States Dollars.

☐ Motor Car

☐ Commercial Vehicle

☐ Motorcycle

☐ Taxi

☐ Bicycle

☐ Horse Drawn Vehicle

No signature necessary

Thank - you

7903-30: 17-3-61

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 as Form H) requests data on length of stay, port of entry into the United States and re-entry into Canada, number of persons, place of residence, purpose of visit, main destination, 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 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 (Form I) appears in this report.

In addition to other items of interest, persons selected for this survey are asked for the purpose of trip, place of entry into the United States and re-entry into Canada, 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

FORM H

ON HER MAJESTY'S SERVICE

FREE

No stamp  
required

**Information 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.

*Melvin E. Suffer*

Dominion Statistician.

**DOMINION BUREAU  
OF STATISTICS,**

**OTTAWA,  
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"/> Other, <input type="checkbox"/> Bus <input type="checkbox"/> Plane (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.	

7503-13.1: 6-9-60

THANK YOU FOR YOUR CO-OPERATION

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 (Form J) also appears in the report. Furthermore, questionnaires sent to residents of Canada by the Dominion Bureau of Statistics are available in a bilingual form when required. Expenditures reported vary considerably according to the areas visited and, therefore, the appropriate aver-

ages 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 countries 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.

## FORM I

## 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? .....

5. Type of transportation used in returning to Canada

- ☐ Automobile      ☐ Bus  
☐ Train      ☐ Aeroplane  
☐ Boat      ☐ Other (please specify) \_\_\_\_\_

Persons using aeroplane transportation: please complete

Name of air line: .....

6. What was your chief destination in the

United States? .....

7. If your trip was in transit through the United States, please state your destination in (a) or (b).

(a) in Canada (province) .....

(b) Other Countries .....

(See page 2 also)

8. What was the main purpose of your trip?

Business ..... ☐

Formal study ..... ☐

Health ..... ☐

Recreation (include vacation and other pleasure) ..... ☐

Shopping ..... ☐

Visiting friends or relatives ..... ☐

Other (please specify) ..... ☐

.....

9. Approximate amount spent in the United States (include living expenses, merchandise, automobile operation, local transportation, amusements, etc.)

\$ .....  
(omit cents)

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.)

(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:

Outbound	Inbound
Canadian Dollars (omit cents)	

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.

## FORM J

## 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).

	Outhound	Inbound
	Canadian Dollars (omit cents)	
(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: .....		

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.

Canadian Travel in the United States<sup>1</sup>

A new record was established as Immigration reports showed there were 29 million re-entries of Canadians from the United States in 1960, some 1 million or 3.8 per cent more than in the year 1959. Included in the total were an estimated 52,000 re-entries by residents returning from visits to overseas countries. The rate of growth itself was greater than the 2.1 per cent rise experienced in 1959. Moreover, much of the increase recorded was a result of increased travel in the fourth quarter which saw 405,700 more Canadians visit the United States than in the same period of 1959. Substantial gains were recorded in other quarters as well.

Canadian travel expenditures in the continental United States during 1960 also reached an all-time high of \$457 million, an increase of \$9 million or 2 per cent over the 1959 figure. This was a much lower rate of expansion, however, than the 8.5 per cent gain registered in the previous year. In addition, the growth in expenditures failed to keep pace with the increased travel largely as a result of lower average expenditures per visit. Whereas the increase in volume of travel for the most part occurred in the fourth quarter, expenditures, on the other hand, recorded their greatest gain during the second quarter, advancing \$16 million or 14.1 per cent in comparison with the same period of 1959. However, decreased expenditures in the first and third quarters were responsible for the lower over-all increase experienced.

<sup>1</sup> Exclusive of Hawaii.

The classification of returning Canadian vehicles as either long or short-term traffic underwent a slight revision in 1960. Cars abroad over 24 hours but less than 48 hours were formerly treated as short-term traffic but are now included in the long-term category. The principal advantage of the new method is that it provides a breakdown similar to the one employed for the entry of American vehicles into Canada, thereby adding uniformity to the classification of all automobile travel according to length of stay. However, this change must be taken into consideration when comparisons of Canadian short or long-term travel in the United States, particularly automobile traffic, are made with former years.

Short-term travel to the United States by Canadians in 1960 represented 80.3 per cent of the total volume yet accounted for only 12.6 per cent of the expenditures. Both of these proportions are lower than in the preceding year but are to be expected as a result of the change in procedure outlined above. At the same time, long-term travel to the United States represented only 19.7 per cent of the total volume but 87.4 per cent of the total expenditures. The higher average expenditures characteristic of the long-term category explain the difference in travel payments recorded by the two groups. Canadians who remained in the United States 24 hours or less spent only \$2.47 on the average, in comparison with \$69.80 by those remaining over 24 hours. Average expenditure per Canadian traveller to the United States in 1960, regardless of length of

## STATEMENT 5. Expenditures of Canadian Travellers in the United States, by Length of Stay, 1960

Mode of travel	Number of persons	Per cent of grand total	Expenditures <sup>1</sup>	Per cent of grand total
		%	\$	%
Short-term traffic (24 hours or less):				
Motorists .....	18,888,300	65.03	35,338,300	7.73
Rail .....	8,700	0.03	301,300	0.07
Bus .....	17,900	0.06	145,800	0.03
Aeroplane .....	22,600	0.08	1,449,500	0.32
Boat .....	19,800	0.07	62,500	0.01
Rail in transit .....	4,600	0.01	—	—
Bus in transit .....	23,600	0.08	—	—
Other travellers (pedestrians, local bus, etc.) .....	4,335,400	14.93	20,411,800	4.46
<b>Totals .....</b>	<b>23,320,900</b>	<b>80.29</b>	<b>57,709,200</b>	<b>12.62</b>
Long-term traffic (over 24 hours):				
Motorists:				
Over 24 hours and under 48 hours .....	950,200	3.27	10,195,300	2.23
48 hours and over .....	3,519,200	12.11	186,480,700	40.78
Rail .....	319,100	1.10	46,281,300	10.12
Bus .....	403,700	1.39	49,615,500	10.85
Aeroplane .....	428,900	1.48	101,538,800	22.20
Boat .....	103,800	0.36	5,502,900	1.20
<b>Totals .....</b>	<b>5,724,900</b>	<b>19.71</b>	<b>399,614,500</b>	<b>87.38</b>
<b>Grand totals .....</b>	<b>29,045,800</b>	<b>100.00</b>	<b>457,323,700</b>	<b>100.00</b>

<sup>1</sup> Subject to revision — excludes Hawaii.



stay, fell from \$16.02 in 1959 to \$15.74. There was, however, a slight increase on a per capita basis, with the average rising from \$25.37 in 1959 to \$25.67 in 1960, or an increase of 1.2 per cent in comparison with a population growth of about 0.8 per cent.

Purchases of merchandise in the United States as declared under the \$100 customs exemption privilege amounted to \$71 million in 1960, a decrease of \$2 million or about 3 per cent from the 1959 figure. Furthermore, the value of declared merchan-

dise has been decreasing steadily in recent years and in 1960 accounted for only 15.5 per cent of total expenditures compared with 16.3 per cent in 1959. On the other hand, the average value per declaration rose 78 cents to \$56.06 in 1960 as a result of a proportionately greater decrease in the number of declarations than in their total value. All purchases of declared merchandise are assumed to occur in the long-term category of travel covering visits of 48 hours or more in duration as required for purposes of customs exemption.

### Canadian Travel in the United States by Type of Transportation

Canadians returning from trips to the United States by automobile in 1960 numbered 23 million, an increase of 1 million or 5.2 per cent in comparison with the number returning in 1959. Taken as a percentage of total volume, motorists constituted 80.4 per cent of all travel to the United States, about 1 per cent more than in 1959. Increases were recorded in each quarter, the largest gain occurring in the fourth quarter, during which time 422,000 or 9.7 per cent more persons returned by automobile than in the same period of 1959. Although the rate of increase in re-entries by automobile during 1960 was significantly greater than the 2 per cent rise experienced in 1959, it was, nevertheless, once again exceeded by the rate of growth in passenger car registrations. In 1960, passenger car registrations in Canada totalled 4,104,415, or an increase of almost 9 per cent over the 1959 figure. Furthermore, since 1950, registrations have risen from the equivalent of one passenger car per every 7.3 persons to one per every 4.3 persons resident in Canada.

Canadian travellers who returned from the United States by car after being absent 24 hours or less numbered 18,888,300, an increase of 1,019,300 or 5.7 per cent over the same figure for the previous year. Moreover, the increase recorded in the short-term automobile travel represented 96.5 per cent of the total gain in volume considering all types of transportation. While all quarters of the year recorded increases over corresponding periods of 1959, the most significant gain appeared in the fourth quarter which experienced 368,300 or 10.2 per cent more short-term (24 hours or less) automobile travellers. Percentage increases for the remaining quarters were: 3.1 per cent in the first; 4.7 per cent in the second; and 5.2 per cent in the third.

Motorists in the long-term category, which includes visits of over 24 hours but less than 48 hours, as well as the 48 hours and over group, numbered 4,469,400 in 1960. Persons in the former category were in the minority, accounting for 21.3 per cent of the long-term re-entries. In addition, the 950,200 travellers covered by this minority group were a decrease of 68,800 or 6.8 per cent from the preceding year's figure. Only the fourth quarter recorded an increase advancing some 19,800 or 12.7 per cent, while motorists reporting trips lasting over

24 hours and less than 48 hours in each of the other quarters were well below corresponding volumes in 1959. The majority of long-term automobile travellers returned to Canada after spending 48 hours or more in the United States. In 1960 these travellers numbered 3,519,200, an increase of 202,400 persons or 6.1 per cent over the 1959 total. Increases were registered in all but the first quarter, which experienced 40,600 or 10.9 per cent fewer re-entries. Motorists returning to Canada after being absent 48 hours and over advanced by 104,100 or 15.5 per cent in the second quarter, 105,100 or 6.3 per cent in the third and 33,800 or 5.6 per cent in the final quarter when compared with corresponding data for 1959.

Expenditures by Canadians travelling to the United States in automobiles amounted to \$232 million in 1960, a decrease of \$3 million or about 1 per cent below the 1959 total. The decrease was largely a result of lower expenditures in the first and third quarters. Expenditures in the former amounted to approximately \$35 million, a decrease of nearly \$6 million or 14 per cent while payments in the latter quarter, which reached \$93 million, were down \$5 million or slightly over 5 per cent in comparison with similar data for the preceding year. Motorists spent between \$58 and \$59 million in the United States during the second quarter of 1960 and \$46 million in the final quarter, representing gains of about 10 per cent and 6 per cent, respectively, over corresponding periods of 1959.

Short-term automobile travellers returning from trips lasting 24 hours or less accounted for \$35 million of the expenditures in the automobile account during 1960, an increase of \$2 million or more than 7 per cent above the 1959 amount. Furthermore, expenditures by this group taken as a percentage of the total for automobile travellers rose from 14 per cent in 1959 to just over 15 per cent in 1960. Expenditures in each of the four quarters were higher than in the corresponding periods of 1959. The greatest rise, about \$1 million or 10 per cent, occurred during the third quarter, and accounted for approximately one-half of the increase recorded in the short-term category. Short-term motorists spent an average of \$1.87 per person in the United States during 1960 compared to \$1.84 in 1959, or an increase of between 1 and 2 per cent. At the same time, average expenditure per short-term car rose from \$5.00 to \$5.14, or a gain of almost 3 per cent.

Long-term travellers who returned to Canada by car after trips in the United States lasting over 24 hours spent nearly \$197 million in 1960. This amount constituted about 43 per cent of total Canadian expenditures in the United States for the year. The great bulk of the expenditures in the long-term automobile category are, however, attributable to the 48 hour and over group, who in 1960 spent between \$186 and \$187 million. This was, nevertheless, a decrease of between \$4 and \$5 million or over 2 per cent below the 1959 level and was partially a result of lower average expenditures. In 1960, motorists in this category spent an average of \$8.01 per person per day as opposed to \$8.26 the year before. Similarly, the average expenditure per car per day fell from \$24.12 to \$23.24. Increased spending was noticed, however, in the second and fourth quarters. Motorists in the 48 hours and over group spent between \$46 and \$47 million in the second and between \$36 and \$37 million in the fourth quarter, amounting to increases of between 11 and 12 per cent, and close to 5 per cent, respectively. Substantial decreases in the remaining periods of the year were, on the other hand, sufficient to offset this expansion. The \$27 million outlay in the first quarter marked a decline of almost \$6 million or 17 per cent below the 1959 figure, while third quarter expenditures, which came to \$76 million, were down over \$5 million or between 6 and 7 per cent.

Expenditures of Canadians travelling by car who spent over 24 hours but less than 48 hours in the United States represented only about 5 per cent of the total long-term automobile outlay in 1960. Travellers in this category spent \$10 million, a decrease of \$1 million or approximately 9 per cent below the amount in 1959. The drop in expenditures was a result of decreases in all quarters but the fourth. The most significant decline took place in the third quarter when close to \$1 million less was spent than in the same period of 1959. The over-all decrease would have been slightly higher had not an increase amounting to one-third of a million dollars occurred in the final quarter. Furthermore, the average expenditure per person per day for motorists in the over 24 hours but less than 48 hours category fell in 1960 to \$5.36 from \$5.50 in 1959.

In summary, the total amount spent by Canadian automobile travellers in the United States during 1960 fell below the level attained in 1959, largely as a result of lower expenditures by those motorists remaining 48 hours and over. Volume of travel was, however, heavier than in 1959 in all automobile categories except the over 24 hours but less than 48 hours group. Generally lower average expenditures per person per day were characteristic of the two classes constituting the long-term category of automobile travel, while motorists absent 24 hours or less spent slightly more per person. The greatest expansion in travel by automobile occurred in the fourth quarter, during which time there was close to 10 per cent more traffic, whereas the decrease in expenditures was highest in the first quarter,

amounting to some 14 per cent. The largest group of visitors to the United States once again were motorists who had remained in that country for 24 hours or less, accounting for 65 per cent of the total travel, but only about 8 per cent of the expenditures. On the other hand, motorists recording visits of 48 hours and over constituted only 12 per cent of the volume, yet 41 per cent of the expenditures, which is explained by their much higher average expenditures as well as longer visits.

Additional information on returning Canadian automobile traffic according to length of stay is provided in Table 9. In 1960, as in 1959, approximately the same proportion of Canadian motorists (82 per cent) remained in the United States 24 hours or less. Canadian automobile travellers who spent over 24 hours but less than 48 hours accounted for nearly 4 per cent of the total, a slight decrease from 1959. Approximately 7 per cent of all Canadians motoring to the United States in 1960 remained 3 days, a slightly higher proportion than in the year previous. Comparable data on American automobile travel in Canada is presented in Table 4, which is exclusive of commuters, summer residents and local traffic. As in 1959, the number of Americans motoring in Canada decreases more or less uniformly as the length of stay increases. In other words, there does not appear to be the heavier concentrations of traffic in the 1 week, 2 week and 3 week periods as is the case with Canadian automobile travel. Data on the length of stay for United States motorists are compiled from the date of entry and exit affixed by customs officers as the vehicle crosses the border whereas comparable information on Canadian motorists are estimated on the basis of a sample. There can be no reason for questioning the length of stay as compiled for non-residents but there may be a tendency for some Canadian motorists to report their length of stay in weeks rather than in days. It is possible, therefore, that some over-estimation occurs in the groups staying 7, 14 and 21 days. In 1960 Canadians travelling by automobile spent the most per car per day during a 4 day visit to the United States. The average involved—\$33.43—was, however, a decrease from the comparable 1959 high of \$37.67, which occurred during a 3 day stay. The average length of stay per car amounted to 1.86 days in 1960, displaying very little change from the corresponding 1959 figure. Further data on Canadian automobiles returning to Canada, classified by length of visit and province of re-entry, is provided in Table 10. It is readily observed that the general popularity of visits lasting one, two, and three weeks in the United States also applies to re-entries of Canadian automobile traffic through each of the various provinces.

While the number of Canadians returning to Canada in 1960 by conveyances other than automobile showed little change at 5.7 million, expenditures, on the other hand, climbed to \$225.3 million, an increase of \$12 million or between 5 and 6 per cent higher than in 1959. This additional spending in the non-automobile account was responsible for all of the increase recorded in expenditures of



**STATEMENT 6. Expenditures of Canadian Travellers in the United States by Types  
of Transportation Used to Re-Enter Canada, 1956-60**

Type of transportation	1956	1957	1958	1959	1960 <sup>1</sup>
	millions of dollars				
Automobile .....	197.4	212.3	215.6	235.1	232.0
Train .....	64.3	60.6	56.5	53.9	46.6
Boat .....	4.9	5.2	6.5	5.6	5.6
Bus (exclusive of local bus) .....	41.9	40.1	42.3	46.1	49.7
Aeroplane .....	66.4	70.3	78.1	86.9	103.0
Other (pedestrians, local bus, etc.) .....	16.1	14.6	14.3	20.8	20.4
<b>Totals .....</b>	<b>391.0</b>	<b>403.1</b>	<b>413.3</b>	<b>448.4</b>	<b>457.3</b>

<sup>1</sup> Subject to revision.

Canadian travellers in the United States during 1960, as payments by automobile travellers registered a decrease of \$3 million. Non-automobile expenditures represented about 49 per cent of the grand total or nearly 2 per cent more than in 1959. In comparison with the previous year, expenditures by non-automobile travellers in the first three quarters of 1960 were higher, while the final quarter alone recorded a decrease. The greatest gain occurred during the second quarter with payments amounting to between \$70 and \$71 million or about 18 per cent over the comparable 1959 figure. On the other hand, volume of travel in the non-automobile class recorded decreases in all quarters but the first. The most significant decline took place in the third quarter during which time there were 2.1 million re-entries, or some 4 per cent fewer than in the same period of 1959.

Travellers returning from the United States after visits of 24 hours or less are considered as short-term traffic, while all others fall into the category of long-term travel. This basis was applied to the non-automobile class of travel in 1960, thereby affecting some comparisons with 1959. Short-term non-automobile travellers numbered 4.4 million in 1960 and their expenditures amounted to \$22.4 million. It should be noted, however, that the great majority of short-term non-automobile traffic consists of crossings by pedestrians, local bus, etc., which are treated collectively under the heading "Other Travellers". Long-term Canadian travellers returning in conveyances other than automobile numbered 1.3 million in 1960 while their expenditures came to \$202.9 million.

Residents returning by rail, in both the short and long-term categories, amounted to 327,800, some 47,600 or 12.7 per cent less than in 1959. Expenditures of these travellers totalled \$46.6 million, a decrease of \$7.3 million or 13.5 per cent. Moreover, both volume and expenditures remained below their 1959 level throughout each of the four quarters. A breakdown of Canadians returning to Canada by rail according to period of re-entry shows the following: 82,200 in the first quarter; 82,600 in the second; 94,900 in the third; and 68,100 in the

fourth quarter. Similar information on expenditures by quarter is as follows: \$12.2 million in the first; \$14.8 million in the second; \$11.0 million in the third; and \$8.6 million in the final quarter. The most significant drop in volume took place during the fourth quarter which experienced 17,300 or 20.3 per cent fewer re-entries by rail than in the same quarter of 1959. On the other hand, expenditures registered their greatest decrease in the first quarter, falling by \$3.8 million or 23.8 per cent. The average expenditure per rail traveller was \$142.09 in 1960, a slight drop of \$1.56 or about 1 per cent from the 1959 average. The decrease was largely the result of an \$18.36 decline in the average for the first quarter of the year accompanied by a lower average in the fourth quarter as well. Although increases of \$4.16 and \$5.41 were experienced in the average amount spent during the second and third quarters, respectively, they were insufficient to raise the average amount spent on a yearly basis. While the average expenditure per rail traveller to the United States in 1960 was lower, the length of stay per person advanced slightly to 12.4 days from 11.8 days in 1959. Additional information on Canadian travel to the United States by rail, classified by length of visit may be found in Table 11.

Canadians travelling to the United States by long distance bus (excluding in transit) numbered 421,600 in 1960. Data for 1959 and earlier years include the in transit re-entries by bus and therefore any comparisons made could be misleading. There were 64,200 re-entries by bus in the first quarter, 125,900 in the second, 150,600 in the third and 80,800 in the fourth quarter. Expenditures by Canadians travelling to the United States in buses increased in 1960 to \$49.7 million, a rise of \$3.6 million or almost 8 per cent. Higher spending was recorded in all quarters but the third which remained at approximately the same level as in 1959. Over 50 per cent of the increased expenditures by bus travellers was attributable to the second quarter, where payments advanced \$2.3 million or between 16 and 17 per cent. Average expenditure per person (exclusive of the in transit travellers) rose to \$118.04 in 1960. The average length of stay in the



United States reported by Canadians travelling there by bus in 1960 amounted to 12.4 days, about one and one-half days longer than in 1959. However, the average for the previous year also included a small amount of in transit travel which would tend to lower slightly the average for that year.

Travel by aeroplane once again displayed considerable gains in both volume and expenditures. Canadians returning by this means amounted to 451,500 in 1960, some 28,900 or close to 7 per cent more than in the year previous. Similarly, their expenditures in the United States rose from \$86.9 million to \$103.0 million or between 18 and 19 per cent. With the exception of the fourth quarter, more persons travelled by plane in each of the other quarters than during comparable periods in 1959. The greatest volume gain—15,500 or nearly 15 per cent—took place during the first quarter, while the only decrease recorded—300 persons or less than 1 per cent—occurred in the fourth. Expenditures were higher throughout each of the four quarters. The most significant increase was attributed to travel in the second quarter as expenditures of Canadian plane travellers gained \$9 million or between 37 and 38 per cent over the 1959 amount. At the same time, payments by air travellers were \$4.1 million or between 16 and 17 per cent higher in the first quarter. The greatest increase in the average expenditure per person for plane travellers occurred in the second quarter. In this period, Canadians spent on the average \$274.86, an increase of \$61.55 or close to 29 per cent over the comparable 1959 sum. The average number of days spent in the United States

per Canadian air traveller increased to 12.5 days in 1960 from 11.2 days in 1959, or an increase of between 11 and 12 per cent.

The number of Canadians who re-entered Canada by boat in 1960 after having travelled to the United States amounted to 123,600, a decrease of 800 or less than 1 per cent in comparison with the year prior. Expenditures, on the other hand, showed little change due to a higher average expenditure per person of \$45.03 as compared with \$44.74 in 1959. Combined decreases in volume of travel by boat during the first, second and fourth quarters offset a substantial increase during the third quarter of the year.

An analysis of the category of returning Canadians termed "Other Travellers" shows that both volume and expenditures were about 2 per cent below their 1959 level. As mentioned earlier, re-entries in this classification are mainly of a local nature, including local bus traffic as well as pedestrians, some of whom, living in border communities, may cross for a casual visit lasting only one or two hours. Nevertheless, persons covered by this residual classification continue to account for around 15 per cent of the total travel movement and between 4 and 5 per cent of the expenditures.

Expenditures of Canadian travellers in the United States for the years 1956-1960 inclusive, are presented in Statement 6 according to type of transportation used.

### Questionnaire Survey of Canadian Travel Behaviour in the United States<sup>2</sup>

Additional information on the characteristics of Canadian travel in the United States is compiled from questionnaires mailed each month to a selected group of Canadians who have returned from that country. It should once again be noted, that due to the method of selecting names for the survey, most of the data obtained pertains to the long-term category of traffic rather than the short-term. For this reason, the following statistics on length of stay, type of transportation, average expenditures, purpose of trip, ports of entry and re-entry, and destination, should not be used to generalize on the total volume of travel to the United States, a large proportion of which comprises visits lasting 24 hours or less.

#### Purpose of Visit

Although respondents were asked to specify their main purpose of trip from a choice of seven, many returned questionnaires indicated more than one purpose. For this reason, the questionnaires were divided into three groups according to the number of purposes specified; those reporting one purpose only; those reporting two or more purposes; and the aggregate of all questionnaires showing

purpose of trip. It was readily observed that an analysis of the main reason for travelling to the United States varied significantly with the particular category considered.

Compilations of all questionnaires which reported one or more purposes of trip show once again that most Canadians travelled to the United States for the purpose of recreation. However, although this purpose was indicated by 42.3 per cent of the respondents in 1960, it was a decline of 2.8 percentage points from the comparable 1959 figure. Visiting friends or relatives appeared as the second most popular reason for travel, having been specified by 29.8 per cent of the selected persons or an increase of 1.8 points over the year previous. Final compilations of survey data indicated that 12.8 per cent of the Canadians visiting the United States in 1960 did so in order to shop, compared with 14.7 per cent in 1959. Business trips were listed by 10.5 per cent of the respondents, a gain of 2.6 per cent, and travel for reasons of health were indicated by 3.1 per cent in comparison with 2.6 per cent of the Canadians surveyed during 1959. Formal study accounted for 0.7 per cent of all reasons for travel and "other" purposes 0.8 per cent, a slight increase and decrease, respectively, in comparison with comparable data from the previous survey.

<sup>2</sup> Exclusive of Hawaii.

**STATEMENT 7. Purpose of Visit<sup>1</sup> reported by Canadians Returning from the United States,  
compiled Quarterly, Questionnaire Survey, 1960**

	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other
	per cent						
First quarter .....	10.9	0.7	4.7	42.1	36.3	4.5	0.8
Second quarter .....	17.4	1.1	8.5	39.4	26.7	6.0	0.9
Third quarter .....	7.7	1.0	5.1	54.0	30.6	0.7	0.9
Fourth quarter .....	16.6	0.3	12.6	37.7	30.6	1.1	1.1
<b>Year .....</b>	<b>12.3</b>	<b>0.8</b>	<b>7.2</b>	<b>45.0</b>	<b>31.0</b>	<b>2.8</b>	<b>0.9</b>

<sup>1</sup> Questionnaires reporting one purpose only.

When questionnaires reporting on only one purpose of trip were tabulated, the proportion of respondents indicating the various reasons for travel were seen to vary from similar data obtained through a consideration of the aggregate of all questionnaires. In addition, there were several changes from the year previous. For example, in 1960, 45 out of every 100 respondents who checked one purpose of trip indicated recreation, compared with 49.2 per cent in 1959. On the other hand, visiting friends or relatives was the only purpose of trip for 31 per cent of the 1960 respondents and 28.9 per cent of those in the year prior. Business trips were more popular than shopping in 1960, being indicated on 12.3 per cent of the returns reporting one purpose of trip in comparison with 7.2 per cent for shopping. Health, formal study and "other" reasons for travel all varied less than 1 per cent from their 1959 proportions, with the first two purposes recording moderate increases and the latter a slight decrease.

When data from questionnaires reporting two or more purposes of trip were examined, the results were seen to vary from data obtained through a consideration of questionnaires reporting one purpose only and the aggregate of all questionnaires. Recreation maintained its favoured position as the main reason for travel, being indicated by 35.6 per cent of the respondents who checked two or more purposes of trip, although a slightly lower proportion than in 1959. Visiting friends or relatives ranked second in order of popularity throughout the three groupings, accounting for 27.1 per cent of those travelling for two or more reasons, or an increase of 1.1 per cent over the comparable figure in 1959. It was also in this grouping of returned questionnaires that the highest proportion of respondents, 26.8 per cent, reported shopping in combination with other purposes of trip. Although this percentage marked a decrease of 1.7 per cent from the comparable figure for 1959, when shopping was second in popularity, it was only 0.3 per cent short of this position in 1960. The percentage of Canadian respondents who reported on business trips as well as one or more other reasons increased 0.9 per cent to 5.8 per cent in 1960, while trips for health purposes advanced from 3.4 per cent to 3.8 per cent. Respondents who

went to the United States for formal study or "other" purposes, in each case amounted to less than 1 per cent of the total and showed very little change over 1959 regardless of whether or not the journey was undertaken for those purposes alone or in combination with others.

The remainder of the text in this section concerning the Questionnaire Survey of Canadian Travel Behaviour in the United States contains data derived from a consideration of returned questionnaires reporting on one purpose of trip only. This should also be taken into account when analysing information presented in the accompanying statements.

In Statement 7, data compiled from questionnaires specifying one purpose of trip only are shown on a quarterly basis. Once again, the usual seasonal trends are apparent. For example, trips for business and shopping each show increases during the second and fourth quarters. Recreation is most popular during the third quarter, while at the same time, health as a purpose of trip is most often reported by respondents who returned to Canada sometime during the first two quarters of the year. The latter trend can be explained by the fact that many of the Canadians returning in the spring have spent the winter in the Southern United States in order that their health may benefit from the warmer climate. Shopping trips quite naturally reach their peak during the Easter and Christmas seasons, which are, in addition, likely periods for increased business transactions. The proportion of those reporting business as their only purpose of trip amounted to 17.4 per cent in the second quarter and 16.6 per cent in the fourth, increases of 6.9 per cent and 0.8 per cent, respectively, over comparable data for 1959. Shopping trips accounted for 8.5 per cent of the respondents reporting one purpose of trip in the second quarter and 12.6 per cent in the fourth, decreases of 4.4 per cent and 0.6 per cent, respectively, from the year previous. The proportion of returned questionnaires specifying recreation was highest in the third quarter at 54 per cent, although it represented a decline of 4.8 per cent from the 1959 figure. Recreation was less popular throughout each of the other quarters



as well, with the greatest decrease, 3.5 per cent, occurring in the fourth. Visits to friends or relatives was most frequently indicated by respondents who returned to Canada in the first quarter of the year. However, it is possible that some of the 36.3 per cent who reported such a purpose during this time had visited in the United States during the Christmas holiday season of 1959 but returned in the month of January 1960. Some 4.5 per cent of the questionnaires in the first quarter and 6.0 per cent in the second had "health" checked off as the only reason for travel, in both instances increases over 1959. However, the gain recorded during the first quarter amounted to only 0.3 per cent, in comparison with a 1.8 per cent gain in the second. On a quarterly basis, the proportion of respondents who indicated either "other" reasons or formal study as their only purpose of trip in 1960, did not vary more than one-half of one per cent from comparable results for the year 1959.

A breakdown by purpose of visit according to province of re-entry was compiled from questionnaires completed by Canadian travellers reporting on one purpose of trip, and is presented in Statement 8. For purposes of this report, the province of re-entry is assumed to be the province of residence. No doubt, a certain number of Canadian travellers do re-enter the country by a province other than the one in which they reside but indications are that these re-entries constitute a very small proportion of the total. Survey data showed that once more, a higher proportion of Canadian residents returning through the province of Alberta had been in the United States on business than residents returning through any other province. In 1960 business trips accounted for 19.7 per cent of all entries through Alberta in comparison with 16.2 per cent in 1959. This same purpose was indicated by 14.3 per cent of

the respondents re-entering through Saskatchewan, 14.1 per cent of the re-entries via Ontario and 11.7 per cent of those returning by ports in Quebec. Two out of every 100 Canadians re-entering through Alberta specified education or formal study in the United States as their main reason for travel. Although this represented a decline of 0.9 per cent from the 1959 percentage, it was, nevertheless, the highest proportion recorded for this purpose. Generally, higher proportions of returning residents through the Western Provinces indicated formal study than did residents re-entering in Eastern Canada. Shopping trips were most frequently reported by Canadian travellers residing in British Columbia and the Yukon Territory. In 1960, 14.3 per cent of these residents specified shopping compared with 15.8 per cent in 1959. Travellers from Saskatchewan reported the next highest proportion of shopping trips with 13.8 per cent. In general, shopping was specified more frequently by residents of the Western Provinces than by those living in the other provinces. Recreation, the most popular reason for travel, was checked off by 56.7 per cent of the returning residents of Quebec, a decrease of 4.6 per cent from the 1959 proportion. Some 42.5 per cent of the re-entries via ports in British Columbia and the Yukon Territory indicated recreation, as did 42 in every 100 of those re-entering via Ontario. As a matter of fact, the proportion of travellers from each province who indicated recreation as their main purpose of trip in 1960 was lower than comparable data for 1959. Visiting friends or relatives in 1960 was, on the other hand, reported by a higher percentage of residents from all except the Atlantic Provinces. However, although the 41.7 per cent of the re-entries through ports in the latter region was some 3 per cent below the comparable 1959 figure, it was, nevertheless, a higher proportion than that recorded by residents of other provinces. Visiting friends or

**STATEMENT 8. Purpose of Visit<sup>1</sup> reported by Canadians Returning from the United States, by Province of Re-Entry, Questionnaire Survey, 1960**

Province of re-entry	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other
	per cent						
Atlantic Provinces .....	7.1	1.1	5.9	37.1	41.7	5.0	2.1
Quebec .....	11.7	0.6	2.7	56.7	24.6	3.3	0.4
Ontario .....	14.1	0.8	6.3	42.0	33.2	2.7	0.9
Manitoba .....	10.9	1.7	12.3	41.5	29.5	3.1	1.0
Saskatchewan .....	14.3	1.9	13.8	27.6	37.8	1.8	2.8
Alberta .....	19.7	2.0	6.1	37.9	30.7	2.2	1.4
British Columbia and Yukon Territory	8.7	0.7	14.3	42.5	30.7	2.0	1.1
Canada .....	12.3	0.8	7.2	45.0	31.0	2.8	0.9

<sup>1</sup> Questionnaires reporting one purpose only.



relatives was the purpose of trip for 37.8 per cent of the re-entries through Saskatchewan, and 33.2 per cent through Ontario. Health as a reason for travel south of the border was once again most prevalent amongst Canadians living in the Atlantic Provinces, accounting for 5 out of every 100 re-entries in that region, an increase of 1.7 per cent over the previous year. "Other" reasons given for travel ranged from 0.4 per cent of the re-entries through Quebec to 2.8 per cent of those returning in Saskatchewan.

An analysis of all returned questionnaires according to purpose of trip is complicated by those respondents who have travelled in transit through the United States. Information reported by this group may well apply to a Canadian province of destination and not to areas visited in the United States. For this reason, in transit questionnaires are treated

separately when tabulating returned questionnaires according to destination in the United States. In 1960, for example, approximately 2.5 per cent of the respondents were classified as in transit, considerably lower than the proportion in 1959. New and improved Canadian roads, facilitating travel between points in Canada which were previously reached more conveniently via the United States, may be responsible for the decrease. In addition, data collected on in transit travel by means of the "mail questionnaire" reflect only the long-term and not the short-term movement. At any rate, in transit travel constitutes a very small part of the total travel movement. It is interesting to note, however, that returned questionnaires indicated that the majority of in transit traffic was by automobile, originating in the province of Ontario and destined mainly for the Maritime Provinces, Manitoba or Saskatchewan in that order.

**STATEMENT 9. Purpose of Visit<sup>1</sup> reported by Canadians Returning from the United States, by Type of Transportation, Questionnaire Survey, 1960**

Type of transportation	Percentage of persons reporting main purpose of trip						
	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other
Rail .....	9.7	0.9	9.0	31.6	45.5	3.1	0.2
Bus .....	4.2	1.0	15.8	37.5	37.7	3.4	0.4
Aeroplane .....	29.8	1.3	1.3	37.4	25.5	4.3	0.4
Boat .....	4.4	0.3	15.3	49.4	28.6	1.1	0.9
Totals, non-automobile .....	21.3	1.1	5.1	36.0	32.3	3.8	0.4
Automobile .....	5.7	0.6	8.7	51.7	29.9	2.0	1.4
<b>Grand totals .....</b>	<b>12.3</b>	<b>0.8</b>	<b>7.2</b>	<b>45.0</b>	<b>31.0</b>	<b>2.8</b>	<b>0.9</b>

<sup>1</sup> Aggregate of questionnaires reporting one purpose only.

The purpose of visit reported by Canadians returning from the United States by type of transportation used is presented in Statement 9. In addition, it should be remembered that the data collected pertain to the long-term rather than short-term traffic. In 1960, 36 in every 100 Canadians who travelled to the United States by a form of transportation other than automobile, did so for recreational purposes. This marked a decline of 4.3 percentage points from the 1959 figure. Visiting friends or relatives accounted for 32.3 per cent of the non-automobile travel, about 1 point more than in the year prior. Increased business trips accounted for 21.3 per cent of non-automobile respondents in comparison with 17.1 per cent in the previous year. Shopping excursions were indicated by 1.6 per cent

fewer non-automobile travellers than in 1959, while the remaining purposes of trip showed little change. The highest proportion of boat, bus and aeroplane traffic consisted of persons travelling for recreation, while the majority of rail travel was for the purpose of visiting friends or relatives. In 1960, however, the first three modes of travel experienced a lower proportion of recreational traffic, with percentage point declines of 7.1 by boat, 6.2 by bus and 4.2 by plane. Visiting friends or relatives by rail showed an increase of 4 points.

The proportion of respondents travelling by automobile who indicated recreation as their purpose for travelling to the United States in 1960 amounted to 51.7 per cent, while the group specifying visits

to friends or relatives stood at 29.9 per cent. Shopping was checked off by 1.3 per cent fewer of the automobile travellers, while business trips were, on the other hand, 1.7 per cent more frequently reported than in 1959. The percentages of automobile travellers who reported on other purposes of trip in 1960 did not vary more than one-half of one per cent from similar data for 1959.

### Length of Stay

The "mail questionnaire" also queried Canadian travellers to the United States on their length of stay in that country. Final results were seen to vary considerably according to the purpose of trip, transportation used, province of re-entry and season of year. To simplify matters, averages on length of stay were compiled from data representative of all types of transportation by the purpose of trip.

The longest average length of stay was attributed to Canadians who had journeyed to the United States for formal study, spending 67.8 days in 1960. This was a decline of 21 days in comparison with the 1959 average and may possibly be the result of an increase in the number of persons enrolled in summer courses which tend to be shorter than winter terms. The second longest stay was averaged by Canadian respondents who checked health reasons, remaining 50.6 days on the average, or 5.1 days in excess of the comparable 1959 average. The average length of stay for respondents indicating recreation and visiting friends or relatives were very close with 11.4 days and 11.3 days, respectively. However, the former was a slight gain over the year previous while the latter average signified a moderate decrease. Business trips on the average lasted 7.6 days, slightly more than in 1959, while shoppers remained the same average length of time, 2.9 days, which again corresponds closely to the 48 hour minimum length of stay required for purposes of customs exemption. Canadians specifying "other" reasons for travel spent 7.7 days on the average in the United States, about the same length of time as in 1959.

Residents of Saskatchewan who in 1960 visited the United States for recreation remained an average of 17.6 days, and those specifying health stayed 95.5 days on the average. These were the longest lengths of stay recorded for the two purposes mentioned. Respondents who re-entered Canada through Alberta recorded the longest visits of those travelling to the United States to visit friends or relatives with an average of 19.5 days, while, at the same time, re-entries via this province stayed 11.2 days on the average for "other" reasons. The longest average for shopping trips was 3.6 days recorded by re-entries through Quebec, while residents of British Columbia and the Yukon Territory averaged the longest visit for formal study purposes — 125.2 days.

A further analysis of average length of stay by purpose of trip on a quarterly basis revealed a certain amount of seasonal variation. For example,

business trips lasted 8.1 days on the average in the first quarter but 7.3 days in the second and fourth. Similarly, the average length of stay for those returning from formal study in the second quarter was 109.6 days. The length of shopping trips displayed the most consistency throughout the four quarters, not varying too much from the yearly average of 2.9 days. Average lengths of stay for those respondents who checked recreation for their purpose of trip ranged between 15 and 16 days during the first two quarters but fell to about 9 days during the latter half of the year. Visits to friends or relatives lasted 14.6 days on the average during the second quarter and 9.9 days in the fourth. The average length of trip for respondents who indicated health was much higher in the first half of 1960 than in the second half, again a result of the warmer temperatures to be enjoyed in the Southern United States at a time when Canada is experiencing a winter climate.

### Expenditures

Information gathered from the questionnaire survey on expenditures in the United States was arranged according to purpose of trip by province of re-entry and type of transportation. Data concerning average expenditures on both a per person and per person per day basis as well as average length of stay per person are presented in Charts 3 and 4, respectively.

In 1960, Canadians who had travelled to the United States for formal study of some sort, again spent the most per trip. However, the \$559.45 average represented a decline of \$73.95 from the previous average and was most likely brought about through a higher proportion of enrollments in short-term or less expensive courses. In spite of the high average per trip, students spent only \$8.25 per person per day, the second lowest recorded. Residents of British Columbia and the Yukon Territory spent the most per trip on education with an average of \$866.88, followed by re-entries through the Atlantic Provinces with an average of \$625.64. Canadians in the United States during 1960 for reasons of health averaged the second highest expenditure per trip, some \$468.77, an increase of \$42.97 over the 1959 average. However, those specifying health spent only \$9.26 on a per person per day basis. Residents of the province of Quebec spent the highest average for purposes of health with \$532.63. Canadians returning by plane from trips for their health spent an average of \$537.29 per person, the highest recorded for this purpose according to type of transportation used.

The average amount spent by Canadians travelling to the United States in 1960 for recreation amounted to \$160.07 or \$21.94 more than in 1959. At the same time, the average expenditure per person per day advanced by 48 cents to \$14.00. An analysis of this group according to the province of re-entry shows that the highest average expenditure per trip, \$211.40, was recorded by residents of Alberta. Next, in order of importance, were Saskatchewan



CHART-3

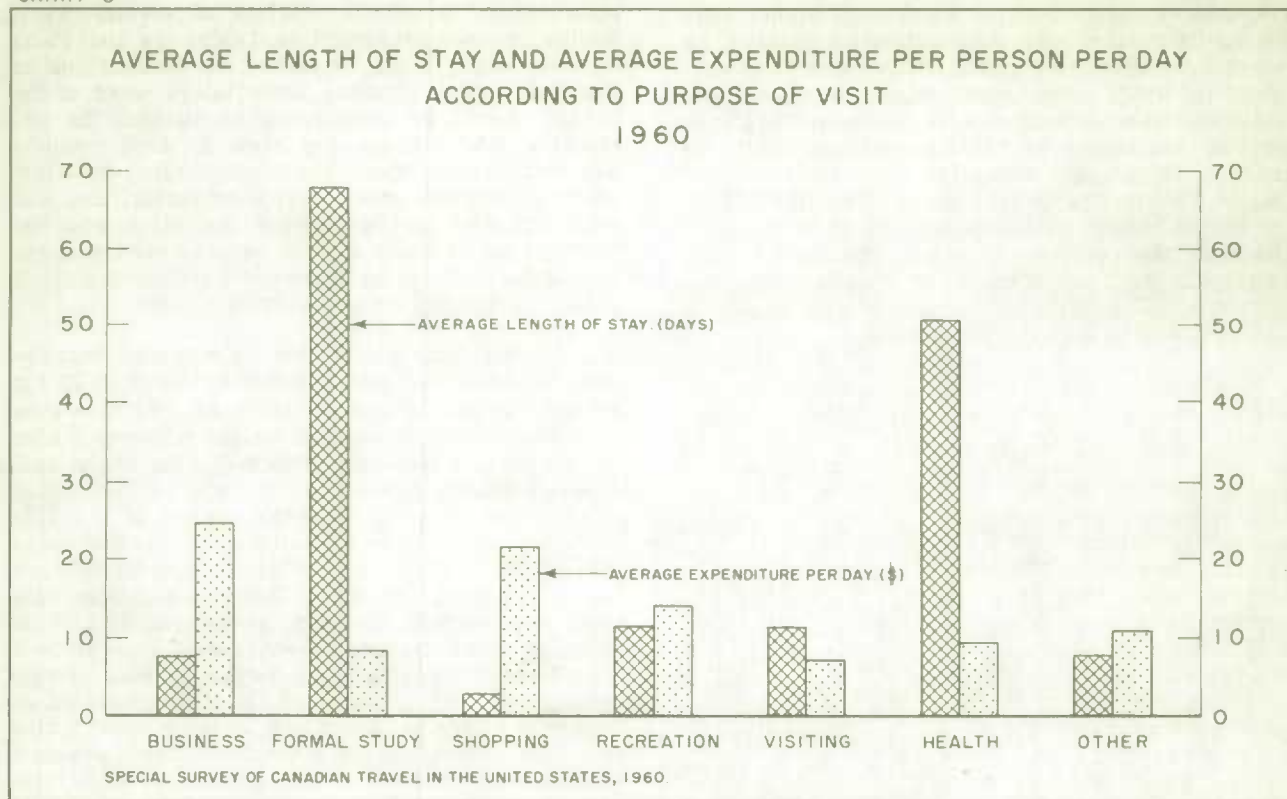
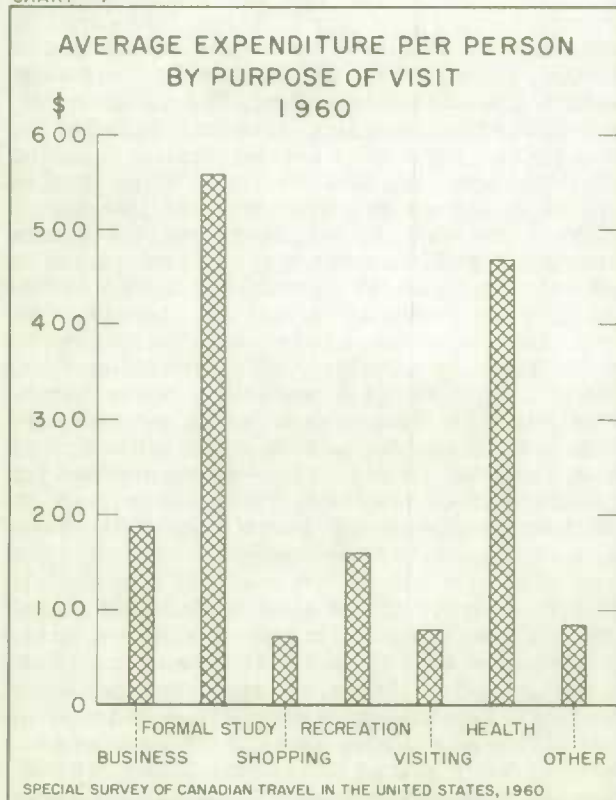


CHART-4



residents with an average of \$176.88, residents of Quebec with \$171.91 and re-entries via ports in Ontario who averaged \$165.59. In each case, the average per trip was higher than comparable 1959 averages. Respondents who indicated on their questionnaire that they had travelled by plane spent \$267.62 on recreation in the United States during 1960, an increase of \$29.32 over the comparable average in the year previous. Similarly, average amounts spent on recreation by other modes of travel were: train \$184.23; bus \$157.95; automobile \$122.75; and boat \$115.75.

Canadians responding to the "mail questionnaire" in 1960 averaged an expenditure amounting to \$78.96 while visiting friends or relatives, a decrease of \$12.44 from the 1959 average and attributable, no doubt, to Ontario with an average of \$68.04, approximately \$11.00 below the average for Canada. As in 1959, residents from the province of Alberta spent more on the average while visiting friends or relatives than travellers originating in other provinces. In 1960, this average amounted to \$171.99, an increase of \$39.15 over the comparable 1959 average. Once again, the lowest average expenditure while visiting friends or relatives was attributable to travellers originating in Saskatchewan, who in 1960 averaged \$64.68 in comparison with \$59.52 the year before. For the same purpose of trip, residents of Manitoba averaged \$109.81, travellers from British Columbia and the Yukon Territory averaged \$95.09 and residents of Quebec



averaged an expenditure of \$87.74, all higher than similar figures for 1959. An examination of travel by respondents indicating visits to friends or relatives, classified by the type of transportation used, reveals that plane travellers spent more on the average than persons journeying by other means. In 1960, for example, the average Canadian plane traveller who visited friends or relatives spent \$149.70 while in the United States, an increase of \$9.18 in comparison with the previous average. Visitors by train were next with an average of \$93.47 while bus travellers allocated an average of \$86.80, both slight decreases from the year before.

Canadians who specified shopping as the purpose of visit to the United States spent on the average \$71.62, some \$2.21 less than in 1959. Included in this expenditure are the purchases of merchandise in addition to the amount spent for food, lodging, amusement, etc. Average expenditure per person per day, which amounted to \$21.49, was also lower by \$3.87. Residents of Saskatchewan, however, spent an average of \$123.00, the highest recorded and a substantial increase over 1959. Respondents originating in the province of Quebec who reported that their main purpose was shopping spent an average of \$88.21, those from Alberta spent an average of \$85.39 and re-entries through the province of Ontario averaged \$70.46. In 1960, persons travelling from British Columbia and the Yukon Territory accounted for the lowest average amount spent by shoppers—\$69.90. Considering the type of transportation used to re-enter Canada, shoppers returning by aeroplane accounted for a higher average expenditure (\$122.46) than re-entries by other modes of travel. Re-entries by train reported the next highest average—\$84.21—while Canadians returning by bus followed with \$81.15. The average outlay by motorists on shopping trips in the United States was \$64.84, the lowest for any type of transportation.

Many of the respondents to the questionnaire survey who checked off "other" reasons for travel were in transit, while others indicated they were looking for work, driving or meeting relatives who were travelling overseas, attending funerals, etc. In 1960, this group of persons spent an average of \$82.95 in the United States, or \$12.63 more than in 1959 as their average expenditure per person advanced from \$9.07 to \$10.84. Average expenditures per trip ranged from \$42.89 for residents of the Atlantic Provinces to \$135.66 per respondent entering through Manitoba. As expected, aeroplane travellers who indicated "other" reasons attained the highest average for this class, amounting to \$273.57, while motorists averaged only \$52.19.

### Destination

Canadian travellers who received a questionnaire were also asked to specify their chief destination in the United States. This information was arranged in three different ways: state of destination on a quarterly or seasonal basis; state of destination by province of re-entry; and the general area visited

regardless of season or province of re-entry. Final tabulations are presented in Tables 14 and 15 as well as Map 2. Data pertaining to destinations in American states situated immediately south of the border should be considered as minimal for two reasons. First of all, the state farthest from the International Boundary was chosen when questionnaires reported more than one destination, and secondly, the survey covered travellers who had been abroad 48 hours or over, thereby excluding the large number of visits to border states which occur in the short-term category of traffic.

An examination of Table 14 indicates that the state of New York was checked by close to 26 per cent of the respondents in 1960, slightly less than in 1959. The decrease was mainly reflected during the second quarter which attracted about 24 per cent of the Canadian visitors, or over 4 percentage points less than in the same period of the year previous. At the same time, travel to this state was heaviest in the fourth quarter, accounting for between 31 and 32 per cent of the travel which was very little change from the final quarter of 1959. It is assumed that the greater frequency of trips to New York State during the fourth quarter is, to a certain extent, a result of increased visits for shopping or business purposes which are at their peak during this time. Travel to the state of Florida increased sufficiently to raise it from a position of third most popular in 1959 to the second most popular destination in 1960. Almost 13 out of every 100 respondents reported Florida as their destination in 1960, or close to 3 more per 100 than in 1959. In addition, between 27 and 28 per cent of the long-term Canadian travellers returning in the first quarter had been to Florida as had about 19 per cent in the second quarter. It is probable, however, that a certain proportion of these travellers, especially those in the first quarter, spent some time in Florida during the final quarter of the year previous, but returned to Canada in the early part of 1960. An increase of about 5 per cent in the number of respondents returning from Florida during the second quarter of 1960 compared with the same quarter in 1959 contributed to the overall increase for the year. The state indicated as the third most popular destination in 1960 was Washington, which attracted approximately 10 per cent of the respondents to the survey. This was a decrease of just over 1 per cent from 1959, in which year Washington ranked as the second most frequently visited state. Persons destined for Washington State represented about 11 per cent of the travel in the fourth quarter, almost the same proportion as in the final quarter of 1959, while the percentages for the second and third quarters fell slightly to about 10 per cent in each case. Once more, Michigan was fourth in order of visits recorded. In 1960, some 9 per cent of the returned questionnaires checked this state, the same proportion as in the year before. While trips to this state amounted to over 10 per cent of the travel in the third quarter, only the fourth quarter varied more than 1 per cent from comparable 1959 results. In the fourth quarter, journeys to Michigan were specified by close to 10 per cent of the respondents, or nearly 2 per cent

DESTINATION OF CANADIANS IN THE UNITED STATES,  
VISITS OF MORE THAN 48 HOURS, QUESTIONNAIRE SURVEY 1960  
(PERCENTAGE)





more than in the same quarter of 1959. The fifth most visited state turned out to be California, a position it also occupied in 1959. Just over 7 per cent of the destinations recorded for the year listed this state, an increase of approximately 1 per cent over the comparable 1959 percentage. The highest proportion of journeys to California, about 9 per cent, occurred in the second quarter, which was an expansion of between 2 and 3 per cent in comparison with the April to June period of 1959. With the exception of the first quarter, a higher percentage of the respondents to the "mail questionnaire" indicated California as their chief destination in 1960 than in comparable periods of 1959. The increases in 1960 for the third and fourth quarters amounted to about 1 per cent and one-half of one per cent, respectively, while the decrease experienced in the first quarter of the year was even less. Other states of destination as reported by Canadians responding to the Canadian Questionnaire Survey in 1960, as well as the five already mentioned, are listed in order of popularity in Table 14.

Chief destination in the United States according to province of re-entry was tabulated and is presented in Table 15. Again, from an analysis of the table it would appear that certain of the American states are visited more often than others by Canadians re-entering through a particular province. For example, of all the respondents re-entering Canada via the Atlantic Provinces, indications were that about 33 per cent had been to the state of Maine, 28 per cent to Massachusetts, and 16 per cent to New York State. The proportion visiting Maine was around 4 percentage points higher than in 1959, while trips to New York State decreased by the same amount. Residents of Quebec favoured trips to New York State, which accounted for close to 40 per cent of the visits south of the border, or a slightly lower proportion than in the year previous. Respondents from the province of Quebec in almost 15 per cent of the cases had been to Florida, a rise of about 3 percentage points, while the states of Massachusetts and Vermont were each visited by approximately 9 per cent in 1960. The state of New York was also the most frequent destination for residents of Ontario, being specified by 33 per cent of these travellers. Next in order of popularity among Ontario respondents was Florida, which attracted close to 18 per cent of the total. Michigan was the state of destination for 17 per cent of the re-entries via Ontario in 1960, the same proportion as in 1959. Destinations preferred by residents of the Western Provinces generally are located in the American states just south of the International Boundary. For instance, Minnesota was visited by between 37 and 38 per cent of the travellers originating in Manitoba, and North Dakota received about 18 per cent, decreases of approximately 3 and 1 per cent, respectively, from similar 1959 proportions. Close to 7 per cent of the respondents re-entering via Manitoba, however, specified trips to the state of California, an increase of 3 points. Indications were that a considerable proportion of the respondents re-entering through the province of Saskatchewan had been in the state of Michigan, between 15 and 16 per cent had returned from trips to North Dakota, while

almost the same proportion reported on trips to Minnesota. The results of the survey also showed that of all respondents re-entering Canada via the province of Alberta, between 28 and 29 per cent had been to Montana, 15 per cent had been to California, and between 6 and 7 per cent had travelled as far as Texas. In comparison with 1959 survey results, about 4 per cent fewer residents of Alberta indicated trips to Montana while destinations in California and Texas increased about 4 per cent and 3 per cent, respectively. Once again over one-half (53 per cent) of the persons returning to Canada by ports in British Columbia and the Yukon Territory, had been in the state of Washington, although some 3 or 4 per cent lower than the 1959 proportion. The second most popular state amongst British Columbia and Yukon Territory residents was California, attracting 23 per cent of the travelling population from these regions, compared to just over 20 per cent in 1959. Oregon, which was visited by between 9 and 10 per cent of the travel from these two areas in 1959, received about 12 per cent in 1960.

Map 2 shows the destinations, grouped by geographic regions, of Canadian travellers in the United States during 1960, irrespective of the season or province of re-entry. The highest proportion of trips (29.4 per cent) consisted of visits to the Middle Atlantic States of New York, New Jersey and Pennsylvania, which, however, was approximately 1 per cent below the comparable 1959 proportion. The majority of trips to this area were, of course, to the state of New York. Next in order of preference, accounting for 19.6 per cent of Canadian visitors, were the Pacific States of Washington, California and Oregon. Here again, one state in particular, namely Washington, occurred more frequently as a destination than others. Southern Atlantic States, the most important of which is Florida, appeared as destination on 15.4 per cent of the returned questionnaires, or about 2 per cent more than in 1959. The 15 per cent of Canadian travellers who reported destinations in the East North Central region of the United States was only a slight increase over the comparable figure for 1959. Visits to the state of Michigan were responsible for over one-half of the travel to this area. New England States, principally Massachusetts, Maine and Vermont, occurred as destination in 11.2 per cent of the cases, or slightly less than in the year previous. Similarly, visits to states in the West North Central region, which includes Minnesota and North Dakota among others, were responsible for 5 out of every 100 destinations reported, or about 1 per cent lower than the proportion of trips to this area in 1959. The Mountain States as well received a slightly smaller percentage of Canadian visitors in 1960 than in the year prior, appearing on 2.8 per cent of the questionnaires. In addition, the proportion of Canadians visiting states in this region ranged from 0.08 per cent for New Mexico to 0.74 for Montana. About the same percentage of destinations in the West South Central and East South Central areas were specified in 1960 as in 1959, namely 1 per cent and 0.5 per cent, respectively. Once more, Alaska was indicated as the chief destination by only 0.1 per cent of all Canadian travellers.



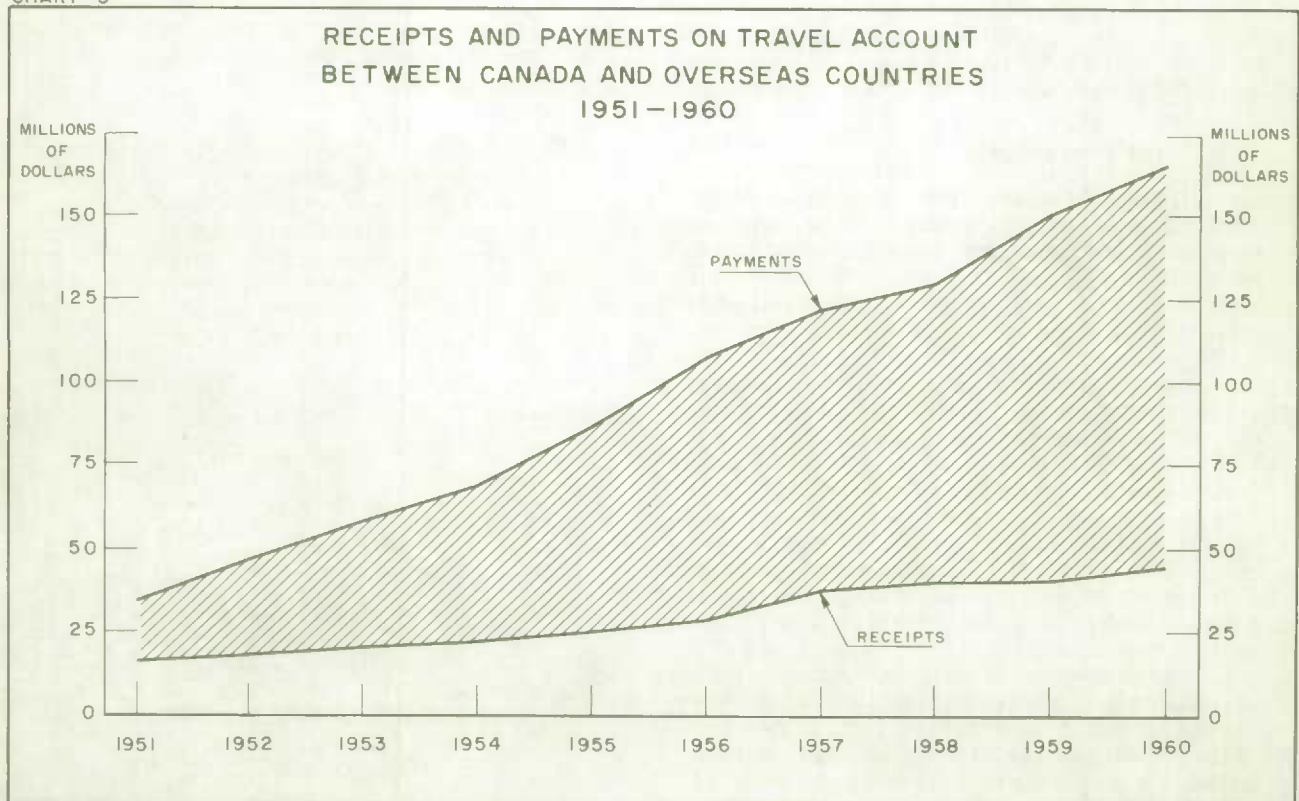
### Travel Between Canada and Overseas Countries

#### Volume of Travel

A record 312,500 persons were estimated to have travelled between Canada and overseas countries in 1960, representing an expansion of 16 per cent in comparison with the 1959 volume. The 1960 rate of gain was, in addition, between 3 and 4 per cent higher than in the year previous. A breakdown of the total overseas travel movement in 1960 shows that visits to Canada numbered 71,900 while Canadians travelling overseas amounted to 240,600, increases in both cases over comparable 1959 figures. Once again, the expansion in Canadian travel overseas, which amounted to between 18 and 19 per cent, was

considerably higher than the advance in foreign travel to Canada. The latter gain, which reached 7 per cent, was, however, greater than the almost 2 per cent increase experienced in 1959. Visits to the United Kingdom by Canadians are estimated at around 118,000 while visits to other European countries numbered approximately 100,000. Included in each of these figures, however, are some 60,000 persons who visited both the United Kingdom and other European countries during their trip overseas and are, therefore, recorded in duplicate. Canadian visits during the year 1960 to the area including Bermuda, the Caribbean, Central and South America are estimated at some 60,000 or more.

CHART-5



#### Expenditures

Expenditures involved in travel between Canada and overseas countries also reached a new high. Receipts from residents of overseas countries, which failed to show any increase in 1959, advanced to \$45 million in 1960 or between 12 and 13 per cent. Canadian expenditures in the 1960 overseas travel account amounted to \$165 million, an expansion of 10 per cent in comparison with 1959. Although this rate of gain was less than the one recorded in 1959, increased Canadian spending overseas accounted for more than 75 per cent of the over-all \$20 million increase in 1960. It should be noted, that included in Canadian overseas expenditures is the

value of merchandise declared under customs exemption, which amounted to \$10.4 million in 1960 compared with \$7.8 million in the preceding year. As a result of the increase in spending, the balance of payments on travel account between Canada and overseas countries revealed a record deficit of \$120 million in 1960, some \$10 million or 9 per cent above the previous high established in 1959. Furthermore, the debit balance in the overseas account represented 58 per cent of Canada's total travel deficit in 1960 compared with almost 53 per cent in 1959. The deficit with overseas countries would have been higher still in 1960 if Canadian expenditures in Hawaii had not been included with the United States for the first time.

**STATEMENT 10. Balance of Payments on Travel Account Between Canada  
and Overseas Countries, 1959 and 1960<sup>1</sup>**

Net Credits (+) Net Debits (-)

	All overseas countries		United Kingdom		Other sterling area		Other O.E.E.C. countries		All other countries	
	1959	1960	1959	1960	1959	1960	1959	1960	1959	1960
	millions of dollars									
Receipts .....	40	45	18	20	6	6	11	13	5	6
Payments .....	150	165	62	70	13	14	60	65	15	16
Net Balance .....	-110	-120	-44	-50	-7	-8	-49	-52	-10	-10

<sup>1</sup> Subject to revision.

### Overseas Visitors to Canada

#### Volume and Expenditures

Overseas visitors entering Canada direct in 1960 numbered 47,900, an increase of 6,300 visits or about 15 per cent more than in 1959. In addition, an estimated 24,000 visitors, or 4 per cent less than in 1959, arrived via the United States, making a grand total of 71,900 visits in 1960.

Receipts from non-residents arriving direct and via the United States were estimated at \$45 million in 1960. A breakdown would indicate that overseas visitors paid \$25 million in fares to Canadian carriers covering transportation to and from Canada. This sum represented approximately 55 per cent of the receipts as compared with between 52 and 53 per cent in 1959. The balance which amounted to \$20 million in 1960 was attributed to expenditures within Canada.

The proportion of overseas visitors entering Canada direct by plane increased in 1960 to between 66 and 67 per cent compared with 57 per cent in 1959. Direct arrivals by boat fell correspondingly, accounting for between 33 and 34 per cent of all overseas visits to Canada in 1960 as compared with approximately 43 per cent in 1959. An analysis of the type of oceanic transportation used by non-residents who entered via the United States in 1960 shows that between 64 and 65 per cent had travelled by plane, a slight decrease from comparable 1959 data. Consequently, the percentage of overseas visitors who made the trip by boat rose moderately to between 35 and 36 per cent. Canadian air and steamship services carried about the same share of non-resident overseas travel to and from Canada in 1960 as in 1959—namely 39 per cent.

Visitors from the United Kingdom countries in 1960 again constituted over one-half of all the non-resident overseas travellers entering Canada direct, although the 54 per cent who originated in that region was a slightly lower proportion than in 1959.

The percentage of non-immigrant visitors arriving direct from other Commonwealth countries in 1960 amounted to 10.3 per cent, very little difference from the previous year. In 1960, the proportion originating in other European countries advanced to 30.3 per cent from 29 per cent, while non-residents of other areas not already specified represented 5.4 per cent of the total—the same as in 1959.

Visitors arriving directly from the United Kingdom area in 1960 accounted for the largest number of non-immigrant entries from overseas countries throughout each of the four quarters of the year. Arrivals from this region reached their peak in the second quarter, during which time they accounted for 57 out of every 100 entries. The highest proportion of visitors originating in other Commonwealth countries arrived in Canada during the third quarter, amounting to 13.6 per cent of the entries for this period. Non-immigrants who resided in other European countries constituted 32.3 per cent of the travellers entering Canada directly from overseas in both the first and second quarters, while visitors from other areas not already specified were most numerous in the first quarter, representing 8.3 per cent of all the non-immigrant arrivals during that time.

#### Purpose of Visit

Data on non-immigrant visitors entering Canada from overseas countries according to purpose of visit is presented in Statement 13. In 1960, the second year that this information has been made available, results are seen to conform with those of the previous year. For example, of all purposes of trip specified, only two, namely "Diplomats and members of Allied Forces" and "Other", varied more than one-half of one per cent from similar compilations of data in 1959. The most prevalent group of visitors to Canada from overseas countries in 1960 were classified as tourists and visitors,



**STATEMENT 11. Number of Non-Immigrant Visitors Entering Canada Direct from Overseas  
Countries, by Type of Transportation, Principal Countries, 1959 and 1960**

Country of residence	Arrivals by aeroplane		Arrivals by vessel		Total	
	1959	1960	1959	1960	1959	1960
<b>United Kingdom</b> .....	<b>11,784</b>	<b>16,457</b>	<b>11,267</b>	<b>9,394</b>	<b>23,051</b>	<b>25,851</b>
England .....	9,395	12,850	8,592	7,144	17,987	19,994
Scotland .....	1,922	2,977	1,950	1,593	3,872	4,570
Northern Ireland .....	284	359	414	343	698	702
Wales .....	148	223	258	271	406	494
Lesser British Isles .....	35	48	53	43	88	91
<b>Per cent of totals</b> .....	<b>49.9</b>	<b>51.8</b>	<b>62.6</b>	<b>58.4</b>	<b>55.4</b>	<b>54.0</b>
<b>Commonwealth countries (n.e.s.)</b> .....	<b>2,885</b>	<b>3,821</b>	<b>1,357</b>	<b>1,143</b>	<b>4,242</b>	<b>4,964</b>
Australia .....	544	744	728	697	1,272	1,441
West Indies Federation .....	831	1,224	106	27	937	1,251
New Zealand .....	217	307	232	280	449	587
Bermuda .....	488	533	18	1	506	534
India .....	192	265	50	52	242	317
Union of South Africa .....	141	209	86	69	227	278
Other Commonwealth countries .....	472	539	137	17	609	556
<b>Per cent of totals</b> .....	<b>12.2</b>	<b>12.0</b>	<b>7.5</b>	<b>7.1</b>	<b>10.2</b>	<b>10.3</b>
<b>Europe (n.e.s.)</b> .....	<b>6,975</b>	<b>9,266</b>	<b>5,119</b>	<b>5,236</b>	<b>12,094</b>	<b>14,502</b>
Germany .....	1,573	2,268	1,454	1,610	3,027	3,878
Netherlands .....	1,283	1,752	1,636	1,942	2,919	3,694
France .....	1,340	1,762	578	520	1,918	2,282
Italy .....	305	572	236	202	541	774
Belgium .....	353	483	120	134	473	617
Switzerland .....	345	359	114	115	459	474
Denmark .....	298	357	93	108	391	465
Austria .....	251	312	202	128	453	440
Norway .....	240	231	76	79	316	310
Poland .....	94	106	342	165	436	271
Republic of Ireland .....	154	156	110	92	264	248
Sweden .....	195	197	35	17	230	214
Spain .....	64	188	10	14	74	202
U.S.S.R. ....	115	193	1	1	116	194
Greece .....	36	56	30	74	66	130
Czechoslovakia .....	144	122	8	4	152	126
Other European countries .....	185	152	74	31	259	183
<b>Per cent of totals</b> .....	<b>29.5</b>	<b>29.1</b>	<b>28.5</b>	<b>32.6</b>	<b>29.0</b>	<b>30.3</b>
<b>Others</b> .....	<b>1,979</b>	<b>2,258</b>	<b>250</b>	<b>310</b>	<b>2,229</b>	<b>2,568</b>
Mexico .....	769	778	5	8	774	786
Japan .....	291	310	115	90	406	400
South America .....	313	234	29	37	342	271
Africa (n.e.s.) .....	112	188	27	24	139	212
West Indies (not British) .....	75	145	4	13	79	158
Asia (n.e.s.) .....	102	233	44	123	146	356
Israel .....	44	121	15	13	59	134
Other countries .....	273	249	11	2	284	251
<b>Per cent of totals</b> .....	<b>8.4</b>	<b>7.1</b>	<b>1.4</b>	<b>1.9</b>	<b>5.4</b>	<b>5.4</b>
<b>Totals</b> .....	<b>23,623</b>	<b>31,802</b>	<b>17,993</b>	<b>16,083</b>	<b>41,616</b>	<b>47,885</b>

n.e.s. — not elsewhere specified.



**STATEMENT 12. Number of Non-Immigrant Visitors Entering Canada Direct from Overseas Countries, compiled Quarterly, Principal Countries, 1960**

Country of residence	First quarter	Second quarter	Third quarter	Fourth quarter	Year
<b>United Kingdom</b> .....	<b>1,799</b>	<b>10,850</b>	<b>9,175</b>	<b>4,027</b>	<b>25,851</b>
England .....	1,504	8,004	7,196	3,290	19,994
Scotland .....	244	2,171	1,564	591	4,570
Northern Ireland .....	26	384	233	59	702
Wales .....	19	250	155	70	494
Lesser British Isles .....	6	41	27	17	91
<b>Per cent of totals</b> .....	<b>49.5</b>	<b>57.0</b>	<b>52.5</b>	<b>52.2</b>	<b>54.0</b>
<b>Commonwealth countries (n.e.s.)</b> .....	<b>360</b>	<b>1,411</b>	<b>2,384</b>	<b>809</b>	<b>4,964</b>
Australia .....	69	428	689	255	1,441
West Indies Federation .....	128	324	628	171	1,251
New Zealand .....	23	203	238	123	587
Bermuda .....	68	103	283	80	534
India .....	26	75	146	70	317
Union of South Africa .....	15	88	107	68	278
Other Commonwealth countries .....	31	190	293	42	556
<b>Per cent of totals</b> .....	<b>9.9</b>	<b>7.4</b>	<b>13.6</b>	<b>10.5</b>	<b>10.3</b>
<b>Europe (n.e.s.)</b> .....	<b>1,175</b>	<b>6,150</b>	<b>4,772</b>	<b>2,405</b>	<b>14,502</b>
Germany .....	282	1,816	1,170	610	3,878
Netherlands .....	271	2,134	872	417	3,694
France .....	199	710	951	422	2,282
Italy .....	80	223	324	147	774
Belgium .....	22	251	228	116	617
Switzerland .....	45	139	187	103	474
Denmark .....	28	207	137	93	465
Austria .....	45	146	175	74	440
Norway .....	42	114	81	73	310
Poland .....	2	65	85	119	271
Republic of Ireland .....	12	81	112	43	248
Sweden .....	30	75	73	36	214
Spain .....	28	32	106	36	202
U.S.S.R. ....	43	32	86	33	194
Greece .....	17	38	44	31	130
Czechoslovakia .....	13	28	62	23	126
Other European countries .....	16	59	79	29	183
<b>Per cent of totals</b> .....	<b>32.3</b>	<b>32.3</b>	<b>27.3</b>	<b>31.1</b>	<b>30.3</b>
<b>Others</b> .....	<b>303</b>	<b>636</b>	<b>1,148</b>	<b>481</b>	<b>2,568</b>
Mexico .....	103	198	296	189	786
Japan .....	76	111	132	81	400
South America .....	8	78	161	24	271
Africa (n.e.s.) .....	7	35	133	37	212
West Indies (not British) .....	27	23	90	18	158
Asia (n.e.s.) .....	50	68	165	73	356
Israel .....	21	42	52	19	134
Other countries .....	11	81	119	40	251
<b>Per cent of totals</b> .....	<b>8.3</b>	<b>3.3</b>	<b>6.6</b>	<b>6.2</b>	<b>5.4</b>
<b>Totals</b> .....	<b>3,637</b>	<b>19,047</b>	<b>17,479</b>	<b>7,722</b>	<b>47,885</b>

n.e.s. — not elsewhere specified.

accounting for just over 75 per cent. Next in order of frequency were visitors specifying temporary professional services and members of the clergy, who in 1960 amounted to between 13 and 14 per cent of all overseas travel to Canada. Once again between 4 and 5 per cent of the visitors were students, while about 2 per cent were travelling in transit or as members of ships' crews. Diplomats and members of the Allied Forces amounted to 2 per cent of the non-immigrant visitors in 1960 compared with 2.6 per cent in 1959, while the number of entertainers showed a slight gain at just over 1 per cent. "Other" reasons for visiting Canada were given by between 1 and 2 per cent of the entries or close to 1 per cent more than in 1959.

While purpose of trip continued to show considerable variation according to country of last permanent residence, there was little significant difference between final compilations of data for 1959 and 1960. In 1960, for example, about 80 per cent of the visitors arriving from the United Kingdom area were tourists and visitors, or the same proportion as in 1959. A comparison of countries within the United Kingdom shows that tourists and visitors were most frequently reported among arrivals from Northern Ireland and least encountered among residents of England. Between 14 and 15 per cent of the non-immigrants entering Canada from the United Kingdom in 1960 came for temporary professional services or religious purposes, with the highest proportion originating in England. Entries of students accounted for less than 1 per cent of the United Kingdom visitors in 1960, the same proportion as in 1959. In transit travellers and members of crews constituted approximately 2 per cent of the United Kingdom visitors, diplomats and members of Allied Forces represented between 1 and 2 per cent, and entertainers accounted for about one-half of one per cent. "Other" reasons mentioned by overseas travellers from the United Kingdom also amounted to one-half of one per cent, slightly higher than in 1959.

Arrivals from other Commonwealth countries who came as tourists and visitors were not as frequent, accounting for around 69 out of every 100 visits from these areas. However, a further breakdown reveals that between 90 and 91 per cent of all travellers entering Canada from New Zealand were tourists and visitors as were nearly 87 per cent of those originating in Australia. On the other hand, only about 26 per cent of the non-immigrant entries from India had come for these purposes. The proportion of visitors from other Commonwealth countries who entered Canada to render temporary professional services (including clergymen) amounted to approximately 8 per cent in 1960, considerably lower than the over-all percentage for all countries. Nevertheless, the proportion of persons indicating these purposes varied in frequency from about 5 per cent of the visitors originating in the West Indies Federation to between 19 and 20 per cent of the entries from the Union of South Africa. It was from other Commonwealth countries that the highest proportion of

students originated. In 1960, close to 19 out of every 100 visitors from these countries were classified as students, an increase of about 1 per cent in comparison with 1959. Once again, students were more frequently reported among arrivals from India, representing approximately 53 per cent, although a slightly smaller proportion than in 1959. The frequency with which travellers from other Commonwealth countries indicated remaining purposes of trip was in each case lower than the proportions recorded considering all countries of residence.

Close to 74 per cent of non-immigrant visitors entering Canada from European countries not already specified were tourists and visitors. Once again, the highest proportion in this group (between 87 and 88 per cent) were from the Netherlands. Tourists and visitors were encountered next most frequently among arrivals from the Republic of Ireland and then Poland. In only 14 per cent of the cases were visitors from the U.S.S.R. in Canada for similar reasons. It was from Continental European countries that the highest proportion (15 per cent) of visitors originated who specified their reason for being in Canada as temporary professional service or religious purposes. These reasons represented about 44 per cent of the arrivals from Czechoslovakia, 29 per cent of the visitors from Sweden and 28 per cent from France. Only slightly more than 1 per cent of the non-immigrant entries from Continental Europe were classed as students, significantly below the over-all proportion. On the other hand, residents of this area who travelled to Canada in transit and as members of ships' crews; as diplomats and members of Allied Forces; and finally as entertainers, did not vary greatly from the proportion for the total of all countries. "Other" reasons for visiting Canada accounted for 3 per cent of the non-immigrant arrivals from Continental Europe, the highest ratio for this category of visits according to area of last permanent residence.

An analysis of purpose of trip indicated by residents of remaining countries which are grouped under the heading "Other" reveals that over 61 per cent come to Canada as tourists and visitors. These purposes were most frequently recorded by visitors from Israel, amounting to 79 in every 100 entries from that country. Temporary professional services and religious reasons accounted for 11 per cent of the non-immigrants arriving from countries grouped under the heading "Others". Moreover, these same purposes were listed by over 37 per cent of all Japanese visitors. Entries from countries grouped under this residual heading comprised a fairly large proportion of students (between 18 and 19 per cent) who, in most cases, originated in Asian or the non-British West Indies areas. There was also a high rate of entertainers among entries from "Other" countries, with one in every five arrivals. Some 27 per cent of the visitors from Asia were connected with the field of entertainment as were 15 per cent of the travellers from African countries not already mentioned.



**STATEMENT 13. Non-Immigrant Visitors Entering Canada from Overseas Countries,  
by Purpose of Visit, Principal Countries, 1960**

Country of residence	Tourists and visitors	Temporary profess- ional services and clergymen	Students	In transit and members of crews	Diplomats and members of Allied Forces	Enter- tainers	Other
	per cent						
<b>United Kingdom:</b>							
England .....	77.01	17.31	0.69	2.22	1.92	0.33	0.52
Scotland .....	90.12	5.23	0.49	2.50	0.34	0.72	0.60
Northern Ireland .....	94.97	3.22	—	0.65	1.03	—	0.13
Wales .....	85.02	5.64	1.17	1.75	1.17	3.89	1.36
Lesser British Isles .....	84.05	9.57	1.06	3.19	2.13	—	—
<b>Totals .....</b>	<b>79.98</b>	<b>14.55</b>	<b>0.65</b>	<b>2.22</b>	<b>1.60</b>	<b>0.46</b>	<b>0.54</b>
<b>Commonwealth countries (n.e.s.):</b>							
Australia .....	86.82	9.76	0.76	1.01	1.65	—	—
West Indies Federation .....	62.56	5.14	27.98	3.04	0.41	0.17	0.70
New Zealand .....	90.41	8.79	0.32	0.32	0.16	—	—
Bermuda .....	70.65	4.64	20.89	0.33	0.33	0.17	2.99
India .....	26.29	10.33	53.29	—	9.86	0.23	—
Union of South Africa .....	74.32	19.64	2.42	0.30	2.42	0.90	—
Other Commonwealth countries .....	58.80	6.52	28.52	0.51	2.20	0.22	3.23
<b>Totals .....</b>	<b>69.17</b>	<b>7.88</b>	<b>18.72</b>	<b>1.20</b>	<b>1.75</b>	<b>0.17</b>	<b>1.11</b>
<b>Europe (n.e.s.):</b>							
Germany .....	77.89	13.14	0.84	3.28	1.54	0.82	2.49
Netherlands .....	87.49	8.04	0.28	0.44	1.30	0.07	2.38
France .....	62.91	28.27	1.72	0.76	2.09	3.57	0.68
Italy .....	64.92	17.35	1.65	3.40	1.47	2.30	8.91
Belgium .....	67.44	26.63	1.30	0.29	2.75	0.29	1.30
Switzerland .....	66.49	25.00	1.85	1.11	2.96	2.22	0.37
Denmark .....	79.67	5.93	0.59	8.46	3.71	1.19	0.45
Austria .....	77.90	6.20	1.94	—	0.39	0.39	13.18
Norway .....	49.50	16.42	0.50	28.36	5.22	—	—
Poland .....	80.27	2.91	0.45	0.90	5.16	0.45	9.86
Republic of Ireland .....	84.58	7.52	—	5.64	1.88	0.38	—
Sweden .....	62.42	28.88	0.93	3.42	2.80	0.93	0.62
Spain .....	42.74	17.34	5.64	0.81	6.05	27.42	—
U.S.S.R. ....	14.29	14.79	1.53	2.55	39.80	26.02	1.02
Greece .....	58.77	9.21	8.33	11.84	1.76	—	10.09
Czechoslovakia .....	30.08	44.36	0.75	1.50	21.81	—	1.50
Other European countries .....	76.91	10.64	3.21	1.21	3.21	0.20	4.62
<b>Totals .....</b>	<b>73.97</b>	<b>14.94</b>	<b>1.16</b>	<b>2.70</b>	<b>2.60</b>	<b>1.74</b>	<b>2.89</b>
<b>Others:</b>							
Mexico .....	68.52	8.04	20.65	0.45	0.22	1.90	0.22
Japan .....	41.08	37.33	11.07	1.69	5.07	2.63	1.13
South America .....	71.15	7.74	15.91	0.42	1.17	2.44	1.17
Africa (n.e.s.) .....	59.85	3.65	14.23	0.37	6.57	14.96	0.37
West Indies (not British) .....	64.95	6.18	21.30	3.78	2.41	0.69	0.69
Asia (n.e.s.) .....	38.97	4.41	25.73	—	1.96	27.21	1.72
Israel .....	79.03	14.51	3.23	—	0.97	—	2.26
Other countries .....	58.25	6.47	29.13	0.32	5.18	0.16	0.49
<b>Totals .....</b>	<b>61.34</b>	<b>11.11</b>	<b>18.49</b>	<b>0.73</b>	<b>2.53</b>	<b>4.89</b>	<b>0.91</b>
<b>Grand totals .....</b>	<b>75.35</b>	<b>13.61</b>	<b>4.36</b>	<b>2.13</b>	<b>2.00</b>	<b>1.17</b>	<b>1.38</b>

n.e.s. — not elsewhere specified.



**STATEMENT 14. Non-Immigrant Visitors Entering Canada from Overseas Countries,  
by Purpose of Visit, Principal Areas, 1960**

Area of residence	Tourists and visitors	Temporary profess- ional services and clergymen	Students	In transit and members of crews	Diplomats and members of Allied Forces	Enter- tainers	Other
	per cent						
United Kingdom .....	51.72	52.11	7.26	38.92	50.63	19.04	19.03
Other Commonwealth countries ..	11.02	6.95	51.55	10.45	6.79	1.70	9.71
Other Europe .....	30.97	34.63	8.42	40.90	39.95	46.91	66.14
Others .....	6.29	6.31	32.77	9.73	2.63	32.35	5.12
<b>Totals .....</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>

Additional information on non-immigrant visitors entering Canada from overseas countries, by purpose of visit and area of residence, is presented in Statement 14. Here again, with a few exceptions, results from compilations of data in 1960 show little variation from similar compilations in 1959. Of all entries from overseas classified as tourists and visitors, indications were that almost 52 per cent had come from the United Kingdom, 31 per cent from Continental European countries, 11 per cent from other Commonwealth countries, and slightly more than 6 per cent from other areas. It was also from the United Kingdom that 52 per cent of all those entering Canada for temporary professional and religious purposes originated. Between 34 and 35 per cent of the visitors who specified these purposes were from other European countries, 7 per cent from other Commonwealth countries, and 6 per cent from remaining areas. Between 51 and 52 per cent of the total number of students arriving in Canada during 1960 from overseas had come from other Commonwealth countries, almost 33 per cent originated in "Other" countries, between 8 and 9 per cent gave Continental European countries of residence, and 7 per cent were from the United Kingdom. Almost 41 out of every 100 who entered in transit or as crew members were from Continental European countries, 39 per cent were from the United Kingdom, between 10 and 11 per cent from other Commonwealth countries, and 10 per cent from "Other" areas. A few significant changes from 1959 data were recorded, however, in the group of visitors classified as diplomats and members of the Allied Forces. In 1960 the majority (between 50 and 51

per cent) of these visitors arrived from United Kingdom countries whereas in 1959 the largest proportion (41 per cent) were from Continental Europe. At the same time, the percentage of diplomats and members of the Allied Forces originating in "Other" countries fell from almost 11 per cent in 1959 to between 2 and 3 per cent in 1960. Similarly, the proportion of these visitors who came to Canada from other Commonwealth countries dropped slightly from about 8 per cent to 7 per cent. The group of non-immigrant visitors termed entertainers also displayed a certain amount of variation from comparable 1959 data, although there was no interruption in the order of importance for each area of residence. Entertainers from Continental European countries continued to be in the majority, accounting for nearly 47 per cent of all visits in this category. "Other" countries were quoted as residence by between 32 and 33 per cent of the entertainers in 1960 compared with between 26 and 27 per cent in 1959. The proportion of entertainers arriving from the United Kingdom also advanced moderately to about 19 per cent, while, on the other hand, entertainers from other Commonwealth countries comprised less of the total than they did in 1959. An analysis of the area of residence as specified by persons indicating "Other" reasons for travel to Canada shows that 66 per cent came from countries in Continental Europe, 19 per cent originated in the United Kingdom, about 10 per cent were residents of other Commonwealth countries, and approximately 5 per cent were from other areas not already specified. Variations from 1959 data were evident in this category as well.

#### Canadian Travellers Overseas (Returning Direct)

##### Volume and Expenditures

Canadian travellers returning direct from trips overseas in 1960 numbered 188,600, a new record high. This was an increase of 31,800 or 20 per cent over the year previous. The rate of gain itself was just slightly greater than that experienced in 1959.

Expenditures of Canadian overseas travellers returning direct to Canada also rose to an all-time high of \$140 million. The increase over 1959 amounted to \$17 million or 14 per cent which, on the other hand, was a lower rate of increase than the 19 per cent gain recorded in 1959. It should be noted, however, that expenditures of Canadians travelling

to Hawaii are excluded from the 1960 total. A breakdown of expenditures in overseas countries by Canadians returning direct shows that the United Kingdom received \$64 million, an increase of \$10 million or between 18 and 19 per cent in comparison with 1959 data. At the same time, close to \$57 million was spent on travel to Continental Europe in 1960, an expansion of \$8 million or about 16 per cent higher than in the previous year. Expenditures of Canadians travelling to other British countries remained at around \$9 million in 1960 while the amount spent on travel to countries not already specified advanced slightly to \$10.5 million.

Transportation charges paid to foreign carriers other than the United States are included in the estimates of Canadian travel expenditures abroad. Payments to United States carriers are debited to the travel account with that country. Fares paid Canadian transportation companies do not represent a movement of money outside the country and are, therefore, not included in expenditures of Canadians

travelling overseas. In 1960, payments to foreign carriers for transportation to and from North America accounted for 32 per cent of all overseas expenditures by Canadians returning direct. Furthermore, Canadian transportation facilities received 44 per cent of all transportation payments to both foreign and domestic carriers. Similar data for 1960 released by the Department of Commerce would indicate that, for the first time since 1950, foreign carriers received slightly over one-half of the overseas transportation fares paid by residents of the United States.

The mail questionnaire survey of selected groups of Canadian travellers returning direct from overseas countries in 1960 has once more supplied additional data on type of transportation, destination, points of departure and re-entry, purpose of visit, etc. Since its inception, this survey has provided reasonably consistent information and gradual extensions of coverage have been useful in obtaining more valuable data on Canadian overseas travel.

**STATEMENT 15. Residents of Canada Returning Direct from Overseas Countries,  
Principal Ports of Re-Entry, 1956-60**

Port of re-entry	1956	1957	1958	1959	1960
Gander, Nfld. ....	1,925	3,254	2,665	3,578	4,471
Greenwood, N.S. ....	—	—	—	—	1,298
Halifax, N.S. (Aeroplane) .....	1	1	1	1	1,588 <sup>2</sup>
Sydney, N.S. (Aeroplane) .....	—	—	—	—	656
Dorval, Que. ....	33,415	37,927	49,383	64,938	77,965
Malton, Ont. ....	13,592	15,962	21,067	23,765	36,673
Edmonton, Alta. ....	—	—	—	1,462	2,705
Vancouver, B.C. (Aeroplane) .....	7,472	9,369	9,897	12,905	17,040
St. John's, Nfld. ....	720	710	573	537	430
Halifax, N.S. (Vessel) .....	5,892 <sup>3</sup>	7,557 <sup>3</sup>	4,138 <sup>3</sup>	4,055 <sup>3</sup>	4,502 <sup>3</sup>
St. John, N.B. ....	1,089	1,373	1,281	940	399
Quebec, Que. ....	37,182	38,877	38,453	39,704	34,601
Vancouver, B.C. (Vessel) .....	1,182	1,332	1,258	1,493	1,512
Other ports (Aeroplane and vessel) .....	3,625	3,541	3,404	3,428	4,726
<b>Totals, all ports</b> .....	<b>106,094</b>	<b>119,902</b>	<b>132,119</b>	<b>156,805</b>	<b>188,566</b>

<sup>1</sup> Included under Halifax (vessel).

<sup>2</sup> August-December inclusive.

<sup>3</sup> Includes re-entries by aeroplane prior to August, 1960.

<sup>4</sup> Many returning residents cleared at Quebec disembark at Montreal.

#### Type of Transportation

Air lines in 1960 received 74 per cent of all overseas transportation costs paid by Canadian travellers returning direct to Canada. This was an increase of 7 per cent over the comparable proportion in 1959 and, moreover, was almost three times as large a share as that received by boat in 1960. The predominance of travel by air is once more evidenced by an analysis of Statement 15. All principal airports registered a higher number of residents returning direct in 1960 while, on the other hand, some seaports showed decreases. In 1960,

re-entries direct through the principal Canadian airports accounted for 75 per cent of all direct re-entries. However, due to the inclusion of certain airports which did not receive sufficient traffic to merit their being listed previously, the proportion of re-entries by air in 1960 is not strictly comparable with that of 1959 and earlier years. Canadians returning direct by vessel at Canadian seaports in 1960 constituted 22 per cent of all direct re-entries, a drop of 8 per cent from the 1959 proportion. Other ports (both aeroplane and vessel) not already specified in the statement accounted for between 2 and 3 per cent of the direct re-entries in 1960.



In 1960, Canadians re-entering Canada direct by aeroplane at principal airports numbered 142,400. As mentioned previously, all major airports reported a greater volume of direct re-entries than in the year before. The airport at Dorval, Quebec, experienced the largest absolute gain in volume with an increase of 13,000 re-entries or 20 per cent, while the airport at Edmonton, Alberta, recorded the greatest rate of gain on a percentage basis in comparison with the previous year. At the same time, a substantial expansion of 12,900 persons or about 54 per cent was noted in the number of Canadians who landed at Malton airport on their return trip direct

from overseas countries. Canadians returning directly to Canada by vessel in 1960 numbered 41,400, a decrease of 5,300 or between 11 and 12 per cent below the number re-entering by this means in 1959. Most of the decrease was attributable to Quebec, where 5,100 or 13 per cent fewer re-entries were reported, while, at the same time, direct re-entries at the port of St. John, New Brunswick, fell to less than one-half the 1959 volume. All other re-entries direct from overseas in 1960 through ports not listed amounted to 4,700, an increase over 1959 of 1,300 or 38 per cent, in spite of the fact that the 1960 figure represents fewer ports than in former years.

**STATEMENT 16. Residents of Canada Returning Direct from Overseas Countries,  
Principal Ports of Re-Entry, compiled Quarterly, 1960**

Port of re-entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Gander, Nfld. ....	533	711	1,645	1,582	4,471
Greenwood, N.S. ....	240	268	199	591	1,298
Halifax, N.S. (Aeroplane) ....	—	—	843	745	1,588
Sydney, N.S. (Aeroplane) ....	2	138	439	77	656
Dorval, Que. ....	13,613	15,616	29,940	18,796	77,965
Malton, Ont. ....	8,215	7,576	14,869	6,013	36,673
Edmonton, Alta. ....	508	475	1,077	645	2,705
Vancouver, B.C. (Aeroplane) ....	5,584	4,093	3,681	3,682	17,040
St. John's, Nfld. ....	36	123	175	96	430
Halifax, N.S. (Vessel) ....	2,173 <sup>1</sup>	721 <sup>1</sup>	294 <sup>2</sup>	1,314	4,502
St. John, N.B. ....	397	1	—	1	399
Quebec, <sup>3</sup> Que. ....	9	8,800	16,465	9,327	34,601
Vancouver, B.C. (Vessel) ....	367	427	425	293	1,512
Other ports (Aeroplane and vessel) ....	231	1,098	2,790	607	4,726
<b>Totals, all ports</b> .....	<b>31,908</b>	<b>40,047</b>	<b>72,842</b>	<b>43,769</b>	<b>188,566</b>

<sup>1</sup> Includes re-entries by aeroplane.

<sup>2</sup> Includes re-entries by aeroplane in July, 1960.

<sup>3</sup> Many returning residents cleared at Quebec disembark at Montreal.

Residents of Canada returning direct from overseas by port of re-entry on a quarterly basis are shown in Statement 16. Re-entries in each of the quarters of 1960 were greater than in corresponding periods of 1959. As could be expected, re-entries were most numerous in the third quarter, which accounted for 37 per cent of the direct re-entries by air and 42 per cent of the Canadians returning directly by vessel. Direct re-entries by aeroplane in the first and second quarters were almost equal, while, on the other hand, over three times as many Canadians returned direct by vessel in the second quarter as in the first. Decreased traffic at the ports of Quebec and Montreal during the winter months is responsible for the low volume of re-entries by vessel recorded during the first half of the year, although traffic at the Atlantic seaports of Halifax and St. John, New Brunswick, is then at its peak. Quarterly trends are not so pronounced with regard to Canadians returning directly by plane as airports are not affected to the same degree as seaports by seasonal conditions. Generally much the same quar-

terly pattern was displayed in the number of Canadians returning direct from overseas by plane in 1960, with the exception of re-entries through Malton airport. In 1960, Canadians returning direct at Malton airport during the third quarter were more numerous than at any other period of the year, whereas in 1959 traffic at this port reached its peak during the first quarter.

#### Destination

Canadians responding to the overseas questionnaire in 1960 were asked to specify their destination. This information was once again arranged on the basis of the area rather than the country visited, as many respondents, particularly those reporting on trips to Europe, indicated several countries visited on one trip abroad. A frequency distribution of destination based on questionnaire data returned by Canadian overseas travellers re-entering direct in 1960 shows (exclusive of Hawaii) the following percentage breakdown: United Kingdom alone with



between 29 and 30 per cent; United Kingdom and other Europe 29 per cent; Other European countries 19 per cent; West Indies Federation 4 per cent; Mexico 4 per cent; Bermuda 3 per cent; other British not specified 3 per cent; Central America and the non-British West Indies 1 per cent; South America one-half per cent; Australia and New Zealand one-half per cent; countries not included above one-half per cent; and combined destinations between 4 and 5 per cent. While the total number of visits to the United Kingdom accounted for 59 per cent of all the destinations recorded by overseas travellers in 1960, it must be noted that this figure includes that proportion of respondents who combined trips to Continental Europe as well. However, the percentages used in the following text on travel to the United Kingdom will be exclusive of Canadians included in the latter category.

In 1960, a slightly higher proportion of Canadian travellers returning direct from overseas had been to the United Kingdom in comparison with 1959, while a moderately lower proportion had travelled to Continental Europe as well. Travellers who confined their destinations to countries within Continental Europe in 1960 accounted for between 3 and 4 per cent more of the re-entries direct from overseas than in 1959. However, trips to the West Indies Federation, Bermuda, Australia and New Zealand all accounted for a lower percentage of Canadians returning direct in 1960. The proportion travelling to the West Indies Federation and Bermuda fell about 2 per cent in each case, while the percentage decrease in the number who visited Australia and New Zealand was almost negligible. Visitors to other British countries returning direct in 1960 were 2 per cent greater than in the previous year, and the proportion of Canadian overseas travel returning direct from trips to Mexico increased by 1 per cent. Central America and the non-British West Indies, South America, other countries not already mentioned, and combined destinations in several areas were frequented by approximately the same percentages as in 1959.

As in 1959, a further analysis of destination on a quarterly basis was undertaken in 1960. Once again, a seasonal effect was noted in the proportion of Canadians travelling to particular countries overseas. Travel to the United Kingdom, with the exception of the third quarter, experienced gains over 1959, accounting for 22 per cent of the respondents in the first quarter, 25 per cent in the second, 32 per cent in the third and 36 per cent in the fourth. The proportion of travellers who visited the U.K. as well as Continental Europe amounted to 17 per cent in the first, 27 per cent in the second, 34 per cent in the third, and 33 per cent in the final period of the year. Destinations within Continental Europe were specified by 21 out of every 100 respondents returning direct in the third quarter, about 19 per cent in each of the first and fourth quarters, and 15 per cent in the second. Trips to destinations in more southerly regions were most popular during the first quarter which is a popular winter vacation

period. For example, from January to March 1960, 10 per cent of all Canadian travellers returning direct from overseas countries had been to the West Indies Federation, nearly 8 per cent had been to Mexico, 5 per cent to Bermuda and 2 per cent to Central America and the non-British West Indies.

An examination of Canadian travellers returning direct according to the principal port of re-entry also reveals some interesting variations on the area visited. A higher proportion of direct re-entries through the airports at Gander, Newfoundland, and Dorval, Quebec, were returning from visits to European countries than were re-entries through other main airports in Canada. The United Kingdom had been visited by just over 45 per cent of the re-entries via Gander and 31 per cent of those returning at Dorval. At the same time, about 43 per cent and 30 per cent of the respondents at these two ports, respectively, included trips to Continental Europe as well as the U.K. The percentage of persons re-entering Canada direct at Gander and Dorval, who had limited their travel to one or more countries within Continental Europe, amounted to 10 per cent in the case of the former port and 25 per cent for the latter.

An analysis of destination reported by re-entries via Malton airport, Ontario, reveals a lower proportion of European travel than re-entries through Gander and Dorval, and a higher proportion of travel to more southerly destinations. About 23 in every 100 respondents returning at Malton had visited the United Kingdom, while 16 per cent had travelled to Continental Europe as well. Only 12 per cent of the re-entries via this port limited their overseas travel to Continental European countries alone. On the other hand, between 11 and 12 per cent had visited Mexico, 15 per cent the West Indies Federation and 8 per cent Bermuda.

Destinations reported by respondents re-entering Canada direct from overseas at Edmonton, Alberta, were mainly in Continental Europe, accounting for 44 per cent, while 32 per cent had visited both the United Kingdom and other European countries. Countries in the United Kingdom were specified by 21 per cent of the re-entries at this port. An analysis of destination reported by respondents returning direct at Vancouver airport shows that trips to the United Kingdom amounted to between 10 and 11 per cent of the re-entries, while 12 per cent had gone to other Europe as well. The proportion indicating only destinations in Continental Europe amounted to between 16 and 17 per cent. Generally, a slightly higher proportion of travel to non-European destinations was recorded at this airport than at others across Canada, with 16 per cent returning from Mexico, 12 per cent from combined destinations in several countries, and almost 5 per cent from trips to Australia and New Zealand.

Of all respondents re-entering Canada direct by boat at the Atlantic and St. Lawrence River ports in 1960, indications were that approximately 37 per

cent had been to the United Kingdom, 43 per cent had combined trips to the United Kingdom and other European areas, while 15 per cent had returned from destinations in Continental Europe only. At the same time, of the direct re-entries by vessel at Vancouver some 10 per cent had been to Australia and New Zealand, 12 per cent to other British areas exclusive of the United Kingdom while 35 per cent reported combined destinations in more than one area.

#### Length of Stay

A further examination of overseas questionnaires returned by residents of Canada who had re-entered direct revealed that the average length of stay abroad varied with the country visited and the type of transportation used to arrive there. In 1960, respondents returning direct from visits to the United Kingdom had remained about 50 days on the average in comparison with 52 days the year before. Canadians making the return trip by plane averaged 37 days in the United Kingdom, approximately 1 day less than in 1959, while boat travellers, who averaged 76 days, remained some 5 days longer.

Respondents returning direct from overseas in 1960 who reported on combined trips to the United Kingdom and other Europe averaged a 71 days stay, some 3 days longer than in 1959. Of this time, nearly 37 days were spent in the United Kingdom and the balance in Continental Europe. At the same time, there was an increase in the variation between the lengths of stay recorded by ship and plane travellers in 1960 compared to 1959. The former group averaged 106 days while in comparison plane travellers remained an average of only 50 days. Comparable 1959 averages showed boat travellers with 93 days and plane travellers with 47 days. A breakdown of the average length of stay for respondents returning by boat in 1960 shows 57 days in the United Kingdom and 49 days in other European countries. A similar breakdown for plane travellers reveals an average of 24 days in the former and 26 days in the latter region.

Canadians re-entering direct from travel to countries in Continental Europe averaged a visit lasting 57 days in 1960. The average length of stay for plane travellers increased by 2 days to 48 days and the average for boat travellers increased almost 5 days to 91 days.

Considerable variation was once again noted in the average lengths of stay recorded by respondents returning direct from other Commonwealth areas in 1960. It should be added that most of the travel to these regions is by aeroplane. Visits to Bermuda lasted 18 days on the average, or about 4 days longer than in 1959, while trips to the West Indies Federation lasted an average of 22 days or 1 day longer than the comparable 1959 average. Trips to Australia and New Zealand and other Commonwealth countries not already specified proved to be much shorter on the average than in 1959.

Respondents to the overseas questionnaire in 1960 who had returned direct from trips to Mexico remained in that country an average of 19 days, 1 day longer than in the previous year. The average length of stay by persons visiting Central America and the non-British West Indies remained the same—18 days. On the other hand, South American travel lasted 44 days on the average in 1960 compared to 62 days in 1959. The length of stay recorded by respondents returning from visits to areas not already mentioned (exclusive of Hawaii) averaged some 50 days in 1960, while Canadians combining trips to several areas stayed 118 days.

#### Purpose of Visit

The purpose of visit reported by Canadians returning from overseas countries direct in 1960 was again ascertained from the aggregate of all questionnaires reporting one or more purposes of trip. Those reporting on more than one purpose were weighted and combined with those reporting on one purpose only. The resulting information is presented quarterly, by type of transportation in Statement 17. Indications were that between 48 and 49 per cent of the respondents in 1960 had travelled overseas to visit friends or relatives in comparison with between 42 and 43 per cent during 1959. Recreation was specified by 39 per cent of the respondents or about 4 percentage points less than in 1959. Slight decreases were noted as well in the proportion of travel overseas for purposes of business, formal study and health.

A further analysis of purpose of trip by type of transportation would indicate that of all Canadians returning direct by plane, 48 per cent had been overseas for the purpose of visiting friends or relatives while the comparable figure for boat travel was 50 per cent. Recreation was specified by a higher proportion of boat travellers (41 per cent) than re-entries by plane (38 per cent). However, 11 per cent of the air travellers responding to the questionnaire indicated business trips in comparison with only 4 per cent of the boat traffic. Formal study and health appeared more frequently as purposes among questionnaires returned by boat rather than air travellers. In comparison with 1959 data, the most significant changes in 1960 were an increase of 8 per cent in the percentage of air travellers specifying visiting friends or relatives and a decrease of 6 per cent in the proportion indicating recreation.

Further information on purpose of trip reported by Canadians returning direct from overseas in 1960 was compiled by destination and presented in Statement 18. A higher proportion of travel to Europe for the purpose of visiting friends or relatives was noticed in 1960 than in 1959. Between 74 and 75 per cent of the respondents returning direct from the United Kingdom had visited friends or relatives, in comparison with between 66 and 67 per cent in 1959. Similarly, the proportion travelling to Continental Europe for the same purpose advanced from 57 per cent to between 69 and 70 per cent. Indications were



**STATEMENT 17. Purpose of Visit reported by Canadians Returning Direct from Overseas Countries, compiled Quarterly by Type of Transportation, 1960**

Type of transportation by quarter	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
<b>Aeroplane:</b>					
First quarter .....	11.0	0.5	2.9	44.3	41.3
Second quarter .....	14.9	0.3	3.0	46.6	35.2
Third quarter .....	8.0	0.7	1.3	34.0	56.0
Fourth quarter .....	13.8	0.3	0.9	30.6	54.4
<b>Year .....</b>	<b>11.2</b>	<b>0.5</b>	<b>1.9</b>	<b>38.4</b>	<b>48.0</b>
<b>Vessel:</b>					
First quarter .....	6.3	4.0	4.2	37.9	47.6
Second quarter .....	3.7	2.5	3.3	42.1	48.4
Third quarter .....	2.9	3.1	1.8	43.6	48.6
Fourth quarter .....	4.3	1.3	3.0	37.8	53.6
<b>Year .....</b>	<b>3.7</b>	<b>2.5</b>	<b>2.6</b>	<b>41.1</b>	<b>50.1</b>
<b>Aeroplane and vessel:</b>					
First quarter .....	10.6	0.8	3.0	43.8	41.8
Second quarter .....	12.3	0.8	3.0	45.6	38.3
Third quarter .....	6.5	1.4	1.4	36.8	53.9
Fourth quarter .....	10.2	0.7	1.7	33.3	54.1
<b>Year .....</b>	<b>9.2</b>	<b>1.0</b>	<b>2.1</b>	<b>39.1</b>	<b>48.6</b>

that 33 per cent of the respondents combining trips to these two areas in 1960 had visited friends or relatives compared to between 29 and 30 per cent in the year before. These respondents, furthermore, specified a greater proportion of trips for business, formal study, and recreation than Canadians visiting each area separately—comparable to the pattern

established in 1959. The main difference, so far as purpose of trip is concerned, between combined and separate trips to the United Kingdom and other European areas is that a much higher ratio (52 per cent) of the former is for recreation, while only 17 per cent of the travel to the United Kingdom and 19 per cent to other Europe is for the same purpose.

**STATEMENT 18. Purpose of Visit reported by Canadians Returning Direct from Overseas Countries, compiled by Destination, 1960**

Destination reported	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
<b>Aeroplane:</b>					
United Kingdom only .....	9.3	0.1	0.9	14.7	75.0
U.K. and other European countries .....	15.7	0.8	0.7	46.2	36.6
Other European countries only .....	9.6	0.7	1.8	17.9	70.0
Other Commonwealth countries .....	5.5	0.2	4.3	73.5	16.5
All other countries .....	14.6	0.7	3.9	65.9	14.9
<b>Grand totals .....</b>	<b>11.2</b>	<b>0.5</b>	<b>1.9</b>	<b>38.4</b>	<b>48.0</b>
<b>Vessel:</b>					
United Kingdom only .....	2.0	0.4	2.9	20.9	73.8
U.K. and other European countries .....	4.5	4.1	1.7	62.2	27.5
Other European countries only .....	4.0	2.4	3.2	22.8	67.6
Other Commonwealth countries .....	9.1	6.1	3.0	56.1	25.7
All other countries .....	9.1	3.1	6.7	59.1	22.0
<b>Grand totals .....</b>	<b>3.7</b>	<b>2.5</b>	<b>2.6</b>	<b>41.1</b>	<b>50.1</b>
<b>Aeroplane and vessel:</b>					
United Kingdom only .....	6.9	0.2	1.6	16.7	74.6
U.K. and other European countries .....	11.4	2.1	1.1	52.3	33.1
Other European countries only .....	8.5	1.1	2.1	18.8	69.5
Other Commonwealth countries .....	5.6	0.4	4.3	72.9	16.8
All other countries .....	14.1	0.9	4.2	65.2	15.6
<b>Grand totals .....</b>	<b>9.2</b>	<b>1.0</b>	<b>2.1</b>	<b>39.1</b>	<b>48.6</b>

An analysis of travel to other Commonwealth areas in 1960 according to purpose of trip shows that 73 in every 100 respondents had listed recreation as their main reason, about 5 more per 100 than in the previous year. On the other hand, the proportion specifying visits to friends or relatives and the number of trips for health declined from 1959. About the same percentage of respondents returning direct from other Commonwealth countries reported business trips in 1960 as in 1959. Destinations not already mentioned are treated collectively under the heading "All other countries" in Statement 18. Included in this category are destinations such as Mexico, Central and South America and the non-British West Indies. While a large part of the travel to such countries is for recreation, the 65 per cent who indicated this purpose in 1960 represented a drop of 5 percentage points from the comparable 1959 figure.

In 1960, between 57 and 58 per cent of the respondents returning direct from overseas indicated

that they had travelled in groups of two or more, about the same percentage as in 1959. The highest proportion of group travel occurred in the second quarter with 60 per cent, while the lowest proportion (53 per cent) took place in the final quarter. Not too much seasonal variation was noticed, however, as the proportion of group travel in the first and third quarters amounted to 59 and 58 per cent, respectively. Group travel did, nevertheless, vary considerably according to purpose of trip. For example, 63 per cent of the direct re-entries in 1960 who travelled for their health were in groups of two or more. Similarly, group travel accounted for 62 per cent of those visiting friends or relatives overseas and 57 per cent of the respondents specifying recreation. On the other hand, persons journeying singly accounted for 64 per cent of the business trips and 62 per cent of the travel for formal study.

#### Canadian Travellers Overseas (Returning Via the United States)

Canadians returning from overseas travel via the United States in 1960 were estimated to number 52,000, an increase of 6,000 or 13 per cent higher than the 1959 total. Their expenditures, however, which amounted to \$25 million, represented a decrease of \$2 million or approximately 8 per cent from the previous year but are exclusive of expenditures in Hawaii. As in 1959, transportation charges (except those paid to United States and Canadian carriers) accounted for \$8 million of the total. Indications were that the United Kingdom received \$6 million, Continental Europe \$8 million, other British areas \$5 million, and destinations not already specified \$6 million of the overseas travel expenditures by Canadians returning via the United States in 1960.

##### Destination

From an analysis of returned questionnaires it was indicated that between 4 and 5 per cent of the Canadian overseas travellers re-entering via the United States in 1960 had been to the United Kingdom only; 8 per cent had visited Continental Europe; close to 10 per cent had been to these two areas combined; 8 per cent were returning from Bermuda; 9 per cent had been in the West Indies Federation; one-half per cent went to Australia and New Zealand; 9 per cent had visited other British areas not already mentioned; 18 per cent travelled to Mexico; 10 per cent had gone to Central America and the non-British West Indies; 3 per cent had been in South America; about 15 per cent journeyed to destinations not already mentioned (including Hawaii); and 5 in every 100 had been to a combination of several areas.

In comparing 1960 with 1959 survey results, it is noted that combined trips to the United Kingdom and other Europe experienced the greatest per-

centage decrease, accounting for almost 9 per cent less of the re-entries via the United States. At the same time, the proportion of Canadian re-entries via the United States which had been to the West Indies Federation fell 7 per cent, the percentage visiting the United Kingdom was down 5 per cent, and trips to Bermuda accounted for a proportion nearly 3 per cent lower than in 1959. On the other hand, the proportion of Canadian travel to British areas other than Australia, New Zealand and those already mentioned advanced 9 per cent. Similarly, the percentage of indirect re-entries which had been to Mexico gained 5 per cent over the 1959 proportion.

As in previous surveys of Canadians returning from overseas via the United States, patterns established were seen to vary considerably from comparable data obtained through an analysis of direct re-entries. One obvious difference lies in the greater proportion of visits to non-European countries more readily accessible through the United States. For example, on a percentage basis only, the proportion of respondents returning via the United States who had been to Mexico was 14 per cent higher. Similarly, larger proportions of re-entries via the United States indicated trips to Bermuda, the West Indies Federation, Central America and the non-British West Indies, and South America than did comparable proportions of direct re-entries. However, respondents returning direct recorded a much higher frequency of destinations in European areas than did re-entries via the United States. The United Kingdom area accounted for between 4 and 5 per cent of the indirect, yet between 29 and 30 per cent of the direct re-entries. Moreover, Continental European countries accounted for only 8 per cent of the destinations recorded by re-entries via the United States but 19 per cent of



the direct. Finally, combined trips to both these areas were indicated by between 9 and 10 per cent of the indirect but 29 per cent of the direct re-entries.

On a quarterly basis, the most popular destination among re-entries via the United States during the first three months of 1960 was Mexico, representing 26 per cent of the visits in comparison with only 20 per cent the year before. Central America and the non-British West Indies with 15 per cent was second in importance while the West Indies Federation with 14 per cent ranked third during the first quarter of 1960. The most frequent destination reported during the second quarter of 1960 again was Mexico, accounting for 15 per cent of the re-entries via the United States. Destinations in Continental Europe were next in order of importance during the second quarter of 1960, appearing in 11 per cent of the cases while the West Indies Federation accounted for 8 per cent. Although the popularity of European travel increased considerably during the third quarter, with between 18 and 19 per cent of the respondents via the United States indicating combined trips to the United Kingdom and Continental Europe, the proportion represented a decrease from the year before. Bermuda ranked second in the third quarter of 1960, indicated by 14 per cent of the indirect re-entries compared with 10 per cent in the same period of 1959. Between 12 and 13 per cent of the respondents returning via the United States listed destinations in Mexico, in comparison with 9 per cent during the third quarter of 1960. Once again, the trend in the final quarter of the year was towards more southerly destinations, although 12 per cent of the respondents indicated combined trips to the United Kingdom and other European areas. During this period, some 11 in every 100 destinations specified were in Mexico, about 2 per cent less than the comparable 1959 percentage. About 10 per cent of the travel in the fourth quarter was to areas classified as "other British not specified", while 8 per cent had travelled to Bermuda.

#### Length of Stay

The average length of stay abroad per Canadian resident returning via the United States in 1960 amounted to 35.2 days of which 7.1 days were spent in the United States. This was an over-all average of 10.7 days less than in 1959 and was largely a result of shorter stays at destination rather than en route. Average stay at destination amounted to 28.1 days in 1960, a decrease of 9.5 days from 1959, while average in the United States was only 1.2 days less.

Respondents returning from visits to the United Kingdom via the United States in 1960 spent an average of 30.9 days at destination and 2.4 days en route in the United States, an over-all average of 13.1 days less than in 1959. The time spent in the United Kingdom was, by the way, 18.8 days shorter than the average for direct re-entries. An examination of length of stay by Canadians returning from

combined trips to the United Kingdom and other Europe revealed an average of 62.1 days at destinations and 4.7 days en route in the United States, a total period 6.6 days less than in the year previous. The average number of days spent at destination in these two regions was also 9.1 days less than the average for direct re-entries visiting the same areas. Travel time involved on trips to Continental Europe alone amounted to 58.2 days, of which 3.4 days were spent in the United States. This was an average of 3.2 days less than in 1959 and was solely a result of shorter en route travel as time spent at destination remained the same. In addition, the average length of stay exclusive of en route travel was only 1.9 days less than the average for the direct re-entries.

Travel to Bermuda on the average lasted 15 days and comprised 11.1 days in Bermuda and 3.9 days in the United States. Although this marked a slight increase over the 1959 average it was about 3 days less than the average recorded by Canadians returning direct. Canadians returning from the Federation of West Indies via the United States spent an average of 8.5 days in the United States and 17.1 days at destination. Total travel time involved 25.6 days on the average which was 1.8 days longer than in 1959. Moreover, the average number of days spent in the Federation of West Indies by Canadians re-entering via the United States was 4.7 days less than the average for direct re-entries. An analysis of length of stay by Canadians travelling to Mexico via the United States shows that an average of 18.2 days was spent at destination and 12.1 days in the United States, a slight increase and decrease, respectively, over corresponding 1959 averages. The over-all average was, however, 1.8 days shorter than in 1959 and the average stay at destination was slightly less than that averaged by the direct re-entries. The average trip to Central America and the non-British West Indies lasted 24.6 days in 1960, an increase of 2.7 days over 1959. Most of the increase was a result of a 3.5 day increase in the average time spent at destination which, however, was 2.5 days less on the average than the comparable direct figure. Trips to Australia and New Zealand via the United States in 1960 lasted an average of 57 days, comprising 48.5 days at destination and 8.5 days en route. In comparison with comparable 1959 averages, the time spent en route was 4.4 days longer, while the time spent at destination was an average of 9.1 days less. However, Canadians returning via the United States averaged 7.1 days longer in Australia and New Zealand than their counterparts returning direct.

#### Purpose of Visit

In order to establish a proper breakdown of travel according to purpose of trip, a weighting procedure similar to the one outlined for direct re-entries was applied to questionnaires returned by Canadians re-entering the country via the United States. It was once again noted that purposes

varied considerably when comparisons of the two categories were undertaken. For example, 66 per cent of the re-entries from overseas via the United States travelled for recreation in comparison with 39 per cent of the direct. Visiting friends or relatives accounted for between 19 and 20 per cent of the via United States travel and between 48 and 49 per cent of the direct. Between 4 and 5 per cent of the re-entries via the United States had been abroad for reasons of health, about twice as high a

proportion as in the direct category. There was not as much variation in the purposes of business and formal study, however, which in 1960 represented about 9 per cent and one-half per cent, respectively, of all the reasons indicated by Canadians returning via the United States. "Other" reasons for travel, many of which were shopping, accounted for almost 1 per cent, although it is possible that much of the shopping occurred en route in the United States and not overseas.

**STATEMENT 19. Purpose of Visit reported by Canadians Returning from Overseas Countries via the United States, compiled by Destination, 1960**

Destination reported	Business	Formal study	Health	Recreation	Visiting friends or relatives	Other
	per cent					
United Kingdom only .....	11.8	—	—	22.6	65.6	—
U.K. and other European countries .....	12.2	0.7	1.7	53.8	30.6	1.0
Other European countries only .....	2.7	1.2	2.9	33.9	59.3	—
Other Commonwealth countries .....	7.5	0.3	5.0	77.1	9.2	0.9
All other countries .....	9.2	0.7	5.4	71.7	12.3	0.7
<b>Grand totals .....</b>	<b>8.7</b>	<b>0.6</b>	<b>4.5</b>	<b>66.1</b>	<b>19.4</b>	<b>0.7</b>

In comparison with 1959 data, the most significant change which occurred in purpose of trip was an increase of between 10 and 11 percentage points in the number of indirect re-entries specifying recreation. All other purposes, with the exception of a slight increase in formal study, experienced decreases. Visiting friends or relatives overseas was indicated by nearly 7 per cent fewer of the respondents returning via the United States, while business trips and "other" reasons for travel experienced decreases of about 2 per cent in each case. Travel overseas via the United States for health purposes realized the slightest decrease in comparison with 1959.

Purpose of trip reported by Canadians returning from overseas via the United States in 1960 is compiled by destination in Statement 19. Of all Canadians visiting the United Kingdom area and returning to Canada via the United States, indications were that between 65 and 66 per cent had travelled overseas to visit friends or relatives. Persons travelling to the United Kingdom for recreation represented between 22 and 23 per cent of the total, while business trips accounted for about 12 per cent. Of the re-entries via the United States who combined trips to the United Kingdom and Continental Europe in 1960, close to 54 per cent, or the same proportion as in 1959, had travelled overseas for recreation, while between 30 and 31 per cent went to visit friends or relatives and 9 per cent were on business. An analysis of trips to Continental Europe only by Canadians returning via

the United States in 1960 reveals a slightly different trend. About 59 per cent of the travel in this classification was for the purpose of visiting friends or relatives overseas, while only 34 per cent was undertaken for recreational activity, both increases over 1959 data.

Travel via the United States to countries considered as "other Commonwealth" (mainly Bermuda and the Federation of West Indies) was, in 77 per cent of the cases, for recreation. This marked an increase of 9 per cent over the comparable 1959 proportion. On the other hand, visiting friends or relatives in this region during 1960 was reported by 9 in every 100 re-entries as opposed to 14 per 100 the year previous. In comparison with 1959, the proportion of Canadian re-entries via the United States who had travelled to "other Commonwealth countries" for health purposes was nearly 3 per cent lower.

In 1960, travel to remaining areas such as Mexico, Central and South America, and the non-British West Indies via the United States was predominantly for recreation, accounting for 72 per cent of the visits or between 3 and 4 per cent higher a proportion than in the preceding year. Visiting friends or relatives was the next most popular reason, representing just over 12 per cent of the travel while business trips made up 9 per cent of the total travel to this region in 1960 and health accounted for between 5 and 6 per cent.



**STATEMENT 20. Purpose of Visit reported by Canadians Returning from Overseas Countries  
via the United States, compiled Quarterly, 1960**

	Business	Formal study	Health	Recreation	Visiting friends or relatives	Other
	per cent					
First quarter .....	7.5	0.6	5.0	69.5	16.9	0.5
Second quarter .....	9.3	1.0	8.4	63.2	17.1	1.0
Third quarter .....	7.3	0.6	1.0	61.6	28.9	0.6
Fourth quarter .....	12.2	—	2.0	69.6	15.4	0.8
<b>Year</b> .....	<b>8.7</b>	<b>0.6</b>	<b>4.5</b>	<b>66.1</b>	<b>19.4</b>	<b>0.7</b>

Purpose of trip data on a quarterly basis are presented in Statement 20. The most popular reason for travel throughout the year was recreation, accounting for between 69 and 70 per cent of the trips in both the first and fourth quarters, 63 per cent in the second and between 61 and 62 per cent during the third quarter. These proportions were, in addition, increases over comparable 1959 data, with the greatest gain occurring in the second quarter. Visiting friends or relatives, on the other hand, was specified by a lower proportion of respondents returning via the United States in each of the quarters of 1960. This purpose accounted for almost 29 per cent of the travel in the third quarter, 17 per cent in the first and second quarters and 15 per cent in the final quarter of the year. Re-entries via the United States who indicated business trips overseas in 1960 reached a peak in the fourth quarter, during which time just over 12 per cent specified such a reason while in the second quarter business accounted for about 9 per cent of the travel in that period. Health was specified more frequently during the first and second quarters of 1960 than at any other period, at which time 5 per cent and 8 per cent, respectively, indicated this reason.

There was a greater proportion of group travel overseas via the United States in 1960 with nearly 65 per cent of the respondents travelling in groups of two or more compared with about 59 per cent in the year prior. Moreover, the proportion of group travel remained at over 60 per cent in each of the quarters, with the highest percentage (between 68 and 69 per cent) occurring in the first. Frequency of group travel showed variation according to the purpose of trip, also by area of destination.

A breakdown of type of transportation used to re-enter Canada by respondents returning from overseas via the United States shows that the majority, between 56 and 57 per cent, re-entered by plane. The next most popular means of re-entry was the automobile which accounted for between 24 and 25 per cent. Re-entries by train amounted to 13 per cent, bus 4 per cent, and boat between 1 and 2 per cent of the total. In comparison with 1959, indications were that the proportion of re-entries via the United States by plane was greater, a smaller percentage made the return trip by train and boat, and automobile and bus proportions remained approximately the same.

**Quarterly Distribution of Receipts and Payments for International Travel**

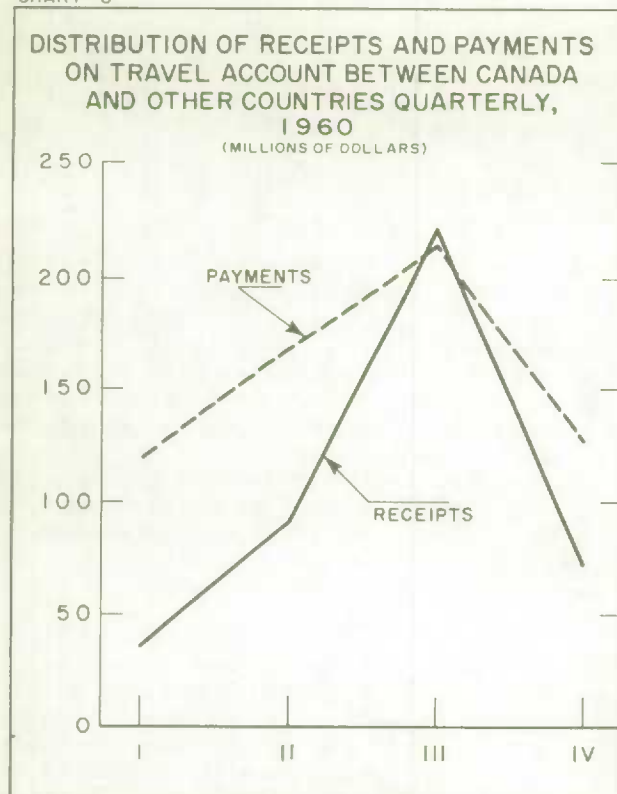
Estimates of the balance of payments on travel account between Canada and other countries compiled quarterly for the ten years 1951-60 inclusive, are presented in Table 2. Generally, the quarterly breakdown displays much the same seasonal pattern throughout this duration. Both receipts and payments reached their maximum in the third quarter and their minimum in the first quarter of 1960, reflecting the variation in popularity between the summer and winter seasons as periods in which to travel. As mentioned in earlier editions of this report, one of the significant developments during recent years was the change from a credit to a debit balance in the third quarter which first appeared in 1958. How-

ever, in 1960 this situation has been reversed, with the third quarter once again showing a credit balance.

There was little difference in the pattern of receipts, with the majority (53 per cent) appearing in the third quarter and the lowest proportion (between 8 and 9 per cent) occurring in the first. The greatest absolute gain took place in the fourth quarter where receipts advanced \$11 million, representing 38 per cent of the over-all increase in receipts. Considered as a proportion of the total, receipts in the third quarter experienced the most significant change in comparison with 1959, as

they fell by 1.6 percentage points. At the same time, the percentage of receipts in the second quarter was down slightly. A similar comparison shows increases of 1.5 percentage points in the fourth quarter and less than 1 percentage point in the first.

CHART-6



Payments, in addition to being more evenly distributed than receipts throughout the four quarters, assumed the same general seasonal pattern in 1960 as in 1959 and earlier years. Expenditures by Canadians travelling outside the country were greatest in the third quarter, representing 34 per cent of all payments. On the other hand, disbursements were lowest in the first quarter, accounting for only 19 per cent of the total. Almost 27 per cent of all expenditures occurred in the second quarter, as compared with 24 per cent in the same quarter of 1959. No doubt some of this increase was a result of the fact that, in 1960, as contrasted with 1959, Easter week-end travellers were recorded in the second rather than the first quarter.

Several interesting comparisons may be drawn from an analysis of Canada's balance of international travel payments on a quarterly basis for 1960 and earlier years. For example, a summary of the four quarters would indicate that there was no advance in the deficit which remained at \$207 million or the same level as in 1959. This marks the first time since 1953 that Canada's imbalance of international payments on travel account has failed to record an increase. Contributing to this situation was a credit balance in the third quarter of 1960 which amounted to \$8 million, as opposed to a debit balance of \$3 million during this same period in 1959. Moreover, of the remaining quarters in 1960, only the second recorded a greater deficit than in 1959, advancing some \$19 million. However, the imbalance in the first and fourth quarters was reduced by \$2 million and \$6 million, respectively. A comparison of the balance of payments on travel account between Canada and other countries on a quarterly basis for the year 1960 and 1959 may be found illustrated graphically in Chart 6.



## STATISTICAL TABLES

**TABLE 1. Balance of Payments on Travel Account Between Canada and Other Countries,  
1926-60**

(Net Credits + Net Debits -)

Year	Account with United States			Account with overseas countries			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 .....	351	448	- 97	40	150	-110	391	598	-207
1960 <sup>1</sup> .....	375	462 <sup>2</sup>	- 87	45	165	-120	420	627	-207

<sup>1</sup> Subject to revision.

<sup>2</sup> Includes Hawaii.



**TABLE 2. Quarterly Estimates of the Balance of Payments on Travel Account  
Between Canada and Other Countries, 1951 - 60<sup>1</sup>**

Year	First quarter	Second quarter	Third quarter	Fourth quarter	Total
millions of dollars					
<b>Quarterly receipts:</b>					
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.....	32	86	212	61	391
1960 <sup>1</sup> .....	36	91	221	72	420
<b>Per cent of year:</b>					
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.....	8.2	22.0	54.2	15.6	100.0
1960 <sup>1</sup> .....	8.6	21.7	52.6	17.1	100.0
<b>Quarterly payments:</b>					
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.....	117	144	215	122	598
1960 <sup>1</sup> .....	119	168	213	127	627
<b>Per cent of year:</b>					
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.....	19.6	24.1	35.9	20.4	100.0
1960 <sup>1</sup> .....	19.0	26.8	34.0	20.2	100.0
<b>Quarterly Balance (Net Credits + Net Debits -):</b>					
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.....	-85	-58	- 3	-61	-207
1960 <sup>1</sup> .....	-83	-77	+ 8	-55	-207

<sup>1</sup> Subject to revision.

**TABLE 3. Number of Non-Resident Automobiles Travelling on Custom Permits<sup>1</sup> which Departed from Canada in 1960, 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
		2 days	3 days and over	
<b>Section I. Traffic within Ontario:</b>				
(a) St. Lawrence River Ports .....	Fort Erie and Niagara Falls .....	3,330	10,016	13,346
	Lake Erie Ports .....	—	5	5
	St. Clair and Detroit River Ports ...	2,610	3,031	5,641
	Sault Ste. Marie .....	933	1,238	2,171
	Western Ontario Ports .....	6	66	72
	St. Lawrence River Ports .....	31,078	80,933	112,011
	All Ports in Canada .....	42,879	109,923	152,802
(b) Fort Erie and Niagara Falls .....	St. Lawrence River Ports .....	7,037	17,642	24,679
	Lake Erie Ports .....	45	63	108
	St. Clair and Detroit River Ports ...	67,378	17,770	85,148
	Sault Ste. Marie .....	1,239	3,565	4,804
	Western Ontario Ports .....	5	289	294
	Fort Erie and Niagara Falls .....	417,439	247,647	665,086
	All Ports in Canada .....	493,950	304,411	798,361
(c) Lake Erie Ports .....	St. Lawrence River Ports .....	1	17	18
	Fort Erie and Niagara Falls .....	41	102	143
	St. Clair and Detroit River Ports .....	49	73	122
	Sault Ste. Marie .....	—	9	9
	Western Ontario Ports .....	—	—	—
	Lake Erie Ports .....	18	383	401
	All Ports in Canada .....	109	593	702
(d) St. Clair and Detroit River Ports	St. Lawrence River Ports .....	2,340	4,421	6,761
	Fort Erie and Niagara Falls .....	70,462	24,688	95,150
	Lake Erie Ports .....	61	69	130
	Sault Ste. Marie .....	308	5,706	6,014
	Western Ontario Ports .....	—	220	220
	St. Clair and Detroit River Ports ...	434,275	238,617	672,892
	All Ports in Canada .....	507,931	285,292	793,223
(e) Sault Ste. Marie .....	St. Lawrence River Ports .....	1,117	1,748	2,865
	Fort Erie and Niagara Falls .....	2,028	5,381	7,409
	Lake Erie Ports .....	10	8	18
	St. Clair and Detroit River Ports ...	493	5,329	5,822
	Western Ontario Ports .....	700	1,558	2,258
	Sault Ste. Marie .....	12,552	32,113	44,665
	All Ports in Canada .....	17,645	50,272	67,917
(f) Western Ontario Ports .....	St. Lawrence River Ports .....	2	107	109
	Fort Erie and Niagara Falls .....	8	366	374
	Lake Erie Ports .....	—	—	—
	St. Clair and Detroit River Ports ...	1	224	225
	Sault Ste. Marie .....	700	1,602	2,302
	Western Ontario Ports .....	16,573	54,025	70,598
	All Ports in Canada .....	18,425	61,738	80,163

<sup>1</sup> Exclusive of standing (L) permits and extensions.



**TABLE 3. Number of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> which Departed from Canada in 1960, 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
		2 days	3 days and over	
Section II. Traffic from Ontario to Other Provinces:				
St. Lawrence River Ports .....	All Ports in Quebec .....	4,863	12,957	17,820
All Ports in Ontario West of Kingston and East of Port Arthur .....	All Ports in Quebec .....	1,838	28,046	29,884
All Ports in Ontario .....	All Ports in Quebec .....	6,701	41,097	47,798
	All Ports in the Maritime Provinces	262	5,280	5,542
	All Ports in Manitoba .....	1,092	3,615	4,707
All Ports in Western Ontario .....	All Ports in Manitoba .....	1,091	3,460	4,551
All Ports in Ontario .....	All Ports in Ontario .....	1,072,839	760,227	1,833,066
	All Ports in Canada .....	1,080,939	812,229	1,893,168
Section III. Traffic from the Maritime Provinces to Other Provinces:				
All Ports in the Maritime Provinces	All Ports in Quebec .....	620	4,234	4,854
	All Ports in Ontario .....	277	3,142	3,419
	All Ports in the Maritime Provinces	39,258	82,928	122,186
	All Ports in Canada .....	40,155	90,337	130,492
Section IV. Traffic from Quebec to Other Provinces:				
All Ports in Quebec .....	All Ports in Ontario on the St. Law- rence River .....	3,566	9,760	13,326
	All Ports in Ontario West of Kingston and East of Port Arthur .....	1,501	16,602	18,103
	All Ports in Ontario .....	5,162	26,439	31,601
	All Ports in the Maritime Provinces	474	6,612	7,086
	All Ports in Quebec .....	117,594	163,354	280,948
	All Ports in Canada .....	123,230	196,519	319,749
Section V. Traffic from Manitoba to Other Provinces:				
All Ports in Manitoba .....	All Ports in Ontario .....	864	3,880	4,744
	All Ports in Western Ontario .....	856	3,757	4,613
	All Ports in Saskatchewan .....	128	1,000	1,128
	All Ports in Alberta .....	21	1,070	1,091
	All Ports in British Columbia .....	13	1,064	1,077
	All Ports in Yukon Territory .....	—	439	439
	All Ports in Manitoba .....	9,878	22,120	31,998
	All Ports in Canada .....	10,904	29,605	40,509

<sup>1</sup> Exclusive of standing (L) permits and extensions.

**TABLE 3. Number of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> which Departed from Canada in 1960, 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
		2 days	3 days and over	
<b>Section VI. Traffic from Saskatchewan to Other Provinces:</b>				
All Ports in Saskatchewan .....	All Ports in Manitoba .....	111	1,034	1,145
	All Ports in Alberta .....	95	1,323	1,418
	All Ports in British Columbia .....	25	1,191	1,216
	All Ports in Yukon Territory .....	—	1,091	1,091
	All Ports in Saskatchewan .....	4,867	11,961	16,828
	All Ports in Canada .....	5,109	16,951	22,060
<b>Section VII. Traffic from Alberta to Other Provinces:</b>				
All Ports in Alberta .....	All Ports in Manitoba .....	67	1,352	1,419
	All Ports in Saskatchewan .....	128	1,349	1,477
	All Ports in British Columbia .....	1,227	10,290	11,517
	All Ports in Yukon Territory .....	—	4,727	4,727
	All Ports in Alberta .....	5,606	12,264	17,870
	All Ports in Canada .....	7,040	31,998	39,038
<b>Section VIII. Traffic from British Columbia to Other Provinces:</b>				
All Ports in British Columbia .....	All Ports in Manitoba .....	11	831	842
	All Ports in Saskatchewan .....	26	787	813
	All Ports in Alberta .....	768	8,407	9,175
	All Ports in Yukon Territory .....	426 <sup>2</sup>	5,983	6,409
	All Ports in British Columbia .....	77,034	141,064	218,098
	All Ports in Canada .....	78,267	157,888	236,155
<b>Section IX. Traffic from Yukon Terri- tory to Other Provinces:</b>				
All Ports in Yukon Territory .....	All Ports in Manitoba .....	—	488	488
	All Ports in Saskatchewan .....	—	988	988
	All Ports in Alberta .....	—	3,804	3,804
	All Ports in British Columbia .....	550 <sup>2</sup>	5,221	5,771
	All Ports in Yukon Territory .....	268	441	709
	All Ports in Canada .....	818	11,342	12,160
All Ports in Canada .....	All Ports in Canada .....	1,346,462	1,346,869	2,693,331 <sup>3</sup>

<sup>1</sup> Exclusive of standing (L) permits and extensions.

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

<sup>3</sup> Does not include an additional 20,050 permits not classified by ports of entry and exit.



**TABLE 4. Number of Non-Resident Motorists Travelling on Customs Permits<sup>1</sup> who Departed from Canada in 1960, 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 .....	3, 557, 367	56. 73	3, 557, 367	3. 03	10, 762, 797	10, 762, 797
2 .....	1, 346, 462	21. 47	2, 692, 924	2. 72	3, 659, 002	7, 318, 004
3 .....	429, 124	6. 84	1, 287, 372	2. 76	1, 186, 520	3, 559, 560
4 .....	243, 229	3. 88	972, 916	2. 74	667, 174	2, 668, 696
5 .....	142, 182	2. 27	710, 910	2. 76	392, 302	1, 961, 510
6 .....	94, 814	1. 51	568, 884	2. 80	265, 701	1, 594, 206
7 .....	78, 893	1. 26	552, 251	2. 90	228, 715	1, 601, 005
8 .....	85, 760	1. 37	686, 080	3. 09	264, 646	2, 117, 168
9 .....	51, 628	0. 82	464, 652	2. 95	152, 437	1, 371, 933
10 .....	33, 169	0. 53	331, 690	2. 85	94, 430	944, 300
11 .....	24, 224	0. 39	266, 464	2. 79	67, 626	743, 886
12 .....	19, 133	0. 31	229, 596	2. 78	53, 125	637, 500
13 .....	16, 789	0. 27	218, 257	2. 82	47, 398	616, 174
14 .....	16, 822	0. 27	235, 508	2. 96	49, 730	696, 220
15 .....	18, 774	0. 30	281, 610	3. 04	57, 093	856, 395
16 .....	11, 060	0. 18	176, 960	2. 88	31, 883	510, 128
17 .....	7, 210	0. 11	122, 570	2. 72	19, 597	333, 149
18 .....	5, 336	0. 08	96, 048	2. 60	13, 899	250, 182
19 .....	4, 115	0. 07	78, 185	2. 54	10, 448	198, 512
20 .....	3, 660	0. 06	73, 200	2. 55	9, 320	186, 400
21 .....	3, 414	0. 05	71, 694	2. 57	8, 786	184, 506
22 .....	3, 460	0. 06	76, 120	2. 57	8, 907	195, 954
23 .....	2, 689	0. 04	61, 847	2. 61	7, 008	161, 184
24 .....	2, 194	0. 03	52, 656	2. 48	5, 443	130, 632
25- 29 .....	9, 281	0. 15	250, 897	2. 39	22, 157	598, 904
30- 39 .....	10, 774	0. 17	359, 525	2. 40	25, 902	864, 350
40- 59 .....	6, 967	0. 11	335, 813	2. 41	16, 786	809, 085
60- 89 .....	5, 525	0. 09	405, 059	2. 32	12, 805	938, 735
90- 179 .....	5, 950	0. 09	676, 474	2. 13	12, 649	1, 438, 065
180-over .....	512	0. 01	106, 802	2. 23	1, 143	238, 430
Not classified <sup>2</sup> .....	30, 231	0. 48	—	2. 79	84, 343	—
<b>Totals .....</b>	<b>6, 270, 748</b>	<b>100. 00</b>	<b>16, 000, 331</b>	<b>2. 91</b>	<b>18, 239, 772</b>	<b>44, 487, 570</b>
Average length of stay .....			per car 2. 56			per person 2.44

<sup>1</sup> Exclusive of standing (L) permits and extensions.

<sup>2</sup> Not classified by length of stay.

**TABLE 4 A. Number of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> which Departed from Canada in 1960, classified by Length of Visit, by Province of Exit**

Days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	B.C. and Y.T.	Canada
1 .....	224,324	295,068	2,809,937	49,816	19,816	14,946	143,460	3,557,367
2 .....	40,014	125,014	1,078,801	11,400	5,194	6,493	79,546	1,346,462
3 .....	14,545	68,981	274,995	7,741	3,419	4,954	54,489	429,124
4 .....	10,615	44,519	143,419	4,858	2,177	4,503	33,138	243,229
5 .....	8,706	26,357	76,975	2,972	1,693	3,893	21,586	142,182
6 .....	7,509	16,506	50,101	2,156	1,375	3,075	14,092	94,814
7 .....	7,300	11,609	44,895	1,788	1,257	2,206	9,838	78,893
8 .....	6,761	9,333	57,241	1,605	1,116	1,670	8,034	85,760
9 .....	5,049	6,215	31,362	1,188	793	1,287	5,734	51,628
10 .....	3,928	4,152	18,455	904	572	956	4,202	33,169
11 .....	3,268	2,915	12,652	756	530	746	3,357	24,224
12 .....	2,907	2,235	9,731	599	388	567	2,706	19,133
13 .....	2,667	1,744	8,780	565	367	516	2,150	16,789
14 .....	2,751	1,547	9,649	414	264	390	1,807	16,822
15 .....	2,412	1,505	12,323	364	270	326	1,574	18,774
16 .....	1,465	1,016	6,730	273	181	262	1,133	11,060
17 .....	920	697	4,151	197	166	208	871	7,210
18 .....	805	580	2,731	201	130	160	729	5,336
19 .....	659	431	2,040	147	87	129	622	4,115
20 .....	658	350	1,809	144	84	126	489	3,660
21 .....	590	381	1,689	106	65	104	479	3,414
22 .....	587	357	1,878	89	65	95	389	3,460
23 .....	420	280	1,438	81	57	79	334	2,689
24 .....	329	269	1,111	63	59	87	276	2,194
25 - 29 .....	1,663	1,214	4,479	296	234	328	1,067	9,281
30 - 39 .....	2,495	1,633	4,497	324	296	270	1,259	10,774
40 - 59 .....	1,393	988	3,017	278	270	205	816	6,967
60 - 89 .....	1,251	658	2,326	308	172	201	609	5,525
90 - 179 .....	1,471	611	2,412	461	162	147	686	5,950
180-over .....	69	85	205	33	27	19	74	512
Not classified <sup>2</sup> .....	4,642	5,909	14,706	1,268	276	573	2,857	30,231
<b>Totals .....</b>	<b>362,173</b>	<b>633,159</b>	<b>4,694,535</b>	<b>91,395</b>	<b>41,562</b>	<b>49,521</b>	<b>398,403</b>	<b>6,270,748</b>

<sup>1</sup> Exclusive of standing (L) permits and extensions.<sup>2</sup> Not classified by length of visit.



**TABLE 4 B. Number of Non-Resident Persons Travelling in Automobiles on Customs Permits<sup>1</sup> who Departed from Canada in 1960, classified by Length of Visit, by Province of Exit**

Days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	B.C. and Y.T.	Canada
1 .....	859,269	881,312	8,280,454	158,395	61,511	51,666	470,190	10,762,797
2 .....	104,033	344,283	2,923,605	33,439	14,376	20,314	218,952	3,659,002
3 .....	41,121	199,436	747,234	22,785	10,424	15,260	150,260	1,186,520
4 .....	29,952	126,500	386,005	14,310	6,718	13,303	90,386	667,174
5 .....	24,561	73,687	209,503	8,898	5,104	11,568	58,981	392,302
6 .....	21,223	45,636	139,552	6,397	4,151	9,361	39,381	265,701
7 .....	20,935	32,142	131,622	5,280	3,908	6,740	28,088	228,715
8 .....	19,538	26,578	182,355	4,880	3,396	5,005	22,894	264,646
9 .....	14,543	17,190	94,505	3,574	2,441	3,868	16,316	152,437
10 .....	11,252	11,242	52,882	2,713	1,692	2,840	11,809	94,430
11 .....	9,409	7,756	35,233	2,194	1,564	2,239	9,231	67,626
12 .....	8,472	5,961	26,678	1,786	1,169	1,704	7,355	53,125
13 .....	7,952	4,587	24,712	1,621	1,040	1,503	5,983	47,398
14 .....	8,252	4,143	29,263	1,181	781	1,132	4,978	49,730
15 .....	7,371	4,009	38,532	1,109	723	971	4,378	57,093
16 .....	4,386	2,720	19,680	832	458	745	3,062	31,883
17 .....	2,611	1,792	11,265	585	458	582	2,304	19,597
18 .....	2,216	1,412	7,020	578	342	450	1,881	13,899
19 .....	1,753	980	5,070	437	242	384	1,582	10,448
20 .....	1,791	856	4,491	401	208	333	1,240	9,320
21 .....	1,616	895	4,364	273	177	281	1,180	8,786
22 .....	1,556	829	4,888	251	166	252	965	8,907
23 .....	1,100	649	3,827	226	154	224	828	7,008
24 .....	864	619	2,767	150	154	232	657	5,443
25 - 29 .....	4,227	2,845	10,609	682	520	835	2,439	22,157
30 - 39 .....	6,249	3,792	10,850	799	698	647	2,867	25,902
40 - 59 .....	3,486	2,227	7,431	637	612	472	1,921	16,786
60 - 89 .....	2,906	1,599	5,397	709	387	488	1,319	12,805
90 - 179 .....	3,189	1,302	5,064	958	330	334	1,472	12,649
180-over .....	155	206	409	86	65	48	174	1,143
Not classified <sup>2</sup> .....	12,951	16,486	41,028	3,538	770	1,599	7,971	84,343
<b>Totals .....</b>	<b>1,238,939</b>	<b>1,823,671</b>	<b>13,446,295</b>	<b>279,704</b>	<b>124,739</b>	<b>155,380</b>	<b>1,171,044</b>	<b>18,239,772</b>

<sup>1</sup> Exclusive of standing (L) permits and extensions.

<sup>2</sup> Not classified by length of visit.

**TABLE 5. Number of Non-Resident Automobiles which Entered Canada on Customs Permits Through Provinces Indicated and which Departed in the Year 1960, After Remaining Two Days or Over, classified by U.S. Federal States or Countries of Registration**

State	Nfld. P.E.I. N.S. <sup>1</sup>	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Alabama .....	43	239	387	1,671	95	50	174	203	49	2,911
Alaska .....	—	20	27	238	109	216	653	2,331	6,521	10,115
Arizona .....	9	45	132	1,093	97	69	438	976	95	2,954
Arkansas .....	10	85	74	623	68	24	80	119	24	1,107
California .....	134	703	1,835	12,022	1,362	833	5,189	42,493	1,266	65,837
Colorado .....	13	94	234	1,594	253	319	1,185	1,374	123	5,189
Connecticut .....	741	7,660	21,287	14,448	50	30	155	244	20	44,635
Delaware .....	50	242	732	1,940	16	9	41	46	8	3,084
Dist. of Columbia ..	59	212	917	1,848	43	31	46	76	12	3,244
Florida .....	268	1,545	3,507	15,458	389	149	536	959	163	22,974
Georgia .....	45	299	656	2,113	71	50	150	190	36	3,610
Hawaii .....	2	11	38	193	4	1	32	121	1	403
Idaho .....	4	47	67	386	50	77	945	4,885	127	6,588
Illinois .....	179	837	2,796	52,759	2,059	664	1,543	1,383	219	62,439
Indiana .....	88	500	900	25,467	426	195	430	439	102	28,547
Iowa .....	38	121	375	11,340	1,205	704	622	521	125	15,051
Kansas .....	44	151	253	3,156	596	299	551	563	96	5,709
Kentucky .....	30	183	277	3,899	71	32	88	89	16	4,685
Louisiana .....	42	199	373	1,901	99	43	171	287	54	3,169
Maine .....	692	68,815	19,243	2,908	48	17	30	62	16	91,831
Maryland .....	237	1,028	2,971	10,570	102	45	184	241	22	15,400
Massachusetts .....	3,667	25,051	45,293	27,410	120	54	252	357	45	102,249
Michigan .....	182	1,326	3,078	733,167	1,192	528	1,131	1,114	223	741,941
Minnesota .....	34	270	583	40,815	11,655	1,993	1,414	1,115	200	58,079
Mississippi .....	19	79	171	930	37	38	61	81	21	1,437
Missouri .....	43	166	368	6,475	524	202	513	565	97	8,953
Montana .....	7	66	115	473	296	4,274	10,133	2,708	119	18,191
Nebraska .....	14	59	188	3,066	729	409	502	423	59	5,449
Nevada .....	3	26	47	238	24	22	161	672	44	1,237
New Hampshire .....	330	2,758	21,845	3,381	18	16	49	55	19	28,471
New Jersey .....	1,046	4,705	19,362	37,275	242	110	410	480	86	63,716
New Mexico .....	8	67	119	443	50	53	209	269	43	1,261
New York .....	1,890	8,237	93,603	596,667	346	157	864	1,052	119	702,935
North Carolina .....	92	372	945	3,923	34	32	117	143	47	5,705
North Dakota .....	3	61	61	1,508	15,416	7,550	442	285	33	25,359
Ohio .....	312	1,540	4,381	139,626	520	241	933	886	192	148,631
Oklahoma .....	30	62	169	1,584	202	199	446	385	62	3,139
Oregon .....	9	107	170	898	161	184	809	22,677	300	25,315
Pennsylvania .....	785	3,893	11,214	95,406	206	163	602	704	156	113,129
Rhode Island .....	219	1,781	7,765	3,977	14	5	35	65	9	13,870
South Carolina .....	32	160	516	1,256	59	49	108	112	41	2,333
South Dakota .....	1	17	40	1,147	951	632	320	251	63	3,422
Tennessee .....	56	143	346	2,321	75	36	136	189	27	3,329
Texas .....	84	508	977	4,520	472	284	1,416	1,460	266	9,987
Utah .....	3	79	109	610	56	60	1,664	1,312	62	3,955
Vermont .....	76	623	49,994	2,407	12	12	19	47	9	53,199
Virginia .....	291	904	2,288	6,851	83	70	188	308	40	11,023
Washington .....	18	89	292	1,486	298	356	1,734	142,230	533	147,036
West Virginia .....	26	139	216	4,208	16	15	41	53	16	4,730
Wisconsin .....	43	263	764	25,765	1,476	554	807	742	131	30,545
Wyoming .....	1	14	57	266	55	146	582	319	55	1,495
<b>Totals, U.S. ....</b>	<b>12,052</b>	<b>136,601</b>	<b>322,157</b>	<b>1,913,726</b>	<b>42,552</b>	<b>22,301</b>	<b>39,341</b>	<b>238,661</b>	<b>12,212</b>	<b>2,739,603</b>
<b>Other countries<sup>2</sup> ..</b>	<b>44</b>	<b>56</b>	<b>525</b>	<b>708</b>	<b>36</b>	<b>14</b>	<b>49</b>	<b>169</b>	<b>8</b>	<b>1,609</b>
<b>Grand totals<sup>3</sup> ..</b>	<b>12,096</b>	<b>136,657</b>	<b>322,682</b>	<b>1,914,434</b>	<b>42,588</b>	<b>22,315</b>	<b>39,390</b>	<b>238,830</b>	<b>12,220</b>	<b>2,741,212</b>

<sup>1</sup> 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.

<sup>2</sup> Other Countries comprise: Argentina 1, Australia 7, Austria 1, Bahamas 16, Belgium 19, Bermuda 24, Bolivia 4, Brazil 3, Chile 5, China 5, Colombia 5, Costa Rica 3, Cuba 24, Denmark 10, El Salvador 2, England 304, Ethiopia 1, Finland 2, France 198, Germany 515, Greece 4, Guam 13, Guatemala 6, Haiti 3, Honduras 2, Hong Kong 1, India 4, Ireland 4, Italy 26, Japan 44, Libya 1, Luxembourg 1, Mexico 118, Netherlands 46, Netherlands Antilles 13, New Zealand 1, Nicaragua 1, Norway 5, Panama Canal Zone 70, Philippines 4, Poland 1, Puerto Rico 5, St. Pierre & Miquelon 4, Scotland 1, South Africa 10, Spain 15, Sweden 7, Switzerland 21, Turkey 5, Venezuela 9, Virgin Islands 6, West Indies Federation 5, Yugoslavia 4.

<sup>3</sup> Does not include an additional 20,050 permits not classified by state or country of registration.



**TABLE 6. Number of Non-Resident Automobiles which Entered Canada on Customs Permits<sup>1</sup> Through Provinces Indicated and which Departed in the Year 1960, After Remaining Three Days or Over, classified by U.S. Federal States or Countries of Registration**

State	Nfld. P.E.I. N.S. <sup>2</sup>	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Alabama .....	12	103	249	788	80	41	164	154	48	1,639
Alaska .....	—	12	12	106	107	214	641	1,858	5,962	8,912
Arizona .....	6	30	92	597	82	55	389	743	92	2,086
Arkansas .....	1	27	55	297	56	21	69	79	21	628
California .....	75	512	1,406	6,247	1,169	757	4,591	34,212	1,181	50,150
Colorado .....	11	55	173	794	189	286	1,041	989	119	3,657
Connecticut .....	712	5,862	16,060	7,491	43	27	135	175	20	30,525
Delaware .....	42	205	578	1,056	14	9	40	39	7	1,990
Dist. of Columbia .....	48	175	788	1,227	36	28	36	57	9	2,404
Florida .....	165	1,129	2,689	9,284	320	137	503	723	159	15,109
Georgia .....	23	151	390	1,067	60	46	141	144	32	2,054
Hawaii .....	2	8	23	78	4	1	28	96	1	241
Idaho .....	—	28	31	202	43	65	746	3,300	119	4,534
Illinois .....	145	604	2,269	34,967	1,803	617	1,393	981	211	42,990
Indiana .....	72	354	691	15,579	347	185	384	319	97	18,028
Iowa .....	22	94	281	8,039	1,000	647	539	372	122	11,116
Kansas .....	16	83	173	1,732	485	246	458	381	88	3,662
Kentucky .....	16	77	211	2,258	64	29	82	65	15	2,817
Louisiana .....	12	93	225	977	74	35	152	181	53	1,802
Maine .....	619	24,436	12,484	1,369	33	16	29	42	14	39,042
Maryland .....	205	798	2,349	6,265	76	42	160	171	20	10,086
Massachusetts .....	3,556	22,416	35,109	12,654	101	52	234	254	39	74,415
Michigan .....	144	1,012	2,170	242,937	1,086	484	1,056	815	212	249,916
Minnesota .....	16	145	457	23,350	7,916	1,837	1,222	828	186	35,957
Mississippi .....	6	57	123	441	27	34	50	59	21	818
Missouri .....	21	107	303	4,080	408	178	451	361	94	6,003
Montana .....	3	21	88	229	230	2,781	6,275	1,823	108	11,558
Nebraska .....	10	34	141	1,943	622	365	420	272	53	3,860
Nevada .....	2	11	41	151	16	22	135	532	44	954
New Hampshire .....	311	2,234	13,025	1,379	16	16	47	50	18	17,096
New Jersey .....	960	3,881	15,187	21,472	196	97	386	380	84	42,643
New Mexico .....	3	36	68	260	34	43	180	211	40	875
New York .....	1,760	7,176	52,518	210,040	300	150	805	797	114	273,660
North Carolina .....	64	212	633	2,047	23	27	105	106	46	3,263
North Dakota .....	1	28	44	988	8,709	4,734	370	210	30	15,114
Ohio .....	268	1,173	3,339	94,321	466	222	850	608	182	101,429
Oklahoma .....	11	41	115	884	169	157	400	234	58	2,069
Oregon .....	1	56	113	452	132	151	683	17,839	290	19,717
Pennsylvania .....	693	2,895	8,783	61,526	188	149	565	481	149	75,429
Rhode Island .....	197	1,503	6,078	1,786	14	5	33	49	9	9,674
South Carolina .....	16	86	303	588	45	30	93	83	40	1,284
South Dakota .....	—	8	29	700	783	547	277	168	59	2,571
Tennessee .....	20	89	264	1,167	54	35	115	126	24	1,894
Texas .....	29	264	567	2,205	346	240	1,244	980	254	6,129
Utah .....	—	38	67	222	37	53	1,388	887	59	2,751
Vermont .....	69	483	12,622	1,081	10	11	19	39	9	14,343
Virginia .....	150	561	1,745	4,036	63	63	167	204	36	7,025
Washington .....	6	65	193	825	238	311	1,417	83,422	497	86,974
West Virginia .....	17	73	150	2,814	13	13	35	31	16	3,162
Wisconsin .....	23	157	592	16,597	1,216	508	712	564	120	20,489
Wyoming .....	—	10	28	130	38	122	499	244	52	1,123
<b>Totals, U.S. ....</b>	<b>10,561</b>	<b>79,708</b>	<b>196,124</b>	<b>811,725</b>	<b>29,581</b>	<b>16,941</b>	<b>31,934</b>	<b>157,738</b>	<b>11,333</b>	<b>1,345,665</b>
<b>Other countries<sup>3</sup> ....</b>	<b>27</b>	<b>41</b>	<b>395</b>	<b>504</b>	<b>25</b>	<b>10</b>	<b>44</b>	<b>150</b>	<b>8</b>	<b>1,204</b>
<b>Grand totals<sup>4</sup> ....</b>	<b>10,588</b>	<b>79,749</b>	<b>196,519</b>	<b>812,229</b>	<b>29,606</b>	<b>16,951</b>	<b>31,998</b>	<b>157,888</b>	<b>11,341</b>	<b>1,346,869</b>

<sup>1</sup> Exclusive of standing (L) permits and extensions.

<sup>2</sup> 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.

<sup>3</sup> Other Countries comprise: Argentina 1, Australia 3, Bahamas 15, Belgium 13, Bermuda 21, Bolivia 2, Brazil 3, Chile 3, China 4, Colombia 5, Costa Rica 2, Cuba 18, Denmark 7, El Salvador 2, England 216, Finland 1, France 127, Germany 379, Greece 3, Guam 8, Guatemala 6, Haiti 3, Honduras 2, India 4, Ireland 4, Italy 22, Japan 35, Libya 1, Luxembourg 1, Mexico 105, Netherlands 36, Netherlands Antilles 12, New Zealand 1, Nicaragua 1, Norway 3, Panama Canal Zone 56, Philippines 3, Poland 1, Puerto Rico 4, St. Pierre & Miquelon 1, Scotland 1, South Africa 7, Spain 13, Sweden 7, Switzerland 17, Turkey 4, Venezuela 6, Virgin Islands 6, West Indies Federation 5, Yugoslavia 4.

<sup>4</sup> Does not include an additional 20,050 permits not classified by state or country of registration.

**TABLE 7. Number of Non-Resident Automobiles Travelling in Canada on Customs Permits<sup>1</sup> which Departed in the Years 1956 - 60 (classified by Selected U.S. Federal States of Registration)**

State of origin	1956 <sup>2</sup>	1957 <sup>2</sup>	1958 <sup>2</sup>	1959 <sup>2,3</sup>	1960 <sup>4</sup>
<b>North Eastern</b> .....	<b>1, 149, 815</b>	<b>1, 182, 090</b>	<b>1, 195, 536</b>	<b>1, 072, 166</b>	<b>1, 214, 035</b>
Connecticut .....	49, 450	51, 160	49, 929	46, 133	44, 635
Maine .....	121, 187	122, 579	148, 807	152, 833	91, 831
Massachusetts .....	109, 665	110, 349	108, 858	98, 349	102, 249
New Hampshire .....	32, 414	32, 820	33, 157	28, 397	28, 471
New Jersey .....	63, 369	65, 855	64, 412	60, 477	63, 716
New York .....	548, 690	565, 949	565, 330	481, 869	702, 935
Pennsylvania .....	117, 496	128, 194	124, 028	123, 153	113, 129
Rhode Island .....	15, 351	15, 024	14, 431	13, 200	13, 870
Vermont .....	92, 193	90, 160	86, 584	67, 755	53, 199
% of total .....	46. 6	47. 1	47. 3	48. 2	44. 3
<b>Great Lakes</b> .....	<b>749, 770</b>	<b>743, 926</b>	<b>732, 166</b>	<b>624, 243</b>	<b>1, 012, 103</b>
Illinois .....	71, 665	69, 333	66, 885	64, 923	62, 439
Indiana .....	32, 392	31, 112	29, 918	29, 310	28, 547
Michigan .....	468, 587	460, 830	457, 983	355, 762	741, 941
Ohio .....	145, 713	152, 107	145, 673	144, 512	148, 631
Wisconsin .....	31, 413	30, 544	31, 707	29, 736	30, 545
% of total .....	30. 4	29. 7	29. 0	28. 0	36. 9
<b>North Western</b> .....	<b>98, 114</b>	<b>103, 524</b>	<b>111, 932</b>	<b>102, 556</b>	<b>101, 629</b>
Minnesota .....	52, 170	54, 328	57, 739	55, 629	58, 079
Montana .....	21, 271	21, 330	22, 388	18, 886	18, 191
North Dakota .....	24, 673	27, 866	31, 805	28, 041	25, 359
% of total .....	4. 0	4. 1	4. 4	4. 6	3. 7
<b>West Coast</b> .....	<b>278, 076</b>	<b>281, 619</b>	<b>288, 323</b>	<b>240, 555</b>	<b>238, 188</b>
California .....	67, 730	70, 898	69, 567	66, 217	65, 837
Oregon .....	28, 506	28, 122	26, 912	22, 309	25, 315
Washington .....	181, 840	182, 599	191, 844	152, 029	147, 036
% of total .....	11. 2	11. 2	11. 4	10. 8	8. 7
<b>Other (Remaining States and Foreign Countries)</b> .....	<b>193, 856</b>	<b>198, 461</b>	<b>199, 616</b>	<b>187, 775</b>	<b>175, 257</b>
% of total .....	7. 8	7. 9	7. 9	8. 4	6. 4
<b>Totals</b> .....	<b>2, 469, 631</b>	<b>2, 509, 620</b>	<b>2, 527, 573</b>	<b>2, 227, 295</b>	<b>2, 741, 212<sup>5</sup></b>

<sup>1</sup> Including commuters, summer residents and locals — standing (L) permits and extensions.

<sup>2</sup> Includes all entries requiring customs permits but excludes all non-permit entries.

<sup>3</sup> January — September inclusive.

<sup>4</sup> Includes all entries over 24 hours — not comparable with previous years.

<sup>5</sup> Does not include an additional 20,050 permits not classified by state or country of registration.



**TABLE 8. Number of Non-Resident Travellers<sup>1</sup> Entering Canada from the United States via Rail, Bus and Plane in 1960, classified by Length of Visit**

Estimated days stay	Rail		Bus		Plane	
	Number of persons	% of total persons	Number of persons	% of total persons	Number of persons	% of total persons
1 .....	38,464	13.7	65,558	18.1	64,752	15.2
2 .....	41,960	15.0	34,363	9.5	74,567	17.5
3 .....	35,974	12.9	36,889	10.2	77,448	18.2
4 .....	29,843	10.7	34,469	9.5	53,941	12.7
5 .....	17,877	6.4	26,591	7.4	37,958	8.9
6 .....	18,507	6.6	25,096	6.9	23,229	5.5
7 .....	19,103	6.8	22,193	6.1	15,328	3.6
8 .....	13,302	4.7	27,834	7.7	10,947	2.6
9 .....	10,215	3.7	16,450	4.6	7,675	1.8
10 .....	8,139	2.9	11,755	3.3	10,003	2.3
11 .....	6,699	2.4	9,270	2.6	8,480	2.0
12 .....	4,361	1.6	3,560	1.0	4,563	1.1
13 .....	4,464	1.6	4,163	1.2	5,686	1.3
14 .....	3,735	1.3	4,514	1.2	2,747	0.6
15 .....	4,002	1.4	5,136	1.4	4,260	1.0
16 .....	2,415	0.9	3,721	1.0	2,900	0.7
17 .....	1,739	0.6	4,893	1.4	2,874	0.7
18 .....	1,231	0.4	1,770	0.5	1,432	0.3
19 .....	1,535	0.5	1,400	0.4	1,585	0.4
20 .....	1,441	0.5	2,070	0.6	1,160	0.3
21 .....	1,271	0.5	1,205	0.3	1,379	0.3
22 .....	1,079	0.4	1,596	0.4	1,271	0.3
23 .....	728	0.3	1,503	0.4	1,173	0.3
24 .....	781	0.3	1,289	0.4	564	0.1
25- 29 .....	1,867	0.7	3,135	0.9	2,648	0.6
30- 39 .....	3,905	1.4	4,985	1.4	2,903	0.7
40- 59 .....	3,580	1.3	4,072	1.1	3,395	0.8
60- 89 .....	1,497	0.5	1,813	0.5	849	0.2
90-179 .....	—	—	—	—	—	—
180-over .....	—	—	—	—	—	—
<b>Totals .....</b>	<b>279,714</b>	<b>100.0</b>	<b>361,293</b>	<b>100.0</b>	<b>425,717</b>	<b>100.0</b>

<sup>1</sup> Exclusive of in transit traffic.

**TABLE 9. Number and Expenditures of Canadian Automobiles Returning to Canada in 1960, classified by Length of Visit**

Estimated 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 .....	6,868,960	82.23	5.14	35,338,342	15.23	6,868,960	5.14
2 <sup>1</sup> .....	318,419	3.81	32.02	10,195,251	4.40	636,838	16.01
3 .....	596,724	7.14	99.23	59,212,983	25.52	1,790,172	33.08
4 .....	130,421	1.56	133.73	17,440,685	7.52	521,684	33.43
5 .....	79,316	0.95	135.66	10,759,853	4.64	396,580	27.13
6 .....	45,477	0.55	171.38	7,793,696	3.36	272,862	28.56
7 .....	106,458	1.27	171.58	18,266,283	7.87	745,206	24.51
8 .....	18,539	0.22	220.46	4,087,151	1.76	148,312	27.56
9 .....	10,046	0.12	231.24	2,323,029	1.00	90,414	25.69
10 .....	29,271	0.35	236.34	6,917,942	2.98	292,710	23.63
11 .....	5,917	0.07	227.79	1,347,839	0.58	65,087	20.71
12 .....	12,139	0.15	274.04	3,326,557	1.43	145,668	22.84
13 .....	2,601	0.03	264.09	686,892	0.30	33,813	20.32
14 .....	53,741	0.64	287.14	15,431,073	6.65	752,374	20.51
15 .....	5,478	0.07	329.12	1,802,942	0.78	82,170	21.94
16 .....	2,755	0.03	353.32	973,404	0.42	44,080	22.08
17 .....	1,813	0.02	353.16	640,277	0.28	30,821	20.77
18 .....	2,973	0.04	345.34	1,026,682	0.44	53,514	19.19
19 .....	1,086	0.01	343.74	373,304	0.16	20,634	18.09
20 .....	1,751	0.02	405.35	709,765	0.31	35,020	20.27
21 .....	22,434	0.27	405.86	9,104,971	3.92	471,114	19.33
22 .....	544	0.01	397.87	216,443	0.09	11,968	18.09
23 .....	379	0.01	411.76	156,055	0.07	8,717	17.90
24 .....	658	0.01	416.57	274,104	0.12	15,792	17.36
25 - 29 .....	4,015	0.05	490.84	1,970,724	0.85	110,322	17.86
30 - 39 .....	12,890	0.15	522.13	6,730,266	2.90	402,941	16.70
40 - 59 .....	5,342	0.06	646.16	3,451,795	1.49	239,215	14.43
60 - 89 .....	6,590	0.08	758.17	4,996,348	2.15	413,654	12.08
90 - 179 .....	4,926	0.06	956.77	4,713,042	2.03	529,594	8.90
180-over .....	1,369	0.02	1,275.79	1,746,558	0.75	300,687	5.81
<b>Totals .....</b>	<b>8,353,032</b>	<b>100.00</b>	<b>27.78</b>	<b>232,014,256</b>	<b>100.00</b>	<b>15,530,923</b>	<b>14.94</b>
Average length of stay .....						per car 1.86	

<sup>1</sup> Includes vehicles staying more than 24 hours and less than 48 hours.



**TABLE 9 A. Number of and Average Expenditure Per Day by Canadian Motorists  
Returning to Canada in 1960, classified by Length of Visit**

Estimated days stay	Average persons per car	Estimated number of persons	Number of person days	Average expenditure per person per day
				\$
1 .....	2.75	18,888,332	18,888,332	1.87
2 <sup>1</sup> .....	2.98	950,195	1,900,390	5.36
3 .....	3.04	1,812,724	5,438,172	10.89
4 .....	2.97	387,469	1,549,876	11.25
5 .....	3.00	237,949	1,189,745	9.04
6 .....	3.12	142,066	852,396	9.14
7 .....	3.07	326,450	2,285,150	7.99
8 .....	3.09	57,273	458,184	8.92
9 .....	2.96	29,722	267,498	8.68
10 .....	3.03	88,789	887,890	7.79
11 .....	2.99	17,677	194,447	6.93
12 .....	2.73	33,102	397,224	8.37
13 .....	3.08	8,019	104,247	6.57
14 .....	3.09	165,794	2,321,116	6.65
15 .....	3.22	17,625	264,375	6.82
16 .....	2.92	8,040	128,640	7.57
17 .....	2.80	5,068	86,156	7.43
18 .....	2.95	8,759	157,662	6.51
19 .....	3.02	3,279	62,301	5.99
20 .....	3.24	5,678	113,560	6.25
21 .....	2.99	67,081	1,408,701	6.46
22 .....	3.07	1,671	36,762	5.89
23 .....	3.02	1,143	26,289	5.94
24 .....	3.09	2,034	48,816	5.62
25 - 29 .....	2.82	11,341	311,651	6.32
30 - 39 .....	2.73	35,136	1,090,351	6.17
40 - 59 .....	2.55	13,601	609,053	5.67
60 - 89 .....	2.58	16,999	1,067,027	4.68
90 - 179 .....	2.35	11,557	1,242,493	3.79
180 - over .....	2.30	3,155	692,964	2.52
<b>Totals .....</b>	<b>2.80</b>	<b>23,357,728</b>	<b>44,081,468</b>	<b>5.26</b>
Average length of stay .....			per person 1.89	

<sup>1</sup> Includes vehicles staying more than 24 hours and less than 48 hours.

**TABLE 10. Number of Canadian Automobiles Returning to Canada in 1960, classified by Length of Visit, by Province of Re-Entry into Canada**

Estimated days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	B.C. and Y.T.
1 .....	1,676,487	995,295	3,040,035	154,681	78,333	52,632	871,497
2 <sup>1</sup> .....	56,774	76,687	106,190	14,598	4,185	5,550	54,435
3 .....	31,805	133,532	234,801	37,371	17,090	21,001	121,124
4 .....	13,906	32,820	45,863	7,470	3,014	4,955	22,393
5 .....	8,750	28,860	22,689	3,709	1,639	2,507	11,162
6 .....	7,196	13,291	15,387	1,974	919	1,342	5,368
7 .....	8,901	38,901	33,250	4,491	1,469	2,827	16,619
8 .....	2,492	4,601	7,006	599	501	474	2,866
9 .....	1,384	1,830	4,058	469	282	323	1,700
10 .....	3,032	7,817	10,565	1,107	420	1,215	5,115
11 .....	732	1,112	2,147	283	164	225	1,254
12 .....	1,266	1,676	6,590	397	215	281	1,714
13 .....	412	529	638	198	127	129	568
14 .....	2,161	16,177	18,977	2,610	995	2,045	10,776
15 .....	364	2,903	1,213	161	61	78	698
16 .....	269	408	1,222	171	88	105	492
17 .....	233	348	632	52	7	87	454
18 .....	175	414	1,177	150	78	146	833
19 .....	180	102	351	77	57	75	244
20 .....	189	367	631	54	65	119	326
21 .....	763	6,465	8,030	1,387	517	831	4,441
22 .....	56	66	252	50	—	14	106
23 .....	20	86	31	64	16	14	148
24 .....	54	131	287	—	7	41	138
25- 29 .....	281	1,025	1,652	180	55	139	683
30- 39 .....	449	3,713	5,017	867	264	825	1,755
40- 59 .....	182	1,416	2,140	279	145	287	893
60- 89 .....	170	1,775	2,275	462	254	347	1,307
90- 179 .....	70	985	1,825	404	492	267	883
180- over .....	—	136	585	76	65	161	346
<b>Totals</b> .....	<b>1,818,753</b>	<b>1,373,468</b>	<b>3,575,516</b>	<b>234,391</b>	<b>111,524</b>	<b>99,042</b>	<b>1,140,338</b>

<sup>1</sup> Includes vehicles staying more than 24 hours and less than 48 hours.



**TABLE 11. Number and Expenditures of Canadian Travellers Returning to Canada via Rail<sup>1</sup> in 1960, classified by Length of Visit**

Estimated 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 .....	8,664	2.6	34.77	301,249	0.6	8,664	34.77
2 .....	27,819	8.5	66.06	1,837,839	3.9	55,638	33.03
3 .....	51,626	15.7	77.56	4,003,998	8.6	154,878	25.85
4 .....	39,105	11.9	94.26	3,686,146	7.9	156,420	23.57
5 .....	26,666	8.1	115.39	3,076,858	6.6	133,330	23.08
6 .....	15,102	4.6	115.44	1,743,419	3.7	90,612	19.24
7 .....	22,993	7.0	110.34	2,537,115	5.5	160,951	15.76
8 .....	11,331	3.5	116.28	1,317,559	2.8	90,648	14.53
9 .....	6,290	1.9	127.06	799,226	1.7	56,610	14.12
10 .....	17,405	5.3	125.44	2,183,238	4.7	174,050	12.54
11 .....	4,265	1.3	140.07	597,401	1.3	46,915	12.73
12 .....	8,311	2.5	140.11	1,164,486	2.5	99,732	11.68
13 .....	3,753	1.1	145.12	544,650	1.2	48,789	11.16
14 .....	18,904	5.8	162.40	3,070,072	6.6	264,656	11.60
15 .....	7,451	2.3	165.57	1,233,635	2.7	111,765	11.04
16 .....	4,196	1.3	211.27	886,473	1.9	67,136	13.20
17 .....	2,735	0.8	206.04	563,513	1.2	46,495	12.12
18 .....	3,114	1.0	212.20	660,793	1.4	56,052	11.79
19 .....	1,406	0.4	214.65	301,795	0.7	26,714	11.30
20 .....	3,779	1.2	220.40	832,884	1.8	75,580	11.02
21 .....	7,877	2.4	199.47	1,571,223	3.4	165,417	9.50
22 .....	1,310	0.4	200.02	262,023	0.6	28,820	9.09
23 .....	1,190	0.4	243.96	290,312	0.6	27,370	10.61
24 .....	1,586	0.5	247.16	392,003	0.8	38,064	10.30
25- 29 .....	5,966	1.8	266.62	1,590,626	3.4	161,022	9.88
30- 39 .....	8,803	2.7	291.55	2,566,500	5.5	283,457	9.05
40- 59 .....	5,512	1.7	358.42	1,975,599	4.2	255,977	7.72
60- 89 .....	4,123	1.3	459.14	1,893,018	4.1	264,944	7.14
90- 179 .....	5,390	1.6	632.06	3,406,804	7.3	643,782	5.29
180- over .....	1,177	0.4	1,097.82	1,292,132	2.8	268,650	4.81
<b>Totals .....</b>	<b>327,849</b>	<b>100.0</b>	<b>142.09</b>	<b>46,582,589</b>	<b>100.0</b>	<b>4,063,138</b>	<b>11.46</b>

<sup>1</sup> Exclusive of in transit traffic.

**TABLE 12. Number and Expenditures of Canadian Travellers Returning to Canada via Bus<sup>1</sup> in 1960, classified by Length of Visit**

Estimated 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 .....	17,851	4.2	8.17	145,844	0.3	17,851	8.17
2 .....	49,029	11.6	53.68	2,631,643	5.3	98,058	26.84
3 .....	74,677	17.7	60.30	4,502,760	9.1	224,031	20.10
4 .....	42,873	10.2	78.25	3,354,875	6.7	171,492	19.56
5 .....	30,393	7.2	84.37	2,564,292	5.2	151,965	16.87
6 .....	17,676	4.2	96.77	1,710,455	3.4	106,056	16.13
7 .....	26,153	6.2	100.82	2,636,772	5.3	183,071	14.40
8 .....	13,356	3.2	101.51	1,355,743	2.7	106,848	12.69
9 .....	7,875	1.9	107.42	845,969	1.7	70,875	11.94
10 .....	20,562	4.9	117.06	2,407,082	4.8	205,620	11.71
11 .....	4,113	1.0	132.98	546,958	1.1	45,243	12.09
12 .....	9,458	2.2	143.03	1,352,747	2.7	113,496	11.92
13 .....	4,136	1.0	150.71	623,340	1.3	53,768	11.59
14 .....	19,963	4.7	162.09	3,235,786	6.5	279,482	11.58
15 .....	9,987	2.4	145.84	1,456,550	2.9	149,805	9.72
16 .....	4,121	1.0	179.78	740,872	1.5	65,936	11.24
17 .....	3,299	0.8	180.66	596,010	1.2	56,083	10.63
18 .....	3,862	0.9	172.66	666,804	1.4	69,516	9.59
19 .....	1,771	0.4	209.50	371,022	0.8	33,649	11.03
20 .....	3,546	0.8	212.55	753,687	1.5	70,920	10.63
21 .....	9,749	2.3	223.39	2,177,787	4.4	204,729	10.64
22 .....	2,225	0.5	251.91	560,506	1.1	48,950	11.45
23 .....	1,645	0.4	249.51	410,448	0.8	37,835	10.85
24 .....	1,530	0.4	239.30	366,123	0.7	36,720	9.97
25-29 .....	8,290	2.0	246.92	2,046,950	4.1	223,664	9.15
30-39 .....	10,808	2.6	212.07	2,292,004	4.6	347,693	6.59
40-59 .....	7,328	1.7	268.80	1,969,753	4.0	336,648	5.85
60-89 .....	5,586	1.3	306.45	1,711,811	3.4	380,071	4.50
90-179 .....	8,119	1.9	515.38	4,184,332	8.4	973,062	4.30
180-over .....	1,580	0.4	976.17	1,542,346	3.1	350,491	4.40
<b>Totals .....</b>	<b>421,561</b>	<b>100.0</b>	<b>118.04</b>	<b>49,761,271</b>	<b>100.0</b>	<b>5,213,628</b>	<b>9.54</b>

<sup>1</sup> Exclusive of in transit traffic.

**TABLE 13. Number and Expenditures of Canadian Travellers Returning to Canada via Plane in 1960, classified by Length of Visit**

Estimated 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 .....	22,623	5.0	64.07	1,449,520	1.4	22,623	64.07
2 .....	43,282	9.6	97.56	4,222,451	4.1	86,564	48.78
3 .....	48,693	10.8	121.66	5,924,129	5.7	146,079	40.55
4 .....	44,220	9.8	152.65	6,750,361	6.6	176,880	38.16
5 .....	38,589	8.5	168.18	6,490,041	6.3	192,945	33.64
6 .....	23,580	5.2	189.48	4,467,841	4.3	141,480	31.58
7 .....	28,146	6.2	201.02	5,657,820	5.5	197,022	28.72
8 .....	14,142	3.1	222.61	3,148,141	3.1	113,136	27.83
9 .....	9,056	2.0	226.96	2,055,387	2.0	81,504	25.22
10 .....	24,675	5.5	244.18	6,025,100	5.8	246,750	24.42
11 .....	5,129	1.1	243.01	1,246,391	1.2	56,419	22.09
12 .....	11,427	2.5	269.12	3,075,233	3.0	137,124	22.43
13 .....	6,569	1.5	286.26	1,880,450	1.8	85,397	22.02
14 .....	30,116	6.7	276.20	8,318,077	8.1	421,624	19.73
15 .....	11,626	2.6	305.88	3,556,162	3.5	174,390	20.39
16 .....	6,191	1.4	317.45	1,965,318	1.9	99,056	19.84
17 .....	4,891	1.1	324.18	1,585,562	1.5	83,147	19.07
18 .....	5,482	1.2	331.62	1,817,929	1.8	98,676	18.42
19 .....	3,207	0.7	338.74	1,086,327	1.1	60,933	17.83
20 .....	5,566	1.2	340.13	1,893,160	1.8	111,320	17.01
21 .....	14,330	3.2	348.90	4,999,792	4.9	300,930	16.61
22 .....	2,081	0.5	349.52	727,356	0.7	45,782	15.89
23 .....	2,174	0.5	348.01	756,580	0.7	50,002	15.13
24 .....	1,944	0.4	359.17	698,223	0.7	46,656	14.97
25- 29 .....	9,186	2.0	383.80	3,525,517	3.4	245,082	14.39
30- 39 .....	14,042	3.1	392.83	5,516,053	5.4	453,697	12.16
40- 59 .....	6,890	1.5	480.08	3,307,738	3.2	318,663	10.38
60- 89 .....	5,917	1.3	524.98	3,106,333	3.0	400,463	7.76
90- 179 .....	6,132	1.4	869.32	5,330,676	5.2	726,581	7.34
180-over .....	1,622	0.4	1,482.49	2,404,606	2.3	340,296	7.07
<b>Totals</b> .....	<b>451,528</b>	<b>100.0</b>	<b>228.09</b>	<b>102,988,274</b>	<b>100.0</b>	<b>5,661,221</b>	<b>18.19</b>



**TABLE 14. State of Destination, Reported by Canadian Travellers, Questionnaire Survey 1960**  
 Percentage of Persons Reporting Visits of 48 Hours and Over

State of destination	Calendar year	First quarter	Second quarter	Third quarter	Fourth quarter
	per cent				
New York .....	25.81	22.67	23.83	25.79	31.44
Florida .....	12.72	27.62	19.25	4.21	5.47
Washington .....	9.99	8.25	10.12	10.36	10.97
Michigan .....	9.32	7.27	9.13	10.32	9.80
California .....	7.29	8.77	9.02	5.91	6.36
Massachusetts .....	4.11	2.92	2.86	5.51	4.17
Maine .....	3.33	0.90	1.49	6.13	2.81
Minnesota .....	3.13	2.05	3.00	3.86	3.00
Illinois .....	2.54	2.51	1.97	2.53	3.27
Oregon .....	2.28	1.57	1.49	3.33	1.98
Ohio .....	2.19	1.83	1.77	2.64	2.22
New Jersey .....	2.06	1.35	1.43	3.25	1.30
Vermont .....	2.02	0.92	1.30	2.58	2.93
Pennsylvania .....	1.57	1.45	1.32	1.61	1.88
North Dakota .....	1.12	0.73	0.86	0.89	2.23
Dist. of Columbia .....	1.04	0.86	1.40	0.92	1.04
New Hampshire .....	0.75	0.25	0.34	1.29	0.75
Montana .....	0.74	0.26	0.56	0.98	1.03
Arizona .....	0.69	1.35	1.23	0.15	0.41
Virginia .....	0.68	0.26	0.93	0.80	0.62
Connecticut .....	0.67	0.72	0.42	0.84	0.59
Idaho .....	0.55	0.24	0.49	0.91	0.26
Texas .....	0.55	0.81	0.67	0.43	0.37
Wisconsin .....	0.51	0.45	0.47	0.55	0.52
Indiana .....	0.41	0.43	0.43	0.39	0.41
Missouri .....	0.32	0.20	0.44	0.22	0.49
Rhode Island .....	0.29	0.19	0.24	0.28	0.45
Tennessee .....	0.28	0.26	0.22	0.28	0.36
Louisiana .....	0.27	0.39	0.31	0.12	0.37
North Carolina .....	0.26	0.26	0.39	0.20	0.19
Nevada .....	0.25	0.23	0.33	0.23	0.20
Colorado .....	0.23	0.09	0.20	0.32	0.24
Maryland .....	0.20	0.22	0.21	0.19	0.21
Iowa .....	0.18	0.22	0.11	0.17	0.22
Wyoming .....	0.16	0.01	0.04	0.34	0.10
Kentucky .....	0.15	0.07	0.24	0.10	0.23
South Carolina .....	0.15	0.07	0.28	0.13	0.09
Utah .....	0.15	0.12	0.23	0.14	0.11
Alaska .....	0.14	0.08	0.04	0.24	0.11
Georgia .....	0.14	0.11	0.17	0.10	0.19
Oklahoma .....	0.13	0.18	0.17	0.08	0.14
West Virginia .....	0.13	0.15	0.19	0.12	0.07
Delaware .....	0.08	0.05	0.05	0.13	0.06
Kansas .....	0.08	0.09	0.10	0.07	0.09
New Mexico .....	0.08	0.25	0.04	0.05	0.03
Alabama .....	0.07	0.11	0.10	0.03	0.07
Nebraska .....	0.07	0.06	0.05	0.11	0.06
South Dakota .....	0.07	0.05	0.02	0.12	0.05
Mississippi .....	0.03	0.07	0.04	0.02	0.02
Arkansas .....	0.02	0.03	0.01	0.03	0.02
<b>Totals .....</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>

**TABLE 15. State of Destination Reported by Canadian Travellers, by Province of Re-Entry into Canada,  
Questionnaire Survey, 1960**  
Percentage of Persons Reporting Visits of 48 Hours or Over

State of destination	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	B.C. and Y.T.	Canada
	per cent							
Alabama .....	—	0.07	0.09	0.14	—	—	—	0.07
Alaska .....	—	—	0.02	0.02	—	—	0.67	0.14
Arizona .....	0.43	0.08	0.56	1.56	—	4.25	1.35	0.69
Arkansas .....	—	0.01	0.03	0.02	—	0.25	0.01	0.02
California.....	0.56	2.02	4.19	6.87	—	15.43	22.83	7.29
Colorado.....	0.07	0.03	0.25	0.49	2.02	1.42	0.24	0.23
Connecticut .....	1.55	1.72	0.49	0.02	—	0.17	0.01	0.67
Delaware .....	0.10	0.18	0.08	—	—	—	—	0.08
Dist. of Columbia .....	1.26	1.42	1.31	0.32	—	0.33	0.09	1.04
Florida .....	7.14	14.91	17.70	5.92	4.38	1.09	0.36	12.72
Georgia .....	0.10	0.16	0.18	0.12	—	0.08	0.01	0.14
Idaho.....	0.07	0.02	0.05	0.23	—	1.84	2.62	0.55
Illinois .....	0.50	0.31	3.86	6.59	1.68	5.00	0.63	2.54
Indiana .....	—	0.06	0.67	0.56	3.03	0.25	0.13	0.41
Iowa .....	0.46	0.02	0.21	0.72	1.01	0.17	0.05	0.18
Kansas .....	—	0.01	0.09	0.32	1.35	0.67	0.04	0.08
Kentucky .....	0.10	0.01	0.26	0.28	—	0.08	0.01	0.15
Louisiana.....	0.33	0.16	0.34	0.51	—	0.92	0.07	0.27
Maine .....	33.04	7.94	1.01	0.05	—	—	0.08	3.33
Maryland .....	0.26	0.29	0.25	0.05	—	0.08	0.02	0.20
Massachusetts.....	27.78	8.73	2.51	0.28	1.35	0.17	0.14	4.11
Michigan.....	0.40	0.13	17.09	6.66	31.99	3.50	0.91	9.32
Minnesota.....	0.23	0.05	2.25	37.61	14.81	3.00	0.34	3.13
Mississippi .....	—	0.01	0.05	0.16	—	—	—	0.03
Missouri.....	0.16	0.06	0.46	0.95	—	0.42	0.08	0.32
Montana .....	0.10	—	0.14	0.60	1.35	28.52	1.37	0.74
Nebraska .....	—	0.02	0.07	0.39	—	0.42	0.05	0.07
Nevada .....	0.03	0.03	0.10	0.02	—	2.50	0.84	0.25
New Hampshire .....	1.95	2.82	0.16	0.05	—	—	0.03	0.75
New Jersey .....	1.35	5.14	1.80	0.09	0.67	0.25	0.02	2.06
New Mexico .....	—	0.16	0.06	0.07	—	0.25	0.04	0.08
New York .....	16.07	39.77	32.86	1.35	5.39	2.67	0.68	25.81
North Carolina.....	0.40	0.38	0.31	0.05	—	0.17	—	0.26
North Dakota .....	0.13	—	0.27	18.14	15.49	0.08	0.24	1.12
Ohio .....	0.40	0.29	4.09	0.49	1.01	0.50	0.09	2.15
Oklahoma .....	—	0.01	0.12	0.42	—	2.09	0.10	0.13
Oregon .....	—	0.01	0.03	0.05	1.68	2.17	12.08	2.28
Pennsylvania .....	1.39	1.67	2.21	0.44	1.01	0.58	0.10	1.57
Rhode Island .....	1.16	0.77	0.16	0.02	—	—	—	0.29
South Carolina.....	0.07	0.15	0.22	—	—	—	0.01	0.15
South Dakota .....	—	—	0.04	0.58	4.38	0.42	0.01	0.07
Tennessee .....	0.23	0.13	0.43	0.39	1.01	0.08	0.01	0.28
Texas .....	0.07	0.22	0.58	1.67	1.68	6.59	0.21	0.55
Utah .....	—	0.01	0.08	0.19	0.67	4.92	0.17	0.15
Vermont .....	1.42	9.00	0.12	—	—	—	—	2.02
Virginia .....	0.43	0.69	0.99	0.37	—	0.17	0.02	0.68
Washington.....	0.23	0.07	0.28	0.74	0.34	4.17	52.94	9.99
West Virginia.....	—	0.14	0.18	0.14	—	—	0.03	0.13
Wisconsin.....	—	0.11	0.62	2.53	3.70	1.08	0.09	0.51
Wyoming .....	0.03	0.01	0.08	0.76	—	3.25	0.18	0.16
Totals .....	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

**TABLE 16. Number of Foreign Automobiles and Other Vehicles Entering Canada,  
by Province and Month of Entry, 1960**

Province of entry	Length of stay in Canada <sup>1</sup>		Repeats and taxis	Commercial vehicles
	24 hours or less	over 24 hours		
Atlantic Provinces.....	224, 324	153, 347	1, 260, 655	94, 857
Quebec.....	295, 068	327, 889	181, 698	107, 172
Ontario.....	2, 809, 937	1, 970, 479	890, 139	190, 500
Manitoba .....	49, 816	43, 956	52, 238	22, 917
Saskatchewan .....	19, 816	23, 130	13, 332	6, 817
Alberta.....	14, 946	42, 025	21, 105	8, 791
British Columbia .....	143, 235	250, 846	62, 640	53, 361
Yukon Territory .....	225	13, 507	8	1, 950
<b>Canada.....</b>	<b>3, 557, 367</b>	<b>2, 825, 179</b>	<b>2, 481, 815</b>	<b>486, 365</b>
Month of entry	Length of stay in Canada <sup>1</sup>		Repeats and taxis	Commercial vehicles
	24 hours or less	over 24 hours		
January .....	154, 593	78, 574	142, 505	43, 385
February .....	133, 689	77, 393	130, 307	44, 665
March.....	160, 707	84, 936	150, 101	47, 794
April.....	263, 101	133, 167	171, 477	39, 292
May.....	296, 404	210, 024	203, 535	39, 188
June .....	357, 946	309, 351	236, 583	39, 177
July .....	603, 834	621, 038	314, 601	37, 916
August .....	574, 953	565, 062	331, 083	39, 976
September .....	341, 353	326, 046	251, 462	37, 414
October .....	271, 277	185, 519	216, 705	39, 854
November.....	214, 733	121, 594	178, 149	40, 736
December.....	184, 777	112, 475	155, 307	36, 968
<b>Totals .....</b>	<b>3, 557, 367</b>	<b>2, 825, 179</b>	<b>2, 481, 815</b>	<b>486, 365</b>

<sup>1</sup> Columns 1 and 2 include a small number of bicycles, motorcycles and other vehicles.



**TABLE 17. Number of Foreign Travellers Entering Canada from the United States,  
by Province of Entry, 1956-60**

Province of entry	1956	1957	1958	1959	1960
<b>Rail<sup>1</sup></b>					
Atlantic Provinces .....	12,476	9,881	9,213	7,790	3,665
Quebec .....	121,803	114,742	104,275	97,481	88,307
Ontario .....	183,634	168,527	147,621	130,747	113,272
Manitoba .....	20,482	18,708	17,685	17,806	17,962
Saskatchewan .....	9,329	8,349	6,710	7,429	4,410
Alberta .....	1,580	1,570	1,763	2,095	1,490
British Columbia .....	43,254	44,275	48,130	43,437	39,637
Yukon Territory .....	9,814	10,085	7,464	10,533	10,784
<b>Canada .....</b>	<b>402,372</b>	<b>376,137</b>	<b>342,861</b>	<b>317,318</b>	<b>279,527</b>
<b>Boat</b>					
Atlantic Provinces .....	4,495	4,223	4,832	4,451	5,606
Quebec .....	3,750	5,607	5,734	6,499	7,103
Ontario .....	243,682	258,139	221,443	268,638	294,444
Manitoba .....	—	—	—	—	—
Saskatchewan .....	—	—	—	—	—
Alberta .....	—	—	—	—	—
British Columbia .....	147,547	150,448	99,864	139,757	132,140
Yukon Territory .....	2	9	4	7	12
<b>Canada .....</b>	<b>399,476</b>	<b>418,426</b>	<b>331,877</b>	<b>419,352</b>	<b>439,305</b>
<b>Bus<sup>2</sup></b>					
Atlantic Provinces .....	8,072	8,329	7,523	7,679	8,224
Quebec .....	51,158	59,408	63,839	66,968	68,844
Ontario .....	233,930	255,830	245,161	264,605	281,034
Manitoba .....	6,643	7,185	6,922	7,006	7,988
Saskatchewan .....	645	168	167	704	455
Alberta .....	3,132	6,760	7,180	7,491	7,327
British Columbia .....	34,912	37,551	38,294	36,306	40,036
Yukon Territory .....	432	—	915	1,368	1,624
<b>Canada .....</b>	<b>338,924</b>	<b>375,231</b>	<b>370,001</b>	<b>392,127</b>	<b>415,532</b>
<b>Aeroplane</b>					
Atlantic Provinces .....	13,032	15,176	15,400	19,484	19,155
Quebec .....	81,309	89,957	92,360	112,382	119,301
Ontario .....	135,075	150,185	156,028	183,362	176,430
Manitoba .....	12,278	15,009	16,303	17,229	20,350
Saskatchewan .....	1,717	1,814	2,608	2,452	2,864
Alberta .....	13,658	19,807	14,617	19,198	16,200
British Columbia .....	46,598	50,206	61,326	67,148	71,399
Yukon Territory <sup>3</sup> .....	11,051	10,487	9,395	9,991	9,116
<b>Canada .....</b>	<b>314,718</b>	<b>352,641</b>	<b>368,037</b>	<b>431,246</b>	<b>434,815</b>

<sup>1</sup> After deducting in transit passengers across Southern Ontario.

<sup>2</sup> Exclusive of local bus traffic between border communities but including in transit traffic.

<sup>3</sup> Yukon Territory traffic is practically all in transit to and from Alaska.

**TABLE 18. Number of Foreign Travellers Entering Canada from the United States,  
by Month of Entry, 1956 - 60**

Month	1956	1957	1958	1959	1960
<b>Rail (gross entries)</b>					
January .....	73,793	52,636	50,607	52,460	46,779
February .....	59,712	52,861	45,436	39,856	43,475
March .....	58,495	46,413	35,558	39,730	37,265
April .....	59,913	54,316	44,950	39,940	42,161
May .....	63,314	58,119	50,171	47,382	46,280
June .....	89,728	72,750	69,394	64,180	61,050
July .....	106,914	94,177	80,513	77,256	73,265
August .....	103,283	85,252	82,379	74,504	69,347
September .....	76,639	55,803	51,542	49,280	50,524
October .....	60,307	46,248	42,922	40,886	39,218
November .....	53,923	42,680	39,624	41,120	31,827
December .....	76,120	58,438	57,896	55,655	48,958
<b>Totals .....</b>	<b>882,141</b>	<b>719,693</b>	<b>650,992</b>	<b>622,249</b>	<b>590,149</b>
<b>Rail (Net entries)<sup>1</sup></b>					
January .....	26,733	20,579	22,276	21,262	17,996
February .....	25,150	25,257	26,335	18,564	19,110
March .....	23,508	23,643	17,270	18,736	15,847
April .....	25,001	28,390	20,148	17,684	17,165
May .....	27,060	31,186	26,516	24,060	21,899
June .....	45,293	42,244	40,709	38,859	33,899
July .....	57,610	59,965	49,657	48,717	41,498
August .....	53,428	49,423	48,499	43,214	36,231
September .....	35,724	27,770	26,843	25,623	22,979
October .....	27,329	23,113	20,396	20,335	17,804
November .....	23,701	18,654	18,461	17,491	13,499
December .....	31,835	25,913	25,751	22,773	21,600
<b>Totals .....</b>	<b>402,372</b>	<b>376,137</b>	<b>342,861</b>	<b>317,318</b>	<b>279,527</b>
<b>Boat</b>					
January .....	1,395	1,258	1,815	2,395	651
February .....	1,446	1,421	1,691	1,697	1,227
March .....	1,793	2,834	2,174	2,952	1,782
April .....	3,021	3,697	3,669	1,579	1,680
May .....	16,500	21,555	20,406	21,709	17,852
June .....	56,347	56,890	34,932	59,503	60,599
July .....	122,785	134,116	90,942	130,830	133,043
August .....	131,623	135,503	121,662	131,092	140,063
September .....	48,666	45,618	38,947	53,680	63,290
October .....	9,861	10,562	10,300	10,905	15,015
November .....	3,062	3,086	3,007	1,737	3,008
December .....	2,977	1,886	2,332	1,273	1,095
<b>Totals .....</b>	<b>399,476</b>	<b>418,426</b>	<b>331,877</b>	<b>419,352</b>	<b>439,305</b>

<sup>1</sup> After deducting in transit passengers.

**TABLE 18. Number of Foreign Travellers Entering Canada from the United States,  
by Month of Entry, 1956 - 60 — Concluded**

Month	1956	1957	1958	1959	1960
<b>Bus<sup>1</sup></b>					
January .....	9,492	10,925	12,689	12,221	12,793
February .....	12,061	12,342	9,721	12,858	13,633
March .....	12,050	13,023	13,718	13,255	13,316
April .....	18,357	21,109	23,025	25,653	26,543
May .....	29,398	35,097	35,350	37,105	39,377
June .....	39,169	47,005	46,726	46,264	48,115
July .....	65,222	74,184	69,870	75,010	84,406
August .....	66,337	78,714	74,284	71,477	72,389
September .....	32,691	34,786	27,807	42,747	40,636
October .....	25,122	19,512	24,417	22,097	27,840
November .....	15,180	15,857	16,933	17,483	19,400
December .....	13,845	12,677	15,461	15,957	17,084
<b>Totals .....</b>	<b>338,924</b>	<b>375,231</b>	<b>370,001</b>	<b>392,127</b>	<b>415,532</b>
<b>Aeroplane<sup>2</sup></b>					
January .....	16,946	18,817	20,640	21,549	25,235
February .....	16,493	18,295	19,607	21,082	23,556
March .....	18,285	21,427	22,795	23,477	25,766
April .....	20,553	22,732	24,344	29,322	27,858
May .....	27,621	31,664	33,269	38,024	37,504
June .....	38,948	41,028	42,833	49,525	52,499
July .....	37,078	43,901	43,007	53,543	52,068
August .....	38,078	45,077	46,384	54,407	53,220
September .....	31,740	35,708	34,902	43,925	47,324
October .....	27,624	30,173	32,773	37,544	36,532
November .....	21,204	21,942	24,092	29,910	27,065
December .....	20,148	21,877	23,391	28,938	26,188
<b>Totals .....</b>	<b>314,718</b>	<b>352,641</b>	<b>368,037</b>	<b>431,248</b>	<b>434,815</b>

<sup>1</sup> Exclusive of local bus traffic between border communities but including in transit traffic.

<sup>2</sup> Including traffic in transit to and from Alaska.



**TABLE 19. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Province of Re-Entry into Canada, 1956-60**

Province of re-entry	1956	1957	1958	1959	1960
<b>Length of stay - 24 hours or less</b>					
Atlantic Provinces .....	1,615,748	1,692,852	1,671,214	1,717,825	1,841,852
Quebec .....	1,086,593	1,169,503	1,116,431	1,080,609	1,031,255
Ontario .....	2,759,531	2,864,208	3,019,548	2,999,515	3,092,997
Manitoba .....	136,752	137,949	141,089	143,471	158,501
Saskatchewan .....	75,043	86,364	82,622	78,496	79,151
Alberta .....	64,567	51,935	44,593	43,520	53,403
British Columbia .....	569,786	624,361	707,686	789,200	884,711
Yukon Territory .....	1,495	2,449	1,385	1,271	437
<b>Canada<sup>1</sup> .....</b>	<b>6,309,515</b>	<b>6,629,621</b>	<b>6,784,568</b>	<b>6,853,907</b>	<b>7,142,307</b>
<b>Length of stay - Over 24 hours</b>					
Atlantic Provinces .....	127,366	152,791	149,265	167,829	142,266
Quebec .....	373,757	403,802	367,941	369,228	378,173
Ontario .....	478,872	476,225	471,324	510,873	535,481
Manitoba .....	65,979	71,864	73,387	79,138	79,710
Saskatchewan .....	31,486	32,481	31,911	32,202	33,191
Alberta .....	65,050	58,552	44,718	42,005	46,410
British Columbia .....	203,723	228,773	235,323	250,477	268,234
Yukon Territory .....	387	609	386	475	607
<b>Canada<sup>1</sup> .....</b>	<b>1,346,620</b>	<b>1,425,097</b>	<b>1,374,255</b>	<b>1,452,227</b>	<b>1,484,072</b>
<b>Commercial vehicles</b>					
Atlantic Provinces .....	137,853	132,536	115,691	118,302	142,236
Quebec .....	183,390	172,788	147,609	143,197	160,623
Ontario .....	232,944	244,371	218,691	255,144	256,356
Manitoba .....	28,125	22,220	26,559	32,469	34,293
Saskatchewan .....	12,156	10,128	8,037	8,476	7,927
Alberta .....	13,138	11,169	11,229	9,435	11,995
British Columbia .....	31,297	32,752	38,880	41,955	41,659
Yukon Territory .....	355	1,423	511	419	190
<b>Canada .....</b>	<b>639,258</b>	<b>627,387</b>	<b>567,207</b>	<b>609,397</b>	<b>655,279</b>

<sup>1</sup> Includes 12,503 motorcycles, 65,747 bicycles and 195,097 taxis in 1960.

**TABLE 20. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Month of Re-Entry into Canada, 1956-60**

Month	1956	1957	1958	1959	1960
<b>Length of stay - 24 hours or less</b>					
January .....	383,268	399,596	420,733	403,501	436,748
February .....	354,860	404,559	374,721	394,839	418,745
March .....	427,869	492,090	486,951	501,240	464,460
April .....	481,004	536,541	564,198	541,723	589,616
May .....	559,558	587,888	611,769	648,348	653,732
June .....	594,178	644,667	634,245	637,943	648,691
July .....	737,228	737,969	756,732	857,868	880,880
August .....	689,141	719,408	812,532	774,985	783,444
September .....	576,327	601,845	627,393	608,749	639,676
October .....	556,788	533,309	550,348	543,864	619,552
November .....	467,583	481,531	477,600	455,063	513,396
December .....	481,711	490,218	467,346	485,784	493,367
<b>Totals<sup>1</sup></b> .....	<b>6,309,515</b>	<b>6,629,621</b>	<b>6,784,568</b>	<b>6,853,907</b>	<b>7,142,307</b>
<b>Length of stay - Over 24 hours</b>					
January .....	44,702	47,732	52,324	51,856	52,940
February .....	40,440	45,277	43,904	48,679	47,288
March .....	56,831	68,041	68,268	84,997	56,104
April .....	95,988	111,959	103,708	86,072	111,585
May .....	97,891	110,349	100,646	116,685	115,287
June .....	102,719	118,480	111,402	108,328	112,445
July .....	230,627	234,430	220,317	242,715	268,408
August .....	233,583	250,895	264,661	282,549	262,222
September .....	152,261	152,729	141,916	160,793	162,850
October .....	130,197	124,798	126,082	124,637	140,106
November .....	83,674	85,387	77,465	73,674	84,299
December .....	77,707	75,020	63,562	71,242	70,538
<b>Totals<sup>1</sup></b> .....	<b>1,346,620</b>	<b>1,425,097</b>	<b>1,374,255</b>	<b>1,452,227</b>	<b>1,484,072</b>
<b>Commercial vehicles</b>					
January .....	58,587	66,131	53,973	55,089	65,213
February .....	61,397	62,256	50,981	49,554	62,903
March .....	52,016	54,107	48,366	48,310	56,294
April .....	42,682	44,607	41,696	45,977	44,531
May .....	49,300	51,601	45,720	48,937	51,639
June .....	50,890	49,634	44,326	51,730	54,786
July .....	52,550	54,167	45,251	52,703	52,054
August .....	54,034	51,965	43,880	49,054	54,604
September .....	51,334	48,087	46,349	52,545	53,617
October .....	57,800	51,223	50,309	53,258	54,062
November .....	52,597	46,992	43,144	47,151	50,702
December .....	56,071	46,617	53,212	55,089	54,874
<b>Totals</b> .....	<b>639,258</b>	<b>627,387</b>	<b>567,207</b>	<b>609,397</b>	<b>655,279</b>

<sup>1</sup> Includes 12,503 motorcycles, 65,747 bicycles and 195,097 taxis in 1960.

**TABLE 21. Number of Canadian Travellers Returning from the United States, by Province of Re-Entry into Canada, 1956-60**

Province of re-entry	1956	1957	1958	1959	1960
<b>Rail</b>					
Atlantic Provinces .....	14,201	12,596	12,096	9,766	4,110
Quebec .....	155,634	136,478	129,716	117,452	104,116
Ontario .....	222,747	205,094	180,553	172,955	154,073
Manitoba .....	22,085	20,629	18,716	18,216	16,806
Saskatchewan .....	4,069	3,462	3,154	2,260	2,146
Alberta .....	—	—	—	—	—
British Columbia .....	65,745	65,118	60,122	58,546	49,516
Yukon Territory .....	1,356	1,635	1,023	1,323	1,629
<b>Canada .....</b>	<b>485,837</b>	<b>445,012</b>	<b>405,380</b>	<b>380,518</b>	<b>332,396</b>
<b>Boat</b>					
Atlantic Provinces .....	21,701	21,661	16,335	15,031	12,147
Quebec .....	1,865	3,401	3,370	3,351	5,402
Ontario .....	45,995	37,557	65,954	81,293	86,914
Manitoba .....	—	—	—	—	—
Saskatchewan .....	—	—	—	—	—
Alberta .....	—	—	—	—	—
British Columbia .....	32,563	32,581	30,834	24,710	19,053
Yukon Territory .....	23	13	23	29	37
<b>Canada .....</b>	<b>102,147</b>	<b>95,213</b>	<b>116,516</b>	<b>124,414</b>	<b>123,553</b>
<b>Bus<sup>1</sup></b>					
Atlantic Provinces .....	12,663	12,608	10,042	10,284	9,487
Quebec .....	78,064	78,333	77,139	81,697	88,444
Ontario .....	225,803	235,042	223,230	226,642	228,005
Manitoba .....	28,599	29,000	27,385	23,244	21,720
Saskatchewan .....	877	392	141	145	373
Alberta .....	5,268	5,087	4,302	4,652	3,878
British Columbia .....	84,223	93,259	92,846	90,029	93,158
Yukon Territory .....	126	—	23	—	156
<b>Canada .....</b>	<b>435,623</b>	<b>453,721</b>	<b>435,108</b>	<b>436,693</b>	<b>445,221</b>
<b>Aeroplane</b>					
Atlantic Provinces .....	8,913	9,583	11,624	13,892	15,692
Quebec .....	91,544	98,868	102,758	120,259	128,810
Ontario .....	147,902	166,496	180,921	209,493	224,978
Manitoba .....	6,698	7,204	8,016	10,331	11,717
Saskatchewan .....	565	733	1,164	1,626	853
Alberta .....	5,248	8,044	7,984	12,180	14,370
British Columbia .....	38,774	41,035	47,619	53,929	54,722
Yukon Territory .....	648	689	1,020	932	386
<b>Canada .....</b>	<b>300,292</b>	<b>332,652</b>	<b>361,106</b>	<b>422,642</b>	<b>451,528</b>

<sup>1</sup> Exclusive of local bus traffic between border communities.



**TABLE 22. Number of Canadian Travellers Returning from the United States,  
by Month of Re-Entry into Canada, 1956 - 60**

Month	1956	1957	1958	1959	1960
<b>Rail (Gross entries)</b>					
January .....	38,793	34,340	32,926	34,258	31,180
February .....	31,848	30,116	24,971	26,242	25,466
March .....	35,580	42,179	29,087	36,606	26,556
April .....	52,322	43,125	39,124	31,447	37,403
May .....	34,951	34,450	30,075	29,555	24,651
June .....	32,758	30,163	28,505	25,608	21,803
July .....	49,722	47,452	40,005	36,596	33,185
August .....	55,947	50,191	52,799	43,233	37,076
September .....	42,045	36,607	33,428	30,284	25,873
October .....	42,718	36,319	34,758	31,418	26,043
November .....	30,896	28,484	26,451	26,142	19,705
December .....	38,257	31,586	33,251	29,129	23,455
<b>Totals .....</b>	<b>485,837</b>	<b>445,012</b>	<b>405,380</b>	<b>380,518</b>	<b>332,396</b>
<b>Rail (Net entries)<sup>1</sup></b>					
January .....	38,365	33,957	32,421	33,920	30,770
February .....	31,513	29,786	24,613	25,907	25,156
March .....	35,139	41,762	28,640	36,189	26,255
April .....	51,909	42,603	38,487	30,920	36,891
May .....	34,463	34,022	29,541	29,102	24,265
June .....	32,318	29,626	28,017	25,223	21,488
July .....	49,252	46,769	39,543	36,065	32,855
August .....	55,360	49,466	52,336	42,774	36,650
September .....	41,638	36,151	32,968	29,871	25,434
October .....	42,254	35,788	34,353	31,009	25,663
November .....	30,362	27,954	26,050	25,739	19,315
December .....	37,721	31,003	32,785	28,685	23,107
<b>Totals .....</b>	<b>480,294</b>	<b>438,887</b>	<b>399,754</b>	<b>375,404</b>	<b>327,849</b>
<b>Boat</b>					
January .....	2,652	2,626	2,748	2,295	1,370
February .....	3,176	2,866	3,647	3,006	1,479
March .....	3,360	2,928	3,777	4,307	941
April .....	3,970	4,784	5,351	2,651	2,089
May .....	5,258	5,287	5,224	5,719	3,946
June .....	9,175	10,388	9,430	13,720	12,244
July .....	21,433	19,018	26,004	33,524	34,914
August .....	26,994	21,528	34,560	34,107	40,492
September .....	11,236	10,753	12,868	14,365	17,131
October .....	6,814	6,495	5,017	6,040	4,211
November .....	3,552	4,954	4,667	2,888	2,796
December .....	4,527	3,586	3,223	1,792	1,940
<b>Totals .....</b>	<b>102,147</b>	<b>95,213</b>	<b>116,516</b>	<b>124,414</b>	<b>123,553</b>

<sup>1</sup> After deducting in transit passengers.

**TABLE 22. Number of Canadian Travellers Returning from the United States,  
by Month of Re-Entry into Canada, 1956 - 60 - Concluded**

Month	1956	1957	1958	1959	1960
<b>Bus<sup>1</sup></b>					
January .....	20,279	22,300	21,365	23,679	24,306
February .....	19,023	19,451	19,253	20,529	20,830
March .....	23,722	28,887	23,868	31,462	24,173
April .....	34,923	37,585	35,225	32,551	38,820
May .....	40,637	37,889	38,654	37,806	41,169
June .....	51,987	51,371	51,728	50,715	52,351
July .....	61,656	59,642	59,037	55,455	57,540
August .....	68,496	70,879	67,281	63,717	59,814
September .....	41,277	45,309	39,566	39,174	40,074
October .....	27,824	33,262	33,137	34,698	35,175
November .....	23,591	23,057	23,484	23,339	27,509
December .....	22,208	24,089	22,510	23,568	23,460
<b>Totals .....</b>	<b>435,623</b>	<b>453,721</b>	<b>435,108</b>	<b>436,693</b>	<b>445,221</b>
<b>Aeroplane</b>					
January .....	23,884	28,486	31,634	32,882	40,997
February .....	22,245	24,847	26,087	29,644	36,164
March .....	27,857	32,860	33,142	41,929	42,749
April .....	32,125	32,289	37,011	42,302	46,990
May .....	26,588	29,573	31,042	37,389	38,820
June .....	25,165	24,442	27,512	32,701	34,092
July .....	20,864	25,402	27,060	30,391	33,395
August .....	24,653	29,374	33,650	36,566	38,397
September .....	25,446	27,971	27,229	36,968	38,371
October .....	28,543	29,738	33,550	37,783	39,165
November .....	23,213	24,403	28,623	32,785	32,267
December .....	19,709	23,267	24,566	31,302	30,121
<b>Totals .....</b>	<b>300,292</b>	<b>332,652</b>	<b>361,106</b>	<b>422,642</b>	<b>451,528</b>

<sup>1</sup> 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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