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TRAVEL BETWEEN CANADA  
AND  
OTHER COUNTRIES  
1961

DOMINION BUREAU OF STATISTICS  
National Accounts and Balance of Payments 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

1961

## Introductory Review of Travel Between Canada and Other Countries

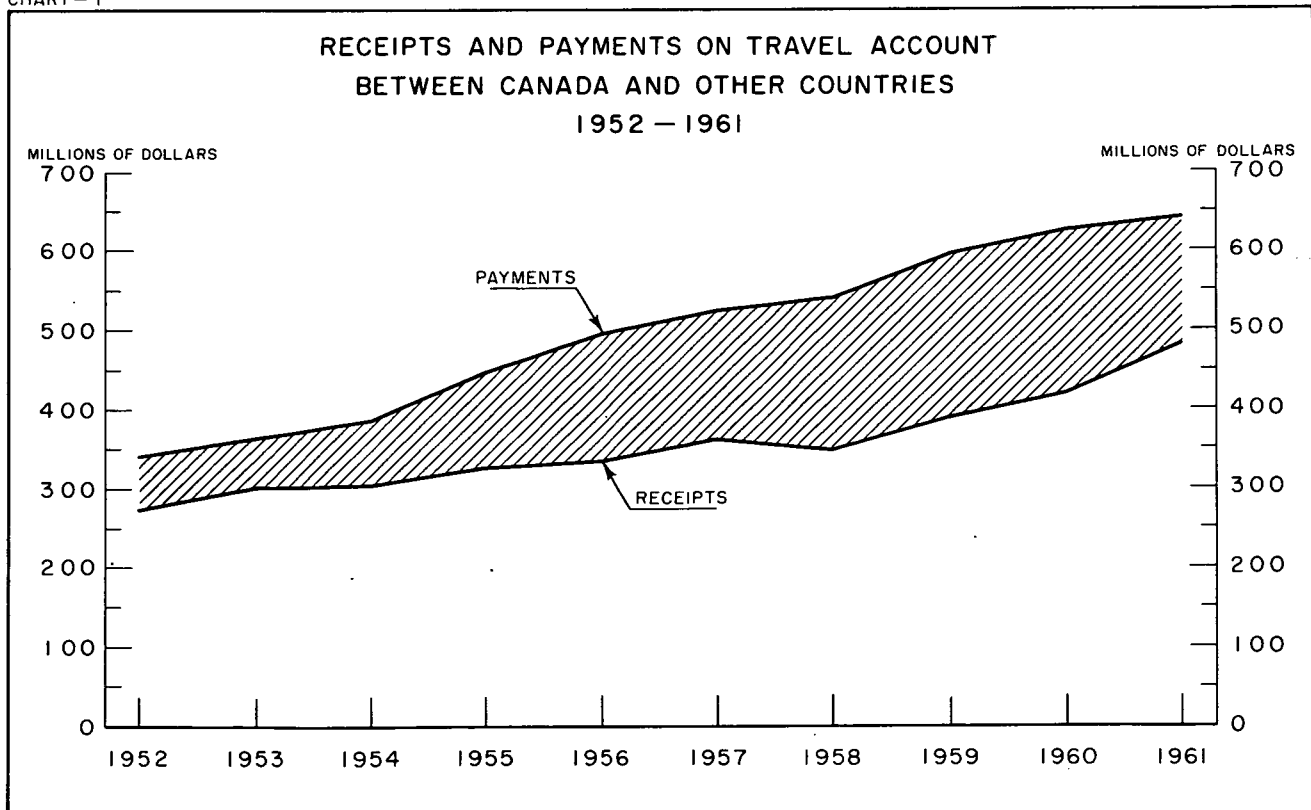
The aggregate of receipts from residents of other countries travelling in Canada during 1961 amounted to \$482 million, an increase of \$62 million or almost 15 per cent over the 1960 figure. The total comprised \$435 million from residents of the United States and \$47 million from residents of other countries. Most of the increase was due to a \$60 million or 16 per cent rise in receipts from United States travellers, while overseas visitors advanced their spending by \$2 million or 4.4 per cent. At the same time, the volume of travel from the United States recorded an increase of 819,000 persons or 2.8 per cent.

Canadian expenditures on foreign travel in 1961 amounted to \$642 million, marking a gain of \$15 million or slightly over 2 per cent in comparison with 1960. Payments for travel in the United States (including Hawaii), which amounted to \$459 million, were approximately \$3 million or nearly 1 per cent

lower than in 1960, marking the first decrease in the U.S. account since 1948. However, travel expenditures in countries other than the United States rose by \$18 million or 11 per cent to a record high of \$183 million. Canadians also travelled in record numbers during 1961, with 29.3 million visits to the United States and 283,000 trips overseas. The increase in travel to the United States amounted to 243,000 visits or about 1 per cent and there were 42,000 or between 17 and 18 per cent more journeys overseas.

The balance of payments deficit on travel account between Canada and other countries, which amounted to \$160 million in 1961, represented a considerable decline of \$47 million or 23 per cent in comparison with the 1960 figure. Although the deficit with the United States fell sharply to \$24 million, the third reduction in as many years, the imbalance with other countries advanced by \$16 million or just over 13 per cent to \$136 million.

CHART— I



## United States Travel in Canada

United States residents travelling in Canada during 1961 spent a record \$435.3 million, marking an increase of \$60.2 million or 16 per cent in comparison with the previous year. Furthermore, gains were recorded throughout each of the four quarters, with the most noticeable advance appearing in the third quarter where visitor spending rose by \$33.8 million or 16.5 per cent. Substantial increases were noted in the remaining quarters as well—\$3.7 million or about 12 per cent in the first, \$10.7 million or 14.5 per cent in the second and \$12 million or 18.5 per cent in the final quarter.

The combination of an increase in the number of visits together with a higher average outlay per person produced the significant gain noted in

receipts compared with 1960. In 1961, residents of the United States made 30.5 million trips to Canada, which was an expansion of 0.8 million or 2.8 per cent compared with the volume in 1960, while the average expenditure per person for the year was up by approximately 13 per cent. The greatest rise in volume occurred in the third quarter, during which there were an additional 668,000 or 5 per cent more entries than in the same period of 1960. Other quarters also showed increased volumes—21,000 or about one-half per cent in the first, 72,000 or 1 per cent in the second and 58,000 or just over 1 per cent in the fourth quarter. The average amount spent per person revealed its sharpest rise over 1960 in the fourth quarter, amounting to a gain of roughly 17 per cent.

STATEMENT 1. Number and Expenditures of United States Travellers in Canada, 1958-61

Type of transportation	Number of persons				Expenditures			
	1958	1959	1960	1961	1958	1959	1960	1961 <sup>1</sup>
	thousands				millions of dollars			
Automobile:								
Non-permit or local traffic .....	11,542	9,025 <sup>2</sup>	—	—	31.0	28.4 <sup>2</sup>	—	—
Customs permits .....	7,476	8,847 <sup>3</sup>	18,344 <sup>3</sup>	19,294 <sup>3</sup>	140.8	163.4 <sup>3</sup>	219.9 <sup>3</sup>	267.1 <sup>3</sup>
Repeat trips of permit holders .....	3,644	4,959	4,927	4,694	—	—	—	—
<b>Totals .....</b>	<b>22,662</b>	<b>22,831</b>	<b>23,271</b>	<b>23,988</b>	<b>171.8</b>	<b>191.8</b>	<b>219.9</b>	<b>267.1</b>
Non-automobile:								
Plane .....	368	432	435	486	41.4	50.7	52.7	63.4
Bus .....	370	392	416	415	26.3	26.9	31.6	34.3
Rail .....	651	619	590	512	34.7	35.9	30.7	29.1
Boat .....	332	419	439	466	15.1	21.0	18.2	20.4
Other .....	4,148	5,188	4,504	4,607	20.1	24.8	22.0	21.0
<b>Totals .....</b>	<b>5,869</b>	<b>7,050</b>	<b>6,384</b>	<b>6,486</b>	<b>137.6</b>	<b>159.3</b>	<b>155.2</b>	<b>168.2</b>
<b>Grand totals .....</b>	<b>28,531</b>	<b>29,881</b>	<b>29,655</b>	<b>30,474</b>	<b>309.4</b>	<b>351.1</b>	<b>375.1</b>	<b>435.3</b>

<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

As usual, non-residents entering Canada by car constitute the largest single group of visitors by type of transportation and also account for the majority of receipts. In 1961, United States travellers motoring to Canada numbered 23,988,000, which was a 717,000 or around 3 per cent increase over the 1960 volume. In addition, a higher average expenditure per person raised the total amount spent to \$267.1 million, a gain of some \$47.2 million or between 21 and 22 per cent. A quarterly analysis reveals that, in each case, receipts were higher than in the corresponding periods of 1960. The greatest absolute increase amounted to \$21.8 million and occurred in the third quarter, while the largest percentage gain was attributable to the first quarter (43.4 per cent). Other less marked advances

were noted in the second quarter (\$9 million or between 23 and 24 per cent) and the fourth quarter (\$10.8 million or between 26 and 27 per cent). The volume of automobile visitors reached a peak in the third quarter of 1961, during which time there were 435,000 persons or roughly 4 per cent more entries than in the same period of 1960. Motorists arriving in the fourth quarter, however, showed a slight decrease of 76,000 or just under 2 per cent, although a rise in the average expenditure per person was sufficient to effect the increase in receipts noted above. A further comparison with 1960 data reveals that the number of persons travelling by car was up by 210,000 or about 8 per cent in the first quarter and by 148,000 or close to 3 per cent in the second.

**STATEMENT 2. Number of Non-Residents Entering Canada from the United States,  
compiled Quarterly, 1961**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	thousands				
Automobile:					
24 hours or less .....	2,154	3,981	7,052	2,796	15,983
Over 24 hours .....	645	1,607	4,616	1,137	8,005
<b>Totals .....</b>	<b>2,799</b>	<b>5,588</b>	<b>11,668</b>	<b>3,933</b>	<b>23,988</b>
Non-automobile:					
Plane .....	76	125	182	103	486
Bus .....	50	107	193	65	415
Rail .....	101	129	172	110	512
Boat .....	3	82	362	19	466
Other .....	759	1,267	1,514	1,067	4,607
<b>Totals .....</b>	<b>989</b>	<b>1,710</b>	<b>2,423</b>	<b>1,364</b>	<b>6,486</b>
<b>Grand totals .....</b>	<b>3,788</b>	<b>7,298</b>	<b>14,091</b>	<b>5,297</b>	<b>30,474</b>

Non-resident entries from the United States by plane for the year 1961 numbered 486,000, representing an increase of 51,000 or approximately 12 per cent over 1960. These travellers spent \$63.4 million in Canada, signifying a substantial rise of \$10.7 million or just over 20 per cent. Receipts in the third quarter alone advanced by \$6.7 million or between 29 and 30 per cent, with the second quarter showing a gain of \$3.4 million or 27 per cent. Similarly, expenditures by plane travellers in the fourth quarter increased by \$0.9 million or between 9 and 10 per cent. However, receipts in the first quarter experienced a slight decline of \$0.3 million or almost 4 per cent, in spite of a gain of roughly 3 per cent in the number of visits. The third quarter displayed the most significant gain in volume, accounting for 29,000 or 19 per cent more arrivals than in the corresponding period of 1960. Entries were also higher throughout the remainder of the year—7,000 or nearly 6 per cent in the second quarter and 13,000 or between 14 and 15 per cent in the final quarter.

United States residents travelling to Canada via bus in 1961 numbered 415,000, marking a slight drop in volume of 1,000 persons or less than one-half per cent. Their expenditures, on the other hand, which amounted to \$34.3 million, rose by \$2.7 million or between 8 and 9 per cent owing to a higher average outlay per person. Moreover, receipts recorded gains in each quarter, most notably a \$1.1 million or close to 21 per cent expansion during the second, at a time when there were about 7,000 or 6 per cent fewer visits. Similarly, payments by bus travellers increased some \$0.3 million or between 1 and 2 per cent in the third quarter while the number of persons involved declined by 5,000 or between 2 and 3 per cent. The largest percentage gains were noted in the first quarter where arrivals by bus were up 25 per cent and payments advanced 43 per cent over the same period of 1960. Finally, the fourth quarter revealed a \$0.4 million or almost 9 per cent growth in receipts accompanied by an advance of between 1 and 2 per cent in the entries.

Non-resident entries from the United States by rail amounted to 512,000 in 1961 (including in transit passengers across Southern Ontario), a decrease of 78,000 persons or approximately 13 per cent below the 1960 figure. Expenditures, which amounted to \$29.1 million, were down by \$1.6 million or about 5 per cent. The only increase recorded in connection with non-resident entries by rail was a gain of \$1.7 million or nearly 12 per cent in receipts for the third quarter, even though the number of visits for that period decreased by 21,000 or almost 11 per cent. Declines in receipts for the remaining quarters amounted to \$1.8 million or 36 per cent in the first, \$1 million or around 15 per cent in the second, and \$0.5 million or between 10 and 11 per cent in the fourth. At the same time, the volume of travel by rail experienced a drop of 27,000 or 21 per cent in the first quarter, 20,000 or between 13 and 14 per cent in the second, and 10,000 or over 8 per cent less in the fourth quarter, when compared with 1960 data.

Visitors from the United States who entered Canada by boat numbered 466,000 in 1961, marking an increase of 27,000 or slightly more than 6 per cent. Expenditures recorded an even greater gain as they advanced by \$2.2 million or roughly 12 per cent over the 1960 figure. However, a quarterly breakdown reveals a decrease in both volume and expenditures during the first quarter. In addition, receipts from boat travellers experienced a slight decline of \$0.1 million or approximately 2 per cent in the second quarter which resulted from a lower average expenditure as the number of visits during this time was up by between 2 and 3 per cent. Largest gains were recorded in the third quarter which experienced a rise of 26,000 persons or nearly 8 per cent in volume and a \$2.6 million or close to 21 per cent expansion in receipts. The number of boat travellers in the fourth quarter showed very little change over 1960 but their expenditures were down by around 17 per cent.

**STATEMENT 3. Expenditures of Non-Residents Entering Canada from the United States,  
compiled Quarterly, 1961<sup>1</sup>**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
millions of dollars					
Automobile:					
24 hours or less .....	2.9	6.3	10.7	5.0	24.9
Over 24 hours .....	15.6	40.9	139.3	46.4	242.2
<b>Totals .....</b>	<b>18.5</b>	<b>47.2</b>	<b>150.0</b>	<b>51.4</b>	<b>267.1</b>
Non-automobile:					
Plane .....	7.7	16.0	29.3	10.4	63.4
Bus .....	3.0	6.4	19.9	5.0	34.3
Rail .....	3.2	5.6	16.1	4.2	29.1
Boat .....	0.1	4.2	15.1	1.0	20.4
Other <sup>2</sup> .....	2.9	5.1	8.1	4.9	21.0
<b>Totals .....</b>	<b>16.9</b>	<b>37.3</b>	<b>88.5</b>	<b>25.5</b>	<b>168.2</b>
<b>Grand totals .....</b>	<b>35.4</b>	<b>84.5</b>	<b>238.5</b>	<b>76.9</b>	<b>435.3</b>

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

<sup>2</sup> Includes \$4.3 million paid to Canadian carriers by U.S. residents in transit.

Non-residents travelling to Canada by "Other" forms of transportation in 1961 registered a moderate increase of 103,000 or just over 2 per cent in comparison with 1960. Their payments, on the other hand, declined by \$1 million or between 4 and 5 per cent and can be traced to the first half of the year. In the first quarter, volume of travel suffered a drop of 173,000 persons or between 18 and 19 per cent and spending was down some \$0.6 million or 17 per cent. Similarly, visits in the second quarter declined by 58,000 persons or between 4 and 5 per cent and receipts fell \$1.7 million or 25 per cent. Although travel by "Other" means increased by 204,000 or between 15 and 16 per cent in the third quarter, and 130,000 or 14 per cent in the fourth, expenditures did not rise sufficiently to cause an increase for the year. "Other" travellers spent \$0.7 million or between 9 and 10 per cent more in the July-September period and \$0.6 million or 14 per cent more from October-December.

In summary, total entries of non-residents by rail, bus, boat, plane and "Other" forms of travel for the year 1961 numbered 6,486,000, an advance of 102,000 or between 1 and 2 per cent. Expenditures by the non-automobile group of visitors amounted to \$168.2 million, marking a gain of \$13 million or between 8 and 9 per cent over the 1960 total. The first quarter was characterized by decreases in volume (189,000 or 16 per cent) and expenditures (\$1.9 million or 10 per cent) while the second showed a growth of \$1.7 million or close to 5 per cent in receipts in spite of a 76,000 or roughly 4 per cent reduction in the number of visits. Increases were noted throughout the remainder of the year, with the most significant being a \$12 million increase in expenditures during the third quarter, attributed to a rise in volume of 233,000 persons or between 10 and 11 per cent. The fourth quarter also showed gains over 1960 data, as non-automobile entries advanced by 134,000 or 11 per cent and payments rose some \$1.2 million or 5 per cent.

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

United States automobile traffic entering Canada during 1961 is classified according to state of origin, grouped by regions, in Table 7. It should be noted that data pertain to visits lasting over 24 hours only. Compilations of data show that there were 2,908,163 entries, with the largest group originating in the North-Eastern region of the United States. In 1961, some 1,268,405 foreign vehicles or 43.6 per cent of the total originated in this area. Although this marked a slight gain in volume over the 1960 figure, it was about one-half per cent lower when considered as a percentage of the total. Some of the more important states included in this region are New York, which supplied 749,487 of the entries, Pennsylvania, the state of origin for 113,017 cars and Massachusetts with 105,619. American states forming the Great Lakes region accounted for 1,076,434 entries or 37 per cent of the total, a slight rise in each case over comparable 1960 information. Prominent in this grouping was the state of Michigan, from which 789,165 cars

originated, while next in order was Ohio accounting for 152,289. Foreign automobiles originating from the West Coast region numbered 263,836, an increase of 25,648 vehicles over the 1960 volume. In addition, cars from this area represented 9.1 per cent of the total automobile entries compared with 8.7 per cent in 1960. Non-resident automobiles originating in the West Coast region of the United States are chiefly from Washington, numbering 165,250 in 1961, while cars from California amounted to 69,928. Some 113,354 motor vehicles were from the North-Western area of the United States, representing about 4 per cent of the total, or only a moderate gain from 1960 data. Just over one-half of the automobiles crossing into Canada from this area originated in the state of Minnesota. Cars from remaining states and foreign countries not specified amounted to 186,134, and represented 6.4 per cent of the total non-resident automobile traffic in 1961, the same percentage as in 1960.

A more detailed analysis of non-resident automobile traffic in Canada for two days or more (inclusive of standing (L) permits and extensions) is presented in Table 5 by province of entry as well as state of origin. Vehicles originating in the state of Michigan once again constituted the largest single group, accounting for 27 per cent or roughly the same proportion as in 1960. Similarly, close to 99 per cent of these automobiles entered Canada via ports in Ontario and in themselves represented 38 per cent of the total two-day and over traffic entering that province. The second largest concentration of entries originated in New York State which accounted for 25.5 per cent, a slight drop from the 1960 percentage. Some 85 per cent of the New York cars entered Canada via Ontario ports and in so doing represented 31 per cent of the foreign vehicles entering that province in 1961, in both instances the same results as in 1960. In addition, roughly 13 per cent of the cars from New York State crossed into Canada via border points in Quebec, which at the same time constituted 29.4 per cent of the two-day and over automobiles arriving through that province. Next in order of importance were vehicles registered in the state of Washington which amounted to 5.6 per cent of the Canada total. The overwhelming majority of these (97 per cent) crossed into Canada via British Columbia border points, representing 60 per cent of the entries via that province. Automobiles from the state of Ohio accounted for just over 5 per cent of all the cars, with 94 per cent entering via Ontario and 3 per cent through Quebec ports. Foreign vehicle entries from Pennsylvania represented close to 4 per cent of the total two days and over traffic, with 85 per cent crossing from the United States at Ontario ports, 9.6 per cent in Quebec and 3 per cent in New Brunswick. Cars from Massachusetts accounted for a slightly lower proportion than Pennsylvania but entries were distributed more evenly, with 43.4 per cent entering via Quebec, 27 per cent via Ontario and 25.5 per cent through ports in New Brunswick.

A similar presentation of data concerning non-resident automobile traffic (exclusive of standing (L) permits and extensions) remaining in Canada three days and over is presented in Table 6. Final compilations for 1961 revealed that cars from New York State represented almost 20 per cent of this traffic movement, vehicles from Michigan accounted for just over 18 per cent, Ohio cars amounted to slightly more than 7 per cent, and roughly 7 per cent of the entries were attributed to automobiles registered in the state of Washington. In addition, non-resident vehicles from Massachusetts and Pennsylvania each accounted for just over 5 per cent of the total for this group. The above percentages were all slightly lower than corresponding 1960 data, except for the percentage of cars from Washington which showed a moderate increase. A provincial breakdown of three-day and over automobile entries also reveals much the same distribution as in 1960, with nearly 61 per cent recorded in Ontario, 14 per cent in Quebec, 12 per cent in British Columbia, 6 per cent in New Brunswick, 2 per cent in both Alberta and Manitoba and roughly 1 per cent in each of the remaining areas. Percentage gains, although slight,

were reported by two provinces, Ontario and British Columbia, amounting to one-half per cent in comparison with 1960 data.

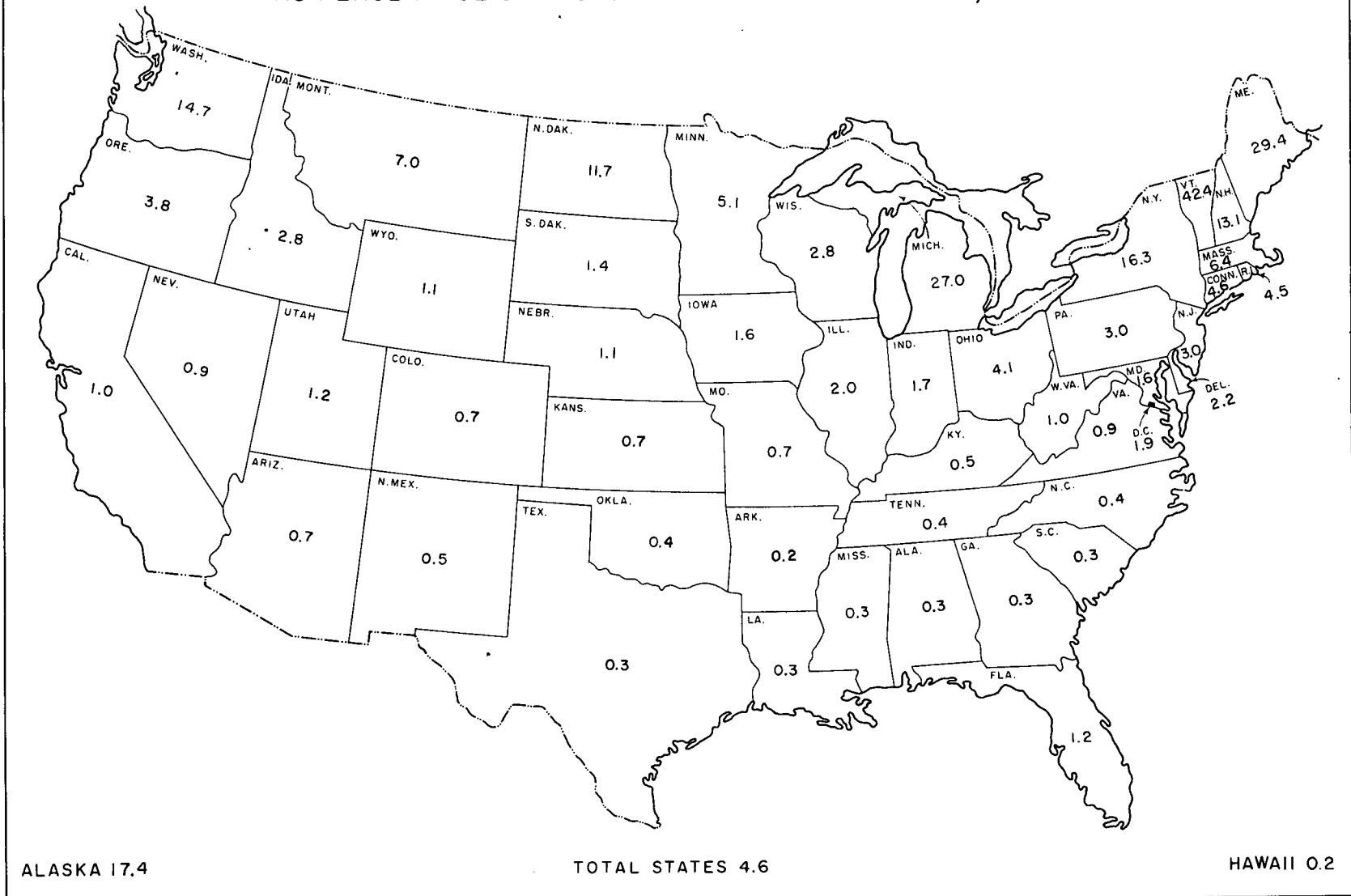
An analysis by province of entry for traffic staying three-days and over shows that just over 29 per cent of the cars which crossed into Canada via ports in Ontario were from Michigan, 25 per cent came from New York State, 11 per cent from Ohio and roughly 7 per cent from Pennsylvania. In each case, percentages were slightly lower than in 1960 with the most significant drop amounting to 1 per cent for cars from the state of New York. The largest group of automobiles entering Quebec originated in New York State (27 per cent), with 17 per cent coming from Massachusetts, 8 per cent from Connecticut and 7.5 per cent from New Jersey. Here, the most important change compared with 1960 information was a decline of close to 1 per cent in the percentage of cars originating in Massachusetts. An examination of foreign vehicle entries via New Brunswick reveals that close to 28 per cent originated in Massachusetts, 26 per cent in Maine and 7.4 per cent in Connecticut, while the remaining Atlantic Provinces showed 31 per cent of their direct entries originated in Massachusetts and 17.4 per cent in the state of New York. Automobiles registered in the state of North Dakota accounted for 30 per cent of the vehicles entering Manitoba and those from Minnesota represented 25 per cent. Included in entries via Saskatchewan ports were 26 per cent from the state of North Dakota, 17 per cent from Montana and 10 per cent from Minnesota. The greatest number of non-resident automobiles entering Alberta and remaining three days or more (20 per cent) were from Montana, while 15 per cent originated in California. A brief analysis of non-resident automobile traffic crossing into British Columbia from the United States indicates that the majority (53 per cent) were from the state of Washington, 20.5 per cent originated in California and 11.4 per cent were cars registered in Oregon, in each case very little different from similar 1960 percentage figures. At the same time, roughly 52 per cent of the foreign motor vehicles crossing into Canada through the Yukon Territory, stemmed from the state of Alaska, a slight decline from 1960.

For the most part, United States vehicles entering Canada originate in the states forming the northern boundary with Canada, which in 1961 accounted for nearly 82 per cent of the total two days and over traffic, compared with 79 per cent in 1960. When the Pacific Coast States of California and Oregon as well as the Atlantic Seaboard States of Massachusetts, Rhode Island, Connecticut and New Jersey are considered in addition to the Northern States mentioned above, the percentage of entries rises to 93 per cent, as compared with about 91 per cent in the year prior. Furthermore, it can be assumed from compilations of data in previous years that a high percentage of the foreign automobiles that remained in Canada for one day or less originated in the American States just south of the International Boundary.

Passenger car registrations in the United States during 1961 amounted to 63,010,866, a gain of 1,580,272 or 2.6 per cent over the 1960 total.

MAP-1

# NON-RESIDENT AUTOMOBILES TRAVELLING ON CUSTOMS PERMITS<sup>(1)</sup> IN CANADA AS PERCENTAGE OF PASSENGER CAR REGISTRATIONS, 1961



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



In Map 1, the number of non-resident vehicles travelling in Canada for two days and over are presented as a percentage of the number of automobiles registered in that state. During 1961, the over-all proportion of entries to registrations in the United States amounted to 4.6 per cent, a very slight increase over the 1960 percentage. Once again, Vermont was the particular state displaying the highest ratio of entries to registrations with 42.4 per cent, although slightly lower than in 1960. Other states showing fairly high ratios were Maine with 29.4 per cent and Michigan with 27 per cent, a decrease and an increase of 1.3 per cent, respectively, from similar 1960 data. In contrast were entries from Arkansas, which represented only 0.2 per cent of the vehicles registered in that state. The remaining states maintained roughly the same ratio of entries to registrations in 1961 as in 1960, with the most notable changes being an increase in the percentage figure for Wisconsin from 1.3 per cent to 2.8 per cent and an increase in the percentage for the state of Washington from 13.3 per cent to 14.7 per cent.

Compilations of data on the average length of stay for vehicles remaining in Canada over 24 hours during 1961 according to state of origin show little variation from a similar breakdown of information in 1960. Non-resident vehicles from states forming the North-Eastern region of the United States stayed 4.4 days on the average or slightly less than in 1960. An analysis of states within this region shows the following averages: Maine 7.1 days; Massachusetts 6.2 days; Connecticut, New Jersey and Pennsylvania each with 5.5 days; Rhode Island 5.4 days; New Hampshire 4.7 days; New York State 3.6 days; and Vermont 3.5 days. The state revealing the most significant change from 1960 data was Maine where cars spent about one-half day less on the average in Canada.

Foreign automobiles registered in the Great Lakes area of the United States remained an average of 4 days in Canada during 1961, the same length of stay as in 1960. Cars from Illinois and Ohio each averaged a stay lasting 6.1 days, vehicles registered in Indiana stayed 5.7 days, Wisconsin cars averaged 5.4 days and vehicles from Michigan remained 3.3 days before departing. In no case did the average vary more than 0.1 days from comparable 1960 data.

Once more, non-resident automobiles which remained in Canada over 24 hours and originated in the North-Western region of the United States averaged the longest stay according to area—6.5 days, a slight drop of 0.3 days from the 1960 average. A breakdown of states within this grouping shows that automobiles from Minnesota remained 6.8 days on the average, cars from Montana stayed 6.7 days and those originating in North Dakota averaged 5.5 days. Average length of stay for cars from these states showed the greatest variation in comparison with 1960 data. For example, the average time spent in Canada for vehicles from North Dakota declined by 1 day, while the average for Montana rose by 0.8 days and the Minnesota average was down by 0.5 days.

On the average, non-resident vehicles registered in the West-Coast States remained in Canada 5.4 days before departing, just slightly less than in 1960. Cars from California recorded the longest stay of any state within this region as they remained 7.8 days, while the average for Oregon and Washington showed 6.1 days and 4.3 days, respectively. Foreign automobiles registered in other remaining states and foreign countries averaged a stay lasting 7.4 days in 1961, a moderate increase over the 1960 average.

In 1961, information has been presented for the first time on the state of origin of non-resident travellers entering Canada from the United States by plane, bus, and rail (exclusive of in transit traffic) for the three years 1959-61. This has been made possible through the utilization of a United States Department of Commerce survey and results appear in Table 8. However, states with fewer than 10,000 visitors were not listed separately but appear in the "Other" category of their respective regions. The largest proportion of non-automobile visitors (exclusive of boat) by region originated in the North-Eastern United States, accounting for approximately 432,000 or 40 per cent of the total entries compared with 37 per cent in 1960. Visitors from New York State accounted for the greatest volume according to state within this region with 208,000 entries, about 29,000 more than in 1960, while entries from Massachusetts were next in importance amounting to 67,000 or an increase of 12,000 over the 1960 volume.

Non-automobile visitors (excluding boat) originating in the Great Lakes area of the United States numbered 258,000, representing 24 per cent of the total or 1 per cent less than the comparable 1960 percentage. Illinois supplied 90,000 of these entries, an increase of 9,000 from the 1960 volume, while 66,000 originated in Ohio and 60,000 in Michigan. The latter two figures represented decreases of 19,000 and 6,000 persons, respectively, from 1960 data.

The majority of plane, bus and rail travellers entering Canada from the North-Western States were from Minnesota, which accounted for 33,000 of the total of 54,000 originating in this area. Visitors from Minnesota and other North-Western States constituted 5 per cent of the total number of entries by these three forms of travel, a decrease of roughly 1 per cent from the 1960 percentage. Non-automobile visitors arriving in Canada from the West-Coast States amounted to 168,000 in 1961, a decline of 25,000 from the comparable 1960 volume. At the same time, the percentage of entries originating in this region fell from 18 per cent to 15.5 per cent. A breakdown by state shows that Washington State accounted for 86,000 and California 65,000 of the entries, marking an increase of 17,000 persons and a decline of 36,000 persons, respectively.

Remaining states not yet specified accounted for 172,000 or 16 per cent of the plane, bus and rail travellers in 1961, a moderate gain of 3,000 visits over 1960. The most prominent state within this category was Texas, from which 23,000 entries originated, while Florida and Maryland each contributed 13,000.

### Destination Reported by United States Plane, Bus and Rail Travellers

In 1961, the province of destination was compiled for United States visitors entering Canada by plane, bus and rail (exclusive of in transit) from a survey made available by the United States Department of Commerce. Sample results are presented in Statement 4 for the three years 1959-61 and Statement 5 on a quarterly basis for 1961. It was estimated that 458,000 or over 42 per cent of the entries by plane, bus and rail were destined for the province of Ontario, slightly below the corresponding 1960 percentage. The next largest number, 237,000 or 22 per cent, had destinations in Quebec which was a slightly higher proportion than in the year previous.

Some 154,000 or just over 14 per cent of these non-automobile visitors were estimated to have travelled to British Columbia and the Yukon Territory, marking a decline of around 3 per cent from the 1960 percentage. Estimates for the remaining provinces show that 85,000 or 8 per cent had been destined for points in the Atlantic Provinces, 55,000 or 5 per cent in Manitoba, 12,000 or 1 per cent in Saskatchewan and 83,000 or between 7 and 8 per cent in Alberta. The most notable change among these latter mentioned provinces was in the case of the Atlantic regions which increased their share of plane, bus and rail visitors by 2.4 per cent over the 1960 percentage.

#### STATEMENT 4. Province of Destination<sup>1</sup> of United States Travellers<sup>2</sup> Entering Canada by Plane, Bus and Rail, 1959-61

Province of destination	1959	1960	1961
Atlantic Provinces .....	64,000	58,000	85,000
Quebec .....	262,000	232,000	237,000
Ontario .....	451,000	463,000	458,000
Manitoba .....	55,000	40,000	55,000
Saskatchewan .....	15,000	10,000	12,000
Alberta .....	66,000	78,000	83,000
British Columbia and Yukon Territory .....	160,000	186,000	154,000
Canada .....	1,073,000	1,067,000	1,084,000

<sup>1</sup> Province of destination estimated on the basis of the U.S. Department of Commerce survey.

<sup>2</sup> Exclusive of in transit traffic.

A quarterly analysis of non-resident entries by plane, bus and rail during 1961 according to destination was also undertaken from data supplied by the United States Department of Commerce survey. Sample results reveal that 439,000 or 40.5 per cent of the arrivals took place in the third quarter, by far the heaviest concentration on a quarterly basis. Indications were that 143,000 or 32.6 per cent of this number had destinations in Ontario, 24 per cent in Quebec, 13.4 per cent in British Columbia and the Yukon Territory, and 13 per cent in the Atlantic Provinces. The percentage of third quarter non-automobile travellers with destinations in Manitoba amounted to 4.6 per

cent, Saskatchewan had 1.6 per cent and Alberta close to 11 per cent.

It was estimated that 277,000 persons or 25.6 per cent of the rail, bus and plane travellers entered Canada during the second quarter. A breakdown according to province of destination reveals that Ontario received 45.5 per cent, Quebec 20.6 per cent, British Columbia and the Yukon Territory just over 17 per cent. Next in order of importance by destination was Alberta, which was specified by slightly more than 8 per cent of the non-automobile entries in the second quarter of 1961, while the Atlantic Provinces were the destinations for around 3 per cent and Saskatchewan approximately 1 per cent.

#### STATEMENT 5. Province of Destination<sup>1</sup> of United States Travellers<sup>2</sup> Entering Canada by Plane, Bus and Rail, compiled Quarterly, 1961

Province of destination	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Atlantic Provinces .....	8,000	9,000	58,000	10,000	85,000
Quebec .....	34,000	57,000	105,000	41,000	237,000
Ontario .....	81,000	126,000	143,000	108,000	458,000
Manitoba .....	12,000	12,000	20,000	11,000	55,000
Saskatchewan .....	1,000	2,000	7,000	2,000	12,000
Alberta .....	6,000	23,000	47,000	7,000	83,000
British Columbia and Yukon Territory .....	20,000	48,000	59,000	27,000	154,000
Canada .....	162,000	277,000	439,000	206,000	1,084,000

<sup>1</sup> Province of destination estimated on the basis of the U.S. Department of Commerce survey.

<sup>2</sup> Exclusive of in transit traffic.

Fourth quarter arrivals by plane, bus and rail amounted to 206,000 or 19 per cent of the year's entries by these forms of travel. The majority (52.4 per cent) specified destinations in the province of Ontario, with 20 per cent travelling to Quebec and 13 per cent to British Columbia and the Yukon Territory. A breakdown of destinations reported for other provinces shows: 5 per cent in the Atlantic Provinces; just over 5 per cent in Manitoba; 1 per cent in Saskatchewan; and 3.4 per cent in Alberta.

The lowest proportion of rail, bus and plane visitors entered Canada during the first quarter, numbering 162,000 or 15 per cent of the total. Sample data show that one-half of these were destined to Ontario. Quebec was specified by 21 per cent and British Columbia and the Yukon Territory by 12.4 per cent. It was also estimated that 7.4 per cent had been to destinations in Manitoba, while 5 per cent of the first quarter travellers had visited the Atlantic Provinces, 4 per cent had been to Alberta and approximately one-half per cent were destined for Saskatchewan.

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

An examination of the ports of entry and exit as stamped on surrendered travellers' vehicle permits was once again effective in obtaining information on preferred travel routes within Canada. However, data presented in Statement 6 and Table 3 must be considered as minimal because it is not possible to determine what proportion of cars which enter and leave Canada through the same port have, in the interval, visited one or more of the other provinces.

In 1961, 44,396 non-resident automobiles entered Canada via ports in the Atlantic Provinces and stayed for two days, while 92,633 remained three days or longer. Of the total entries, some 127,718 returned to the United States through the same provinces, 5,111 made the return journey via Quebec ports and 4,148 exited via Ontario. Traffic in the opposite direction, that is from Quebec to the Atlantic Provinces was greater, amounting to 7,383 vehicles, while two days and over traffic from Ontario to the Atlantic region numbered 5,964.

By far the heaviest inter-provincial traffic movement occurs between Ontario and Quebec. In 1961, out of 326,002 two days and over vehicles entering Quebec, 32,170 departed from Canada by Ontario ports. Similarly, 49,425 of the 2,022,033 non-resident automobiles which entered via Ontario, left the country through points in Quebec. Furthermore, 27,266 of the Quebec to Ontario traffic remained in Canada three days and over, as did 43,480 of the cars bound from Ontario to Quebec. In Quebec 286,174 of the entries returned to the United States via the same ports, while the corresponding figure for Ontario amounted to 1,958,603.

Section 1 of Table 3 presents a more detailed analysis of non-resident automobile travel within the province of Ontario during 1961. Once again, the most frequently travelled route within Ontario was between Fort Erie and Niagara Falls on the east and the St. Clair and Detroit River ports on the west of Southern Ontario, with 84,695 vehicles travelling in a westerly direction and 94,604 travelling in an easterly direction. The majority of this traffic was classified as two-day, accounting for 66,250 of the automobiles headed west and 67,890 of those headed east.

Non-resident motor traffic between the St. Lawrence River ports and Fort Erie—Niagara Falls represented the second most popular route within Ontario, amounting to 40,540 vehicles in both directions. Cars travelling from Fort Erie—Niagara Falls to the St. Lawrence River ports numbered 26,279, of which 18,917 were classified as three days and over. Traffic in the opposite direction numbered 14,261 vehicles, some 10,730 of which had remained in Canada three days or more.

Foreign automobiles travelling the route between Sault Ste. Marie and ports in Western Ontario numbered 34,684 in 1961, marking the third most commonly used route in the province. Automobiles entering at Sault Ste. Marie and exiting via ports in Western Ontario accounted for 16,906 of the total and those journeying in the reverse direction numbered 17,778. Here again, there was an overwhelming proportion of vehicles remaining three days and over, amounting to 12,548 of the cars heading west from Sault Ste. Marie and 12,930 of those travelling in the reverse direction.

**STATEMENT 6. 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, 1961**

Province of entry	Province of exit							
	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Yukon Territory
	per cent							
Atlantic Provinces .....	91.09	4.82	4.03			0.06		
Quebec .....	3.44	82.73	13.70			0.13		
Ontario .....	0.65	4.97	93.58	0.43		0.37		
Manitoba .....	0.18		13.33	74.21	3.19	3.46	3.93	1.70
Saskatchewan .....	0.17		2.82	6.15	66.99	8.27	6.80	8.80
Alberta .....	0.26		4.82	3.95	4.14	37.25	33.89	15.69
British Columbia .....		0.69		0.54	0.50	5.30	89.40	3.57
Yukon Territory .....		3.35		4.50	8.36	33.37	46.18	4.24

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

The interchange of non-resident two days and over vehicles between Ontario and Manitoba occurs for the most part through the Western Ontario ports of Fort Frances, Pigeon River and Rainy River. In 1961, foreign automobile traffic entering Canada by ports in Ontario and departing from ports in Manitoba amounted to 4,767, with 3,783 classified as three days and over. Similarly, the largest number of foreign vehicles in the opposite direction were three days and over (4,017).

Travel between Manitoba and Saskatchewan amounted to 2,220 vehicles, with 1,066 entering through ports in Manitoba and leaving via Saskatchewan together with 1,154 travelling in the opposite direction. Of those vehicles journeying from Manitoba to Saskatchewan, 962 had been in Canada three days and over, while 1,025 of the cars going in the opposite direction were in a similar classification. Further examination of vehicles which entered via Saskatchewan reveals that 1,471 had left Canada via points in Alberta and 1,468 through ports in the Yukon Territory, practically all of which had been in Canada for three days or more.

Out of 39,430 entries into Alberta, which were classified as two days and over, 17,468 returned to the United States via the same province, while 12,286 exited via British Columbia and 5,165 through points in the Yukon Territory. In each case, visits lasting three days or more were most frequent,

representing 12,257 of the exits via the same province, 11,152 of the cars leaving by British Columbia and 5,162 of the departures through ports in the Yukon Territory.

The number of foreign automobiles which entered Canada by way of British Columbia and made their departure through points in Alberta during 1961 amounted to 10,049, comprising only 768 two-day vehicles with 9,281 remaining three days and over. The second largest number (6,823) to exit by a province other than that of entry was recorded at ports in the Yukon Territory.

Finally, an analysis of two days and over vehicles entering Canada via ports in the Yukon Territory shows that only 772 returned to the United States (presumably Alaska) through the same ports as they entered, while 12,134 returned to the United States via ports in other provinces. Chief among these were points in British Columbia and Alberta which reported 6,189 and 4,002 departures, respectively. In addition, the proportion of traffic which was designated as three days and over was exceptionally high due to the distance involved in travelling between the Yukon Territory and the United States south of the International Boundary. For example, of foreign automobiles entering Canada through ports in the Yukon and exiting via British Columbia, 5,535 were classed as having been in the country for three days or more, while a comparable figure for Alberta shows 3,999 vehicles.

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

The distribution of receipts from United States travellers according to province of entry for the years 1957-61 is presented in Statement 7. It should be taken into consideration that these data are estimates and are not intended to portray an accurate breakdown of expenditures within a particular province. Past experience has shown, however,

that inter-provincial movements may not have much effect on such a breakdown of receipts. Examination of inter-provincial travel movements in terms of automobiles reveals that any decrease or gain for a particular province is of little significance on the balance of traffic.

**STATEMENT 7. Distribution of United States Travel Expenditures in Canada, by Province of Entry, 1957-61**

Province of entry	Percentage of total				
	1957	1958	1959	1960	1961 <sup>1</sup>
Atlantic Provinces <sup>2</sup> .....	7.5	8.7	8.0	8.0	7.9
Quebec .....	18.3	18.1	16.4	16.9	17.1
Ontario .....	50.4	50.7	52.7	55.6	56.0
Manitoba .....	3.0	2.9	2.8	3.0	2.7
Saskatchewan .....	1.3	1.6	1.5	1.1	1.1
Alberta .....	3.7	3.0	3.0	2.4	1.9
British Columbia and Yukon Territory .....	15.8	15.0	15.6	13.0	13.3
Canada .....	100.0	100.0	100.0	100.0	100.0

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

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

The estimated provincial distribution of receipts from United States travellers in 1961 did not vary more than one-half of one per cent from a similar breakdown of data in 1960. Furthermore, results have shown very little variation over the years and the provinces, generally, have continued in their relative order of importance. In 1961 the majority of receipts (56 per cent) were attributed to non-resident spending in Ontario, a gain of roughly one-half per cent over the 1960 percentage figure. Quebec received the second largest proportion (just over 17 per cent) and British Columbia and

the Yukon Territory were third with slightly more than 13 per cent, both moderate increases from 1960 data. On the other hand, United States travel expenditures allotted to the Atlantic Provinces (close to 8 per cent), Manitoba (nearly 3 per cent) and Alberta (not quite 2 per cent) were in each case slightly lower than in 1960, the most significant decline being a drop of one-half per cent in the case of Alberta. Receipts from non-resident spending in Saskatchewan, which amounted to about 1 per cent of the total, remained unchanged from the year previous.

#### **Receipts from United States Travellers in Canada During 1961 classified by Length of Stay in Canada**

Included in the total of United States visitors to Canada in 1961 are persons who may stay for weeks or months as well as those who may enter frequently for visits lasting only hours. The latter group are usually residents from border communities such as Detroit, Michigan and Calais, Maine, who maintain certain social and economic relationships in common with their Canadian counterparts in Windsor, Ontario and St. Stephen, New Brunswick, respectively. Thus entries from the United States into Canada are conveniently divided into two broad classifications according to length of stay. Short-term entries comprise all persons entering and leaving Canada on the same day while the long-term category includes all other visits. Normally, the majority of visits are of short duration and 1961 was no exception, with 21.1 million short-term trips and 9.4 million long-term entries, roughly a 69 per cent—31 per cent division, respectively. However, a breakdown of receipts from these two groups reveals a somewhat different trend, with short-term traffic contributing only \$48.4 million or 11 per cent as opposed to \$386.9 million or 89 per cent for the long-term classification. However, average expenditures per trip considerably reduce the importance of the short-term group from an expenditure point of view.

An analysis of automobile traffic according to length of stay reveals that short-term motorists accounted for 16 million visits, representing between 52 and 53 per cent of the total volume or just slightly less than in 1960. Their expenditures, which amounted to \$24.9 million, represented around 6 per cent of total receipts for the year, also a slight decrease from the 1960 proportion. Motorists remaining in Canada over 24 hours in 1961 numbered 8 million, approximately 26 per cent of the total visits or about the same proportion as in 1960. Receipts attributable to this group amounted to \$242.2 million or close to 56 per cent of the total compared with 52 per cent in 1960.

Short-term non-automobile visitors in 1961 totalled 5.1 million and accounted for 17 per cent of all visits, a slight drop from the corresponding 1960 percentage. A similar comparison of receipts from these travellers, which amounted to \$23.5 million or between 5 and 6 per cent of the aggregate, reveals a drop of about 2 per cent from the 1960 proportion. Long-term arrivals by non-automobile

numbered 1.4 million or between 4 and 5 per cent of the total volume, marking a slight gain over the 1960 proportion. Their expenditures, however, which came to \$144.7 million, represented 33 per cent of all receipts or a moderate decline from the 1960 proportion.

A more detailed analysis of non-resident automobile traffic by length of stay (exclusive of standing (L) permits<sup>1</sup> and extensions) may be found in Tables 4, 4 A, and 4 B. It should be noted, however, that the one-day group comprises motorists who enter and exit Canada on the same day, thereby including many visits shorter than 24 hours. The two-day class, in addition, consists of those visiting motorists who 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 were determined in the same manner. Once again, as in 1960, the one and two-day groups of traffic accounted for 78 per cent of all the non-resident automobiles (exclusive of standing (L) permits and extensions) and 79 per cent of the visitors by car. The one-day group alone represented between 56 and 57 per cent of the automobiles and 59 per cent of the persons, very little change from 1960 data. Similarly, non-resident automobile traffic remaining two days amounted to between 21 and 22 per cent of the total vehicles and 20 per cent of the persons, roughly the same proportions as in 1960. The proportion of automobiles and persons remaining in Canada three days during 1961 amounted to approximately 7 per cent and 6.5 per cent, respectively, again very little difference from 1960 figures. Generally, gradual declines were noted in both the percentage of automobiles and persons as the length of stay increased from 4 days to 7 days. However, there was a slight increase in each case at the 8-day length of stay where the number of automobiles amounted to just 1.4 per cent of the total and persons involved represented 1.5 per cent. Once the 8-day length of stay was reached, a sharp decline was noted in the number of visits lasting 9 days and over, which accounted for only 4.6 per cent of the vehicle entries and 4.4 per cent of the visitors by car in 1961, the same proportions as in 1960.

<sup>1</sup> For data on standing (L) permits see Supplementary Analysis of International Travel.

## STATEMENT 8. Expenditures of United States Travellers in Canada, by Length of Stay, 1961

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 .....	4,694,200	15.41	—	—
Other automobile .....	11,288,300	37.04	24,868,000	5.71
<b>Totals, automobile .....</b>	<b>15,982,500</b>	<b>52.45</b>	<b>24,868,000</b>	<b>5.71</b>
Non-automobile:				
Plane .....	23,700	0.08	728,000	0.17
Bus .....	41,100	0.14	489,000	0.11
Rail .....	20,600	0.07	457,000	0.11
Boat .....	97,800	0.32	692,000	0.16
Plane in transit .....	7,500	0.02	22,000	0.01
Bus in transit .....	50,000	0.16	150,000	0.03
Rail in transit .....	271,900	0.89	—	—
Other travellers (pedestrians, local bus, etc.) .....	4,607,400	15.12	20,995,000	4.82
<b>Totals, non-automobile .....</b>	<b>5,120,000</b>	<b>16.80</b>	<b>23,533,000</b>	<b>5.41</b>
<b>Totals (short-term) .....</b>	<b>21,102,500</b>	<b>69.25</b>	<b>48,401,000</b>	<b>11.12</b>
Long-term traffic (over 24 hours)				
Automobile:				
Extensions .....	28,500	0.09	5,657,000	1.30
Standing (L) permits .....	72,800	0.24	12,821,000	2.94
Other automobile .....	7,904,100	25.94	223,758,000	51.40
<b>Totals, automobile .....</b>	<b>8,005,400</b>	<b>26.27</b>	<b>242,236,000</b>	<b>55.64</b>
Non-automobile:				
Plane .....	454,400	1.49	62,684,000	14.40
Bus .....	324,300	1.06	33,634,000	7.73
Rail .....	219,700	0.72	28,649,000	6.58
Boat .....	367,900	1.21	19,713,000	4.53
<b>Totals, non-automobile .....</b>	<b>1,366,300</b>	<b>4.48</b>	<b>144,680,000</b>	<b>33.24</b>
<b>Totals (long-term) .....</b>	<b>9,371,700</b>	<b>30.75</b>	<b>386,916,000</b>	<b>88.88</b>
<b>Grand totals .....</b>	<b>30,474,200</b>	<b>100.00</b>	<b>435,317,000</b>	<b>100.00</b>

<sup>1</sup> Subject to revision

A further analysis of non-resident automobile travel in Canada during 1961 (exclusive of standing (L) permits and extensions) according to province of exit once more reveals significant variations. For example, the one-day length of stay accounted for 67 per cent of the motorists returning via the Atlantic Provinces but only 30 per cent in Alberta. Similarly, the two-day group of visitors represented about 22 per cent of the departures in Ontario in comparison with 9.5 per cent in the Atlantic region. Considering the one and two-day groups together, Ontario with 83 per cent had the highest proportion, while roughly 43 per cent of the motorists leaving through Alberta had been in Canada either one or two days. The most notable changes compared with 1960 data, so far as the one-day group is concerned, were a rise in the proportion leaving via Saskatchewan, from just over 49 per cent to between 54 and 55 per cent, together with a decrease in the proportion of one-day traffic for Alberta which fell from roughly 33 per cent to 30 per cent. The proportion of traffic leaving by each province which was classified as two-day showed only minor changes from comparable 1960 information.

Of all non-resident motorists leaving Canada via ports in Alberta, just over 57 per cent were classed as having been in the country for 3 days or more, the highest proportion on a provincial basis. Comparable data for Ontario show that only 17 per cent had remained a similar period of time, while 3 days and over vehicles amounted to 31.5 per cent of the departures via Quebec and 23.6 per cent in the Atlantic Provinces. There was hardly any difference between 1961 and 1960 proportions with the exception of Saskatchewan and Alberta. The percentage of motorists staying three days and over leaving by the former decreased by about 4 per cent to 35 per cent while the proportion in Alberta advanced nearly 4 per cent. The pronounced decrease in the number of visits after the 8-day length of stay was generally apparent on a provincial basis as well. Non-resident motorists remaining 9 days and over during 1961 accounted for only 3 per cent of the departures via Ontario, 5 per cent in Quebec and 8 per cent in British Columbia and the Yukon Territory. Slightly higher percentages were recorded in Manitoba (between 8 and 9 per cent), Atlantic Provinces (10 per cent), Saskatchewan (11 per cent)

and Alberta (between 15 and 16 per cent). Once again, very little change was noticed from similar compilations of 1960 data concerning visits lasting 9 days and over, the most notable being a rise of 1.3 per cent in the percentage for Alberta, accompanied by a decrease of 1.3 per cent in the percentage for Saskatchewan. Generally, the proportion of automobiles and persons for the various lengths of stay display a marked similarity, although slight variations may be due to the fact that the average number of persons per car has a tendency to be higher for the shorter lengths of visit, particularly in the one-day group.

Data on non-resident travel in Canada by plane, bus and rail (excluding in transit passengers) may be found in Table 9. A method similar to the one used in classifying automobile visitors by length of stay was applied to the non-automobile traffic as well and estimates on the length of stay were made on the basis of a sample. Results show that persons remaining for one day amounted to 85,400, representing only 8 per cent of the total non-automobile visits, while the two-day group numbered 123,900 persons or between 11 and 12 per cent of the total rail, bus and plane travel. Non-residents who

entered Canada by non-automobile and stayed for 3 days or more amounted to 874,500, about 81 per cent of the total movement and an increase of roughly 11 per cent over the 1960 percentage figure. It was again evidenced that the proportions of non-automobile traffic at certain lengths of stay varied considerably with the type of transportation used to enter Canada. In 1961, one-day visits accounted for 5 per cent of the plane entries, just over 11 per cent of the bus arrivals and between 8 and 9 per cent of the rail. Similarly, the proportions remaining two days amounted to between 15 and 16 per cent in the case of plane travellers, slightly more than 7 per cent for bus visitors and close to 10 per cent of the arrivals by rail. The variation was not as marked for the proportions staying three days and over, however, which represents between 79 and 80 per cent of the visitors by plane, between 81 and 82 per cent of the bus traffic and almost 82 per cent of the rail. It should also be pointed out that comparisons of the percentages of non-automobile traffic at the various lengths of stay for 1961 is not strictly comparable with the previous year due to a slight change in the method of calculation which had the tendency to decrease the proportion of one-day traffic.

**STATEMENT 9. Non-Resident Persons Entering Canada from the United States, classified according to Length of Stay, by Selected Types of Transportation, 1961**

Days stay in Canada	Number of persons			
	Automobile <sup>1</sup>	Plane <sup>2</sup>	Bus <sup>2</sup>	Rail <sup>2</sup>
1 <sup>3</sup> .....	11, 288, 272	23, 703	41, 086	20, 649
2 .....	3, 836, 414	73, 656	26, 881	23, 329
3- 7 .....	2, 941, 478	279, 151	162, 472	113, 689
8-14 .....	776, 906	64, 783	84, 009	54, 339
15-21 .....	157, 488	19, 492	21, 757	13, 240
22-over .....	115, 427	17, 302	29, 155	15, 093
<b>Totals</b> .....	<b>19, 115, 985</b>	<b>478, 087</b>	<b>365, 360</b>	<b>240, 339</b>

<sup>1</sup> Excluding standing (L) permits, extensions and 76,364 entries not classified by length of stay.

<sup>2</sup> Excluding in transit — not comparable with previous year.

<sup>3</sup> Persons entering and departing on the same day.

**STATEMENT 9 A. Non-Resident Persons Entering Canada from the United States, Percentage of Volume, classified according to Length of Stay, by Selected Types of Transportation, 1961**

Days stay in Canada	Percentage of volume			
	Automobile <sup>1</sup>	Plane <sup>2</sup>	Bus <sup>2</sup>	Rail <sup>2</sup>
	per cent			
1 <sup>3</sup> .....	59.0	4.9	11.2	8.6
2 .....	20.1	15.4	7.3	9.7
3- 7 .....	15.4	58.4	44.5	47.3
8-14 .....	4.1	13.6	23.0	22.6
15-21 .....	0.8	4.1	6.0	5.5
22-over .....	0.6	3.6	8.0	6.3
<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 76,364 entries not classified by length of stay.

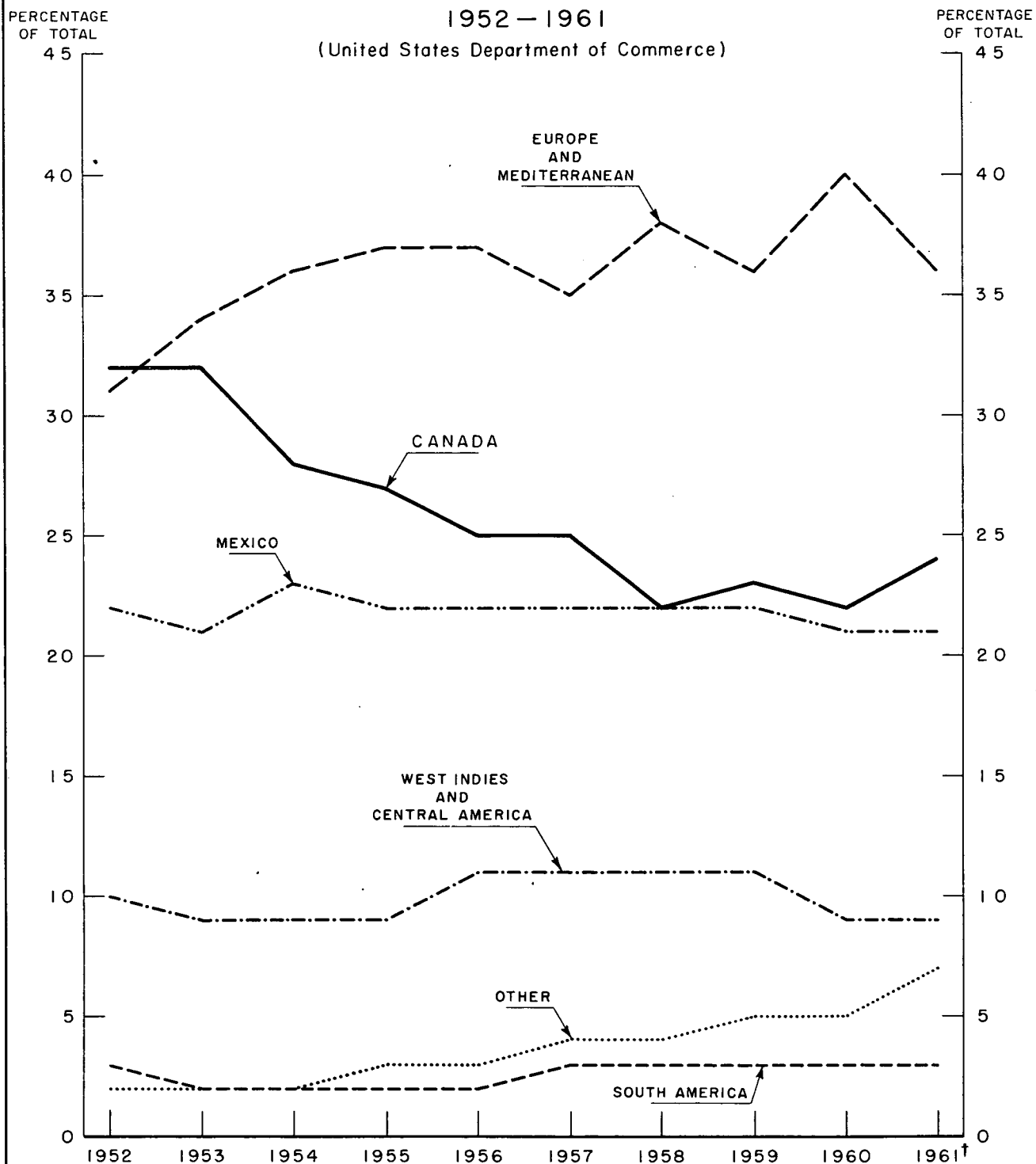
<sup>2</sup> Excluding in transit — not comparable with previous year.

<sup>3</sup> Persons entering and departing on the same day.

CHART — 2

# DISTRIBUTION OF TRAVEL EXPENDITURES<sup>\*</sup> IN FOREIGN COUNTRIES BY RESIDENTS OF THE UNITED STATES 1952 — 1961

(United States Department of Commerce)



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

† DATA FOR 1961 ARE SUBJECT TO REVISION.



Additional data concerning non-resident travel to Canada during 1961 by selected types of transportation according to length of stay may be found in Statements (9 and 9 A). It is to be noted that most of the traffic not included in these two statements may be classified as short-term, 24 hours or less. For example, repeat entries by persons on standing (L) permits amounted to 4.7 million, while an additional 4.6 million visits were classified as "Other Travellers". The majority of entries not yet covered were considered as in transits. Data contained in the above two statements represent slightly more than 66 per cent of all non-resident travellers entering Canada from the United States

in 1961. A brief examination of the data points out the significant difference between the automobile and non-automobile groups with regard to the proportion of one-day traffic. Whereas the majority of automobile visits last either one or two days, non-automobile visits appear to be concentrated in the periods lasting from 3 to 7 days and 8 to 14 days. Non-automobile visits are usually longer than automobile due to the fact that generally longer travel distances are involved and many trips are undertaken for business or to visit friends or relatives, which normally requires more time than the casual crossing of an automobile traveller who may stay a few hours.

#### **Distribution of Travel Expenditures<sup>1</sup> by Residents of the United States in Foreign Countries**

Expenditures on travel to other countries by residents of the United States in 1961 were practically unchanged from the previous year. Publications released by the United States Department of Commerce show that payments in 1961 totalled \$2,642,000 compared with \$2,640,000 in 1960. The breakdown reveals that \$1,747 million involved expenses within foreign countries while \$895 million covered payments for transocean transportation. The breakdown on transportation costs shows \$515 million for fares to foreign carriers and \$380 million to U.S. carriers. Percentagewise foreign carriers received 58 per cent of the payments for transocean transportation and United States carriers 42 per cent, compared with 55 and 45 per cent, respectively, in 1960. A major factor which improved the competitive position of foreign carriers was the increase in air capacity acquired by obtaining more U.S. built jet aircraft.

United States residents travelling abroad in 1961 (exclusive of Canada and Mexico) numbered 1,575,000 as compared with 1,634,000 in 1960, a decrease of 59,000 or nearly 4 per cent. Of the total, some 1,307,000 or 83 per cent travelled by air and 268,000 or 15 per cent travelled by ship. Comparable data for 1960 show that 81 per cent travelled by air and 19 per cent by ship. Most of the change in 1961 occurred in travel by ship where the total declined some 49,000 or 16 per cent whereas the number travelling by air was reduced by 10,000 or less than 1 per cent below the previous year.

An analysis of areas visited (exclusive of Canada and Mexico) shows that 52.4 per cent had visited Europe and the Mediterranean. This represents an increase of 1.5 per cent in the proportion visiting the area although the number of visits declined from 832,000 in 1960 to 826,000 in 1961. The decline in visits to overseas countries appeared mainly in the West Indies and Central Americas and can be attributed to the virtual disappearance of U.S. travel to Cuba because of the deterioration in relations between the two countries. Visits to that area tapered from 641,000 in 1960 to 550,000 in 1961 or by approximately 91,000. Visits to South America advanced from 71,000 in 1960 to 83,000 in 1961 and

made up 5.3 per cent of the total compared to 4.4 per cent the previous year. Similarly visits to all other countries advanced from 90,000 in 1960 to 116,000 in 1961 and made up 7.4 per cent of the total as compared to 5.5 per cent in 1960. Another sector of travel which advanced in 1961 was cruise travel. More than 210,000 Americans went on sea cruises during the year compared with about 160,000 in the previous year. Much of this increase occurred in the summer season, and reflected a growing popularity of short cruises in Caribbean waters, in what was once the "off-season". The U.S. Department of Commerce report states it is possible that this type of travel may have substituted for the once popular week end trips to Cuba particularly from Florida.

Expenditures for travel to foreign countries were higher in all areas except Europe - Mediterranean and the Caribbean areas. Americans spent \$630 million in the Europe and Mediterranean area as compared to \$704 million in 1960, a decline of about 10 per cent. Likewise the proportion spent in this area was reduced from 40 per cent in 1960 to 36 per cent in 1961. An increased proportion of travellers by air, whose visits are normally shorter than those of sea travellers, had a tendency to lower the average outlay per visit. Associated with the higher proportion of air travel was a reduction in the number of countries visited per trip which also contributed to a shorter length of stay and consequently a lower outlay. Reduced purchases because of the lower duty-free exemption may also have been an influencing factor in the last half of the year. A trip to Europe cost the average U.S. traveller about \$1,390 in 1961 compared to \$1,500 in the previous year. The breakdown of this amount shows \$630 for transocean fares and \$760 covering expenditures in Europe. The breakdown shows travellers by ship spent about \$640 for fares and \$900 for expenses in Europe. In 1960 the corresponding averages were \$700 and \$1,000, respectively. Fares of air travellers at \$620 were about \$10 lower, reflecting the increased use of economy class and an expansion in the use of chartered aircraft. Expenditures in Europe by air travellers averaged about \$700 compared with \$770 in the previous year, a reduction of about 9 per cent. Transportation costs include payments made in the United States for air travel within Europe and also any overweight baggage

<sup>1</sup> In terms of United States dollars.

charges, consequently the average is higher than the economy fares between the United States and the major points of first entry into Europe.

United States travellers spent about \$160 million in the Caribbean area, representing a decline of \$6 million or nearly 4 per cent. The disappearance of tourist travel to Cuba was the main factor behind this reduction.

A small rise occurred in U.S. travel expenditures in Mexico as the total reached \$370 million, mainly through more spending in the border area. Expenditures in the interior remained at \$116 million as tensions related to the Cuban situation temporarily

discouraged travel to Mexico in the early part of 1961. While the number of U.S. visitors to South America advanced 16 per cent, their expenditures at \$48 million were only about 7 per cent higher as lower averages per visit were recorded.

Visits to other areas, principally the Far East, climbed sharply with the addition of new facilities, such as increased jet-plane capacity, and additional promotion in the United States by the Pacific countries in particular. Expenditures advanced about one third to \$114 million but the average per visit was near the 1960 level. Japan and Hong Kong remained the prime destinations in other countries.

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

Canadian travel expenditures in the continental United States during 1961 amounted to \$454.7 million, a decline of \$2.6 million or 0.6 per cent in comparison with 1960 data. Decreases were noted in each quarter with the exception of the first, where payments advanced by approximately 1 per cent over the same period in 1960. The largest decline in spending occurred in the fourth quarter, amounting to \$1.7 million or 1.9 per cent, while slightly lower reductions were recorded in the second quarter (\$0.7 million or 0.5 per cent) and in the third quarter (\$1.2 million or 0.8 per cent).

Although expenditures in 1961 were down somewhat below their 1960 level, the number of Canadians returning from trips to the United States established a new record, amounting to 29.3 million crossings. This was an increase of about 300,000 re-entries or 10.3 per cent over the previous record set in 1960. A quarterly analysis of volume shows that return trips in the first quarter experienced a gain of 200,000 or 4.3 per cent and those in the fourth quarter advanced by 100,000 or 16.7 per cent, while the volume of travel in the second and third quarters was approximately the same as in 1960.

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

### STATEMENT 10. Number and Expenditures of Canadian Travellers in the United States,<sup>1</sup> 1958-61

	Number of persons				Expenditures			
	1958	1959	1960	1961	1958	1959	1960	1961 <sup>2</sup>
	thousands				millions of dollars			
Automobile .....	22,185	22,205	23,358	23,339	215.6	235.1	232.0	237.6
Non-automobile:								
Plane .....	361	423	452	458	78.1	86.9	103.0	108.6
Bus .....	435	437	445	431	42.3	46.1	49.7	46.3
Rail .....	405	380	332	267	56.5	53.9	46.6	38.9
Boat .....	117	124	124	110	6.5	5.6	5.6	3.9
Other .....	3,919	4,421	4,335	4,684	14.3	20.8	20.4	19.4
<b>Totals, non-automobile .....</b>	<b>5,237</b>	<b>5,785</b>	<b>5,688</b>	<b>5,950</b>	<b>197.7</b>	<b>213.3</b>	<b>225.3</b>	<b>217.1</b>
<b>Grand totals .....</b>	<b>27,422</b>	<b>27,990</b>	<b>29,046</b>	<b>29,289</b>	<b>413.3</b>	<b>448.4</b>	<b>457.3</b>	<b>454.7</b>

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

<sup>2</sup> Subject to revision.

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

Canadians returning from the United States by automobile normally account for the largest portion of expenditures according to type of transportation. In 1961, this group of travellers spent \$237.6 million, a rise of \$5.6 million or 2.4 per cent over the 1960 figure. Moreover, this sum represented 52.3 per cent of all Canadian travel payments to the United States in 1961 compared with 50.7 per cent in 1960. A quarterly breakdown shows that payments recorded their greatest increase in the

second quarter, amounting to \$6.3 million or 10.8 per cent. Increases were also noted in the first quarter (\$1.5 million or 4.3 per cent) and in the third quarter (\$1 million or 1.1 per cent). However, expenditures of Canadian motorists in the fourth quarter of 1961 declined by \$3.2 million or 7 per cent in comparison with the same period of 1960.

A similar analysis of the volume of travellers returning by automobile in 1961, which numbered 23,339,000 persons, reveals a slight decrease of

19,000 re-entries or less than one-half per cent compared with 1960 data. The decline was attributable to a significant reduction of 224,000 or close to 4 per cent in the number of Canadians returning by automobile during the second quarter together with a smaller decrease of 10,000 or less than one-half per cent in the fourth quarter. There were, however, increases amounting to 204,000 or 5.5 per cent in the first quarter and 11,000 or less than one-half per cent in the third quarter of 1961 compared with corresponding periods of 1960. Automobile travellers not only accounted for the majority of expenditures in 1961 but also represented nearly 80 per cent of the total number of visits.

Canadians returning from the United States by plane in 1961 spent \$108.6 million, a gain of \$5.6 million or 5.4 per cent over the comparable 1960 figure. Expenditures were higher in each quarter but the second, which recorded a decline of \$1.5 million or 4.5 per cent from the previous year. The most significant increase in payments by plane travellers occurred in the fourth quarter, amounting to \$3.4 million or just over 17 per cent. At the same time, first quarter payments were up by \$2.2 million or 7.6 per cent and the third quarter experienced a rise of \$1.5 million or roughly 7 per cent. Moreover, expenditures of Canadians returning from the United States by plane in 1961 accounted for approximately 24 per cent of the total compared with 22.5 per cent in 1960.

Re-entries by plane in 1961 amounted to 458,000 persons, some 6,000 or slightly over 1 per cent more than in 1960, although the proportion of Canadians who travelled to the United States by this means remained relatively unchanged at 1.6 per cent. A quarterly breakdown of the volume of plane travel reveals an increase in the fourth quarter of 10,000 or close to 10 per cent over the same period in 1960, and a gain of 1,000 persons or 1 per cent in the second quarter. Canadian re-entries by plane

were lower at other times of the year, however, with 4,000 or approximately 3 per cent fewer in the first quarter and 1,000 or 1 per cent less during the third.

Residents who returned from the United States by bus in 1961 spent \$46.3 million, marking a decrease of \$3.4 million or almost 7 per cent in comparison with 1960. In addition, expenditures of bus travellers represented 10.2 per cent of the total payments compared with 10.9 per cent in 1960. Decreases were evident throughout the four quarters of the year, with the greatest decline, \$1.5 million or just over 9 per cent, occurring in the second quarter. Other declines amounted to \$0.4 million or slightly over 4 per cent in the first quarter, \$0.6 million or 4 per cent in the third quarter and \$0.9 million or close to 10 per cent in the final quarter of the year.

The reduction in expenditures recorded by bus travellers in 1961 can be attributed to a decline of 14,000 or about 3 per cent in the number of persons returning from the United States by this form of transportation. The only increase occurred in the first quarter when the number of re-entries advanced some 3,400 or nearly 5 per cent. Re-entries in the second quarter dropped by approximately 4,000 followed by a similar trend in the third and fourth quarters involving decreases of 6,800 and 7,100, respectively, in number. Percentagewise the decline in the second quarter amounted to 3.0 followed by 4.3 in the third quarter and 8.0 per cent in the fourth.

Payments for travel in the United States by persons returning to Canada via rail in 1961 amounted to \$38.9 million, a drop of \$7.7 million or 16.5 per cent below the 1960 figure. Expenditures of rail travellers as a proportion of the total by all forms of travel fell accordingly from 10.2 per cent in 1960 to 8.5 per cent in 1961. Decreases were noted in each quarter, the most notable being a \$3.5 million or 23.6 per cent reduction during the second. Other reductions amounted to \$1.7 million or 14 per cent

**STATEMENT 11. Number of Canadian Travellers Returning from the United States,<sup>1</sup>**  
**Compiled Quarterly, 1961**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
thousands					
Automobile:					
24 hours or less .....	3,427	4,968	6,644	3,998	19,037
Over 24 hours .....	456	916	2,151	779	4,302
<b>Totals, automobile</b> .....	<b>3,883</b>	<b>5,884</b>	<b>8,795</b>	<b>4,777</b>	<b>23,339</b>
Non-automobile:					
Plane .....	116	121	109	112	458
Bus .....	73	128	151	79	431
Rail .....	64	65	80	58	267
Boat .....	3	17	80	10	110
Other .....	621	1,310	1,717	1,036	4,684
<b>Totals, non-automobile</b> .....	<b>877</b>	<b>1,641</b>	<b>2,137</b>	<b>1,295</b>	<b>5,950</b>
<b>Grand totals</b> .....	<b>4,760</b>	<b>7,525</b>	<b>10,932</b>	<b>6,072</b>	<b>29,289</b>

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

in the first quarter, \$1.7 million or 15.5 per cent in the third and \$0.8 million or just over 9 per cent in the final quarter.

Re-entries by rail, which amounted to 267,000 persons in 1961, were lower than comparable 1960 data, recording a decrease of 65,000 persons or 19.6 per cent. Furthermore, lower volumes were reflected throughout all four quarters of the year, with the first and second quarters in each case experiencing 19,000 or about 23 per cent fewer re-entries. Persons returning by rail in the third quarter of 1961 were down by 16,000 or roughly 17 per cent in comparison with the same period of 1960, while the fourth quarter showed a decline of 11,000 or nearly 16 per cent. As a result, the proportion of Canadians who returned from the United States by rail in 1961 fell to 0.9 per cent from 1.1 per cent in 1960.

Canadian residents making the return trip from the United States by boat in 1961 spent \$3.9 million, representing a decline of \$1.7 million or 30.4 per cent below the comparable 1960 sum. Their expenditures taken as a proportion of the total payments for the year fell to 0.9 per cent from 1.2 per cent in the previous year. A comparison with 1960 on a quarterly basis reveals lower expenditures in each quarter, with reductions amounting to \$0.1 million in each of the first and second quarters as well as a \$1.4 million drop during the third, while the fourth quarter was practically unchanged.

There were also fewer Canadians who returned from the United States by boat in 1961, as the total of 110,000 marked a reduction of 14,000 or approximately 11 per cent below the corresponding 1960 volume. Most of the decrease resulted from 13,000 or 14 per cent fewer re-entries by boat in the third quarter, while the first and second quarters each recorded declines of 1,000 persons. Boat travel in the fourth quarter, however, registered a slight increase of 1,000 persons or around 11 per cent in comparison with the corresponding period of 1960.

Canadians making the return journey from the United States as pedestrians or by local bus etc., are grouped together under the heading "Other Travellers". In 1961 these persons numbered 4,684,000, a significant increase of 349,000 or 8 per cent compared with 1960 data, yet their expenditures fell slightly to \$19.4 million, a decline of \$1 million or nearly 5 per cent. Both the volume and expenditures of "Other Travellers" experienced declines in the first quarter of 1961 compared with the same period of 1960. However, although the number of "Other" re-entries advanced during the remaining periods, expenditures were lower, except in the third quarter where they were about equal to payments in the same quarter of 1960.

In summary, total non-automobile travel by Canadians to the United States in 1961 accounted for very nearly 48 per cent of the expenditures and just over 20 per cent of the volume of travel, a slight decrease and an increase, respectively, compared with corresponding 1960 proportions. Payments by the non-automobile group of travellers amounted to \$217.1 million in 1961, a decrease of \$8.2 million or 3.6 per cent from 1960 data. At the same time, the number of re-entries by the non-automobile group came to 5,950,000 in 1961, marking a gain of 262,000 or 4.6 per cent. The lower expenditures were a result of declines amounting to \$7 million or 10 per cent in the second quarter, \$2.2 million or 4 per cent in the third and \$0.5 million or 1 per cent in the first quarter. An increase was noted in the final period of the year, however, which recorded a gain of \$1.5 million or 3.6 per cent more than in the last quarter of 1960. A quarterly breakdown of the volume of re-entries by non-automobile travellers reveals a different pattern, with an increase of 215,000 or 15 per cent in the second quarter and a gain of 33,000 or 1.6 per cent in the third quarter. Similarly, return trips during the last quarter experienced an increase amounting to 45,000 or 3.6 per cent. On the other hand, re-entries of non-automobile travellers in the first quarter were down some 31,000 or 3.4 per cent in comparison with the same period of 1960.

**STATEMENT 12. Expenditures of Canadian Travellers Returning from the United States,<sup>1</sup>  
Compiled Quarterly, 1961<sup>2</sup>**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
millions of dollars					
Automobile:					
24 hours or less .....	6.4	8.8	11.9	7.5	34.6
Over 24 hours .....	29.8	56.0	81.9	35.3	203.0
<b>Totals, automobile .....</b>	<b>36.2</b>	<b>64.8</b>	<b>93.8</b>	<b>42.8</b>	<b>237.6</b>
Non-automobile:					
Plane .....	31.2	31.5	22.7	23.2	108.6
Bus .....	8.8	14.8	14.5	8.2	46.3
Rail .....	10.5	11.3	9.3	7.8	38.9
Boat .....	0.3	1.1	2.0	0.5	3.9
Other .....	3.4	4.9	7.2	3.9	19.4
<b>Totals, non-automobile .....</b>	<b>54.2</b>	<b>63.6</b>	<b>55.7</b>	<b>43.6</b>	<b>217.1</b>
<b>Grand totals .....</b>	<b>90.4</b>	<b>128.4</b>	<b>149.5</b>	<b>86.4</b>	<b>454.7</b>

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

<sup>2</sup> Subject to revision.

### Canadian Travel in the United States by Destination

Once again, in 1961, additional data on the characteristics of Canadian travel in the United States have been collected monthly by means of a mail questionnaire sent to a selected group of Canadians who have returned from visits to that country. It must again be noted, that due to the process of selecting names for the mailing list, information obtained refers only to the long-term category of travel. For this reason, survey results 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.

In the case of destination, information was compiled on the general area visited in the United States as presented in Map 2. Furthermore, when more than one destination was specified on a returned questionnaire, the one farthest from the International Boundary was chosen. In 1961, indications were that 30.6 per cent of the long-term travellers were destined for the Middle Atlantic States of New York, New Jersey and Pennsylvania, compared with 29.4 per cent in 1960. The second most popular region recorded was the Pacific Coast, comprising the States of Washington, California and Oregon, which accounted for 19.3 per cent of the destinations in 1961 compared with 19.6 per cent in 1960. Approximately the same percentage of Canadian travellers returning from the United States reported destinations in the South Atlantic area (including Florida) in 1961 as in 1960—namely 15.3 per cent. States comprising the East-North Central region were listed by 14.2 per cent of the respondents to the mail questionnaire, or 0.8 per cent less than the corresponding 1960 proportion. In addition, a slightly lower percentage had indicated destinations in the New England States (10.7 per cent), the West-South Central area (0.9 per cent) and the Mountain region (2.5 per cent). On the other hand, there were moderate increases in the percentage of Canadians travelling to the West-North Central area (5.7 per cent), the East-South Central (0.6 per cent) and Alaska (0.2 per cent).

A quarterly compilation of data on destination shows that the highest proportion of travellers returning to Canada in each quarter except the first had been to the Middle Atlantic area of the United States. Destinations in this region were reported by 33 per cent of the respondents returning in the second quarter, 29 per cent in the third and 35 per cent in the fourth quarter. The heaviest concentration of travel in the first quarter was attributed to persons returning from the South Atlantic area, amounting to 28 per cent, while destinations in the Middle Atlantic States accounted for 26 per cent. It is suspected, however, that much of the traffic returning in the first quarter of 1961 actually represents persons who had departed from Canada in the last quarter of 1960 for winter vacations in the Southern United States. Travel to the Pacific States maintained a considerable popularity throughout the year, representing 17 per cent of the destinations in the first quarter, between 15 and 16 per cent in the second, 23 per cent in the third and between 19 and 20 per cent in the final period. Similarly, the percentage of respondents indicating destinations in the East-North Central area remained fairly consistent on a quarterly basis at around 14 per cent.

In comparison with comparable 1960 information, the most significant change in the first quarter of 1961 was a reduction of 1.6 per cent in the percentage of respondents returning from destinations in the South Atlantic region. A similar analysis of destinations reported during the second quarter reveals an increase of 6.5 per cent in the percentage of travel to the Middle Atlantic States. The most significant change during the third quarter was an increase of 3.3 per cent in the proportion of respondents indicating the Pacific Coast States as their destination. On the other hand, respondents in the fourth quarter who indicated destinations in the East-North Central region accounted for 14.3 per cent of the long-term travel in that period compared with 16.2 per cent in the same quarter of 1960.

### STATEMENT 13. Destination of Canadian Travellers Returning from the United States<sup>1</sup> by Plane, Bus and Rail, by Geographic Regions, Compiled Quarterly, 1961

Geographic region of destination <sup>2</sup>	First quarter	Second quarter	Third quarter	Fourth quarter	Year
North-Eastern States .....	81,000	121,000	139,000	113,000	454,000
Great Lakes States .....	28,000	31,000	38,000	32,000	129,000
North-Western States .....	7,000	9,000	13,000	11,000	40,000
West Coast States .....	45,000	54,000	99,000	52,000	250,000
Other remaining states .....	92,000	99,000	50,000	41,000	282,000
<b>Totals, United States .....</b>	<b>253,000</b>	<b>314,000</b>	<b>339,000</b>	<b>249,000</b>	<b>1,155,000</b>

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

<sup>2</sup> See Table 7 for states comprising regions.

DESTINATION OF CANADIANS IN THE UNITED STATES,  
VISITS OF MORE THAN 48 HOURS, QUESTIONNAIRE SURVEY 1961  
(PERCENTAGE)



**STATEMENT 14. Destination of Canadian Travellers Returning from the United States<sup>1</sup> by Plane, Bus and Rail, by Geographic Regions, 1959 - 61**

Geographic region of destination <sup>2</sup>	1959	1960	1961
North-Eastern States .....	549,000	498,000	454,000
Great Lakes States .....	124,000	127,000	129,000
North-Western States .....	31,000	28,000	40,000
West Coast States .....	269,000	282,000	250,000
Other remaining states .....	267,000	295,000	282,000
<b>Totals, United States .....</b>	<b>1,240,000</b>	<b>1,230,000</b>	<b>1,155,000</b>

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

<sup>2</sup> See Table 7 for states comprising regions.

The destination of Canadian travellers returning from the United States by plane, bus and rail is presented in Statement 14 for the three years 1959-61 and in Statement 13 on a quarterly basis for 1961. Questionnaire results show that the number of non-automobile travellers who were destined for the North-Eastern States declined by approximately 9 per cent in both 1960 and 1961, while the frequency of destinations in the Great Lakes States recorded gains of 2.4 per cent and 1.6 per cent for the same two years. At the same time, compilations of questionnaire data revealed that travel to the North-Western States experienced a decline in 1960 and an increase in 1961, while the opposite trend was noticed in connection with destinations in the West Coast States. Indications were that during 1961 the largest proportion (454,000 or 39 per cent) of the long-term re-entries by plane, bus and rail had visited the North-Eastern States and between 21

and 22 per cent had been to destinations in the West Coast States. An analysis of destination on a quarterly basis shows that visits to the North-Eastern States accounted for between 38 and 39 per cent of the travel in the second quarter, 41 per cent in the third quarter and between 45 and 46 per cent in the final quarter of 1961. Comparable data for travel to the West Coast region were 17 per cent in the second quarter, 29 per cent in the third and 21 per cent in the last quarter. However, Canadians returning from visits to "Other remaining states" in the first quarter of 1961 represented between 36 and 37 per cent of the re-entries in that period compared with 32 per cent to the North-Eastern States and 18 per cent to the West Coast area. It should again be pointed out that a considerable percentage of the re-entries by plane, bus and rail in the first quarter are presumably returning from vacations in the southern areas of the United States.

**Payments of Canadian Travellers in the United States During 1961,  
Classified by Length of Stay**

The same basis used in classifying non-residents into short-term and long-term traffic is applied to re-entries of Canadians from visits to the United States. Travellers departing and returning on the same day are considered as short-term traffic while all other visits are treated as long-term. In 1961 there were 23,818,000 short-term re-entries from the United States, representing 81.3 per cent of the total travel movement, a slight increase from the 1960 percentage of 80.3 per cent. Long-term travel numbered 5,470,500 persons or 18.7 per cent of the total compared with 19.7 per cent in the previous year. Expenditures of the short-term class of travellers are, however, much lower than the volume of travel might indicate. In 1961, Canadians returning from visits of 24 hours or less in the United States spent \$55.6 million or only 12.2 per cent of the total, while payments of the long-term group at \$399.1 million accounted for 87.8 per cent. In comparison with 1960 percentages, the proportion of expenditures which resulted from short-term travel fell about 0.4 percentage points with a corresponding

rise in the proportion of long-term expenditures. Further comparisons with 1960 data reveal that short-term re-entries advanced by 497,100 or just over 2 per cent while the volume of long-term travellers fell by 254,400 visits or 4.4 per cent. Although there were more short-term trips to the United States in 1961, their expenditures registered a decline of \$2.1 million or 3.6 per cent due to a lower average outlay per person. Travel payments by the long-term category also recorded a decrease, amounting to \$0.5 million or less than one-half per cent, which was considerably lower than the rate of decrease noted in the volume (4.4 per cent).

A more detailed breakdown of travel by Canadian motorists in 1961 according to length of stay shows that 19,037,000 had been in the United States for 24 hours or less and had spent \$34.6 million. This marked an increase of 149,000 or about 1 per cent in the number of visits, but a decrease of \$0.7 million or 2 per cent in their expenditures. Short-term motorists spent an average of \$1.82 in the United

**STATEMENT 15. Expenditures of Canadian Travellers in the United States, by Length of Stay, 1961**

Mode of travel	Number of persons	Per cent of grand total	Expenditures <sup>1</sup>	Per cent of grand total
		%	\$	%
<b>Short-term traffic (24 hours or less)</b>				
Automobile .....	19,036,900	65.00	34,562,000	7.60
Plane .....	14,800	0.05	993,000	0.22
Bus .....	18,800	0.06	265,000	0.06
Rail .....	7,100	0.02	303,000	0.06
Boat .....	21,800	0.08	87,000	0.02
Bus in transit .....	26,700	0.09	—	—
Rail in transit .....	7,400	0.03	—	—
Other travellers (pedestrians, local bus, etc.) .....	4,684,500	15.99	19,377,000	4.26
<b>Totals, non-automobile .....</b>	<b>4,781,100</b>	<b>16.32</b>	<b>21,025,000</b>	<b>4.62</b>
<b>Totals (short-term) .....</b>	<b>23,818,000</b>	<b>81.32</b>	<b>55,587,000</b>	<b>12.22</b>
<b>Long-term traffic (over 24 hours)</b>				
Automobile:				
Over 24 hours and under 48 hours .....	955,300	3.26	10,196,000	2.24
48 hours and over .....	3,346,500	11.43	192,845,000	42.41
<b>Totals, automobile .....</b>	<b>4,301,800</b>	<b>14.69</b>	<b>203,041,000</b>	<b>44.65</b>
Plane .....	442,900	1.51	107,608,000	23.67
Bus .....	385,300	1.32	46,082,000	10.13
Rail .....	252,100	0.86	38,550,000	8.48
Boat .....	88,400	0.30	3,861,000	0.85
<b>Totals, non-automobile .....</b>	<b>1,168,700</b>	<b>3.99</b>	<b>196,101,000</b>	<b>43.13</b>
<b>Totals (long-term) .....</b>	<b>5,470,500</b>	<b>18.68</b>	<b>399,142,000</b>	<b>87.78</b>
<b>Grand totals .....</b>	<b>29,288,500</b>	<b>100.00</b>	<b>454,729,000</b>	<b>100.00</b>

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

States during 1961, compared with \$1.87 in 1960. In addition, the average outlay per car fell from \$5.14 to \$4.94. Increased short-term travel by automobile in the first quarter was mainly responsible for the higher volume, while the decline in payments can be traced principally to the second quarter. Canadian automobile travellers returning after visits lasting over 24 hours but less than 48 hours numbered 955,000 in 1961, a moderate increase of 5,000 or one-half per cent over 1960. On the other hand, these motorists spent \$10.2 million, or roughly the same amount as in the previous year. In addition, a quarterly breakdown of payments shows very little change from comparable 1960 data. At the same time, however, the volume of travel experienced a rise of 17,000 or 17 per cent during the first quarter and a decrease of 15,000 or almost 7 per cent in the second quarter. The average amount spent per person per day (\$5.34) for motorists in this grouping was just slightly lower than in 1960. Similarly, the average expenditure per car per day, which in 1961 amounted to \$15.49, represented a minor change. Finally, motorists re-entering Canada in 1961 after spending 48 hours or more in the United States numbered 3,347,000, down by 173,000 or 5 per cent from the comparable 1960 volume. Their expenditures, on the other hand, amounted to \$192.8 million, an expansion of \$6.3 million or 3.4 per cent. The average amount spent per person per day in this

classification declined to \$7.85 from \$8.01 in 1960 and the average outlay per car per day fell to \$21.84 from \$23.24. However, payments were higher than in the year prior due to an increase in the length of stay, which in 1961 amounted to 7.3 days or 0.7 days longer than in 1960. Although the number of travellers in this category represented only 11.4 per cent of the total traffic returning from the United States, their expenditures accounted for 42.4 per cent of total payments for the year. Corresponding percentages for the year 1960 were 12.1 per cent and 40.8 per cent, respectively. Substantial decreases in the number of 48 hours and over automobile travellers during the second and third quarters (totalling 146,000 persons) were largely responsible for the year's decrease. Similarly, much of the increase in expenditures resulted from a \$6.9 million expansion in second quarter payments.

Additional information on returning Canadian automobile traffic in 1961 according to length of stay may be found in Tables 10 and 10A. The one-day length of stay comprises all visits lasting 24 hours or less while the two-day class includes vehicles staying outside Canada for more than 24 hours and less than 48 hours. Both of these groups have been discussed earlier. Motorists



classified as having been absent for three days numbered 1,688,000 and their expenditures in the United States were estimated at \$57.3 million, accounting for a considerable proportion of all automobile expenditures in the 48 hours and over group. For convenience, lengths of stay in the United States are divided into groups and presented in Statement 16. Resident motorists returning from trips lasting 3 to 7 days numbered 2,731,000, or 11.7 per cent of the returning automobile traffic. Those staying from 8 to 14 days amounted to 383,000 or 1.6 per cent of the total. Lengths of stay lasting between 15 and 21 days accounted for 115,000 or 0.5 per cent of the motorists while longer

durations of absence were recorded by 117,000. It should be noted, however, that within each of these groupings over two days there are heavier concentrations of visits lasting one week, two weeks and three weeks. In contrast, the number of United States motorists travelling in Canada decreases more or less uniformly as the length of stay increases, and there is no reason to question this data as it is compiled from the dates of entry and exit as recorded by Canadian customs officers. However, it is possible, that some over-estimation occurs in the groups of Canadians staying 7 days, 14 days and 21 days as a result of visits being reported in terms of weeks rather than days.

**STATEMENT 16. Canadian Travellers Returning to Canada from the United States, classified according to Length of Stay, by Selected Types of Transportation, 1961**

Estimated days stay in the United States	Number of persons			
	Automobile	Plane	Bus <sup>1</sup>	Rail <sup>1</sup>
1.....	19,036,877	14,799	18,797	7,075
2.....	955,291	36,669	45,562	20,711
3- 7.....	2,731,423	188,002	185,595	126,530
8-14.....	383,081	107,489	78,882	51,123
15-21.....	114,790	58,409	32,587	22,682
22- over.....	117,275	52,333	42,684	31,121
<b>Totals .....</b>	<b>23,338,737</b>	<b>457,701</b>	<b>404,107</b>	<b>259,242</b>

<sup>1</sup> Excluding in transit.

Included in the expenditures of Canadian travellers remaining 48 hours and over in the United States is the value of merchandise declared under the \$100 customs exemption privilege in effect during 1961. In that year, purchases of merchandise were valued at \$59.7 million, a substantial decrease of \$11.4 million or 16 per cent below the amount spent in 1960. This decline was reflected throughout the year as well, with the most significant drop percentage-wise being a \$4.0 million or 23 per cent reduction during the fourth quarter. Decreases in the remaining periods of the year amounted to \$4.2 million or 16 per cent in the third quarter, \$2.2 million or just over 12 per cent in the second and \$1.0 million or 10.6 per cent in the first quarter. The value of declared merchandise considered as a proportion of total expenditures fell to 13.1 per cent in 1961 from 15.5 per cent in 1960 and 16.3 per cent in 1959.

Short-term travellers returning to Canada by conveyances other than automobile in 1961 numbered 4,781,100, an increase of 348,500 or 7.9 per cent over the comparable 1960 volume. Their expenditures, however, which amounted to \$21 million, represented a decrease of \$1.3 million or 6 per cent. The volume of short-term non-automobile travel accounted for 16.3 per cent of the total re-entries in 1961 and their expenditures represented 4.6 per cent of the total payments, a slight increase and decrease,

respectively, compared with corresponding 1960 information. Long-term non-automobile travel returning from the United States numbered 1,168,700 persons in 1961, a decline of 86,800 or 7 per cent below the 1960 volume. In addition, expenditures of the long-term group, which amounted to \$196.1 million, registered a decline of \$6.8 million or 3.4 per cent. Moreover, the percentage of travel which was classified as long-term non-automobile (both volume and expenditures) was slightly lower than in 1960. Further data on non-automobile travel in the United States by length of stay may be found in Tables 12 to 14.

Canadians returning from the United States by plane after visits lasting 24 hours or less amounted to 14,800 in 1961, a decrease of 7,800 or 34.5 per cent fewer than in 1960. Payments by this group came to \$993,000, a reduction of \$457,000 or 31.5 per cent. On the other hand, the volume of long-term travel by plane advanced by 14,000 persons or about 3 per cent to 442,900 and payments of \$107.6 million recorded a gain of 6 per cent. Re-entries by plane who had been in the United States for two days numbered 36,700, accounting for 8 per cent of the total traffic by plane, while the expenditures of this group, which amounted to \$3.8 million represent 3.5 per cent of the plane expenditures. Residents returning by plane after trips lasting three days

numbered 51,000 compared with 48,700 in 1960, a gain of 4.7 per cent. Estimated expenditures of the three-day class amounted to \$6.2 million, an expansion of \$0.3 million or about 5 per cent. Plane travellers returning after spending three days in the United States accounted for approximately the same proportion of both total re-entries and expenditures by plane as in 1960. A broader grouping of Canadians returning by plane appears in Statement 16 where it is shown that visits lasting from three to seven days accounted for 188,000 or 41 per cent of the

return trips by that means. In addition, some 107,500 were estimated to have remained from eight to fourteen days, or 23.5 per cent of the total. The average expenditure for Canadian plane travellers to the United States in 1961 was \$237.28, compared to \$228.09 in 1960, while the average expenditure per person per day amounted to \$18.62, a gain of roughly 40 cents. Similar to 1960 the highest average outlay per person per day in 1961 was attributed to those who remained only one day, amounting to \$67.07, some \$3.00 higher than the previous year.

**STATEMENT 17. Canadian Travellers Returning to Canada from the United States, Percentage of Volume, classified according to Length of Stay, by Selected Types of Transportation, 1961**

Estimated days stay in the United States	Percentage of volume			
	Automobile	Plane	Bus <sup>1</sup>	Rail <sup>1</sup>
1 .....	81.6	3.2	4.6	2.7
2 .....	4.1	8.0	11.3	8.0
3- 7 .....	11.7	41.1	45.9	48.8
8- 14 .....	1.6	23.5	19.5	19.7
15- 21 .....	0.5	12.8	8.1	8.8
22-over .....	0.5	11.4	10.6	12.0
<b>Totals</b> .....	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

<sup>1</sup> Excluding in transit.

Persons returning to Canada via bus (excluding in transit) in 1961 after being outside Canada for 24 hours or less numbered 18,800, an increase of 900 re-entries or 5 per cent in comparison with the 1960 figure, while estimated expenditures of the one-day group of bus travellers amounted to \$265,000. Long-term re-entries by bus in 1961 came to 385,300, marking a decrease of 18,400 persons or 4.6 per cent in comparison with the 1960 figure. On the other hand, estimated expenditures of the long-term group of bus travellers, which amounted to \$46.1 million, registered a decrease of \$3.5 million or roughly 7 per cent. Residents returning by bus after two days in the United States amounted to 45,600 compared with 49,000 in the year previous, a decrease of 7 per cent. Payments of these travellers were estimated at \$2.4 million, also a slight decrease from the previous year. Residents who remained in the United States for three days in 1961 and returned by bus numbered 73,700, representing a moderate increase in comparison with 1960 data while their expenditures of \$4.5 million also showed a moderate gain. Canadian re-entries by bus who had been absent from three to seven days amounted to 185,600, accounting for 46 per cent of the total re-entries by this means. Visits lasting from eight to fourteen days accounted for 78,900 of the return trips by bus or between 19 and 20 per cent of the total, while 32,600 or 8 per cent had remained between fifteen and twenty-one days, inclusive. The average expenditure per resident returning by bus in 1961 was \$114.69, a decline of \$3.35 or nearly 3 per cent in comparison with 1960. The average expenditure per

person per day, however, at \$9.56 represented a slight gain over comparable 1960 data. Bus travellers who stayed in the United States two days recorded the highest average expenditure per person per day (\$26.02). This was a reduction of 82 cents compared with the corresponding high average for 1960 which was also established by the two-day visitors.

Short-term Canadian re-entries from the United States by rail (exclusive of in transit) amounted to 7,100 persons in 1961, a decrease of 1,600 persons or 18.4 per cent below the comparable 1960 volume. Their expenditures, on the other hand, which were estimated at \$303,000, recorded a slight expansion of \$2,000 or close to 1 per cent. Long-term visits by rail numbered 252,100, a decline of 67,000 or 21 per cent and payments of \$38.6 million were some \$7.7 million or almost 17 per cent less than in 1960. Canadians who remained two days in the United States and returned to Canada via rail amounted to 20,700, a drop of 7,100 persons or 25.5 per cent. Similarly, payments of \$1.4 million by this group were down by \$0.4 million or 22 per cent. Canadians returning by rail in 1961 after spending three days outside Canada numbered 41,400, a decrease of 10,200 or close to 20 per cent below the comparable 1960 volume. In addition, expenditures of the three-day group, which amounted to \$3.2 million, were lower by \$0.8 million or 20 per cent. It was estimated that residents who re-entered by rail after visits lasting from three to seven days numbered

126,500 in 1961, representing approximately 49 per cent of the total re-entries by this means. Similarly, the groups remaining from eight to fourteen days amounted to 51,100 or nearly 20 per cent of the total. The average expenditure per rail traveller to the United States in 1961 amounted to \$149.87, a gain of \$7.78 or 5.5 per cent higher than in 1960. Moreover, the average amount spent per person per day came to \$11.80, which was some 34 cents in excess of the 1960 average. Once again, the highest average outlay on a per person per day basis was attributed to rail travellers remaining 24 hours or less, who in 1961 averaged \$42.77 compared with \$34.77 in 1960.

### Canadian Travel in the United States by Purpose of Trip

The mail questionnaire survey also queried Canadian travellers as to their purpose of trip in the United States. Many returned questionnaires listed more than one purpose so that information collected had to be compiled into three main groups: those questionnaires reporting one purpose only; those reporting two or more purposes; and the aggregate of all questionnaires showing purpose of trip. It was readily apparent that the purpose of trip varied significantly according to the particular category under consideration.

An examination of results obtained through a compilation of all questionnaires showing one or more purposes of trip shows that recreation was once again the most popular reason, accounting for 45.6 per cent of the travel in 1961 compared with 42.3 per cent in 1960. Visits to friends or relatives were specified by 31.2 per cent of the respondents, a moderate increase of 1.4 percentage points over the 1960 proportion. The third most popular reason for travel to the United States in 1961 was shopping, indicated on some 11.6 per cent of the questionnaires returned which, however, represented a slight decline from the 1960 percentage. A moderate decline was noted in the percentage of business trips, accounting for 9 per cent, and in the proportion specifying formal study. Travel for health reasons recorded a more significant drop, accounting for 1.1 per cent of the long-term traffic compared with

Residents making their re-entry into Canada by boat after being absent 24 hours or less numbered 21,800, marking a rise in volume of 2,000 persons or 10 per cent over the year previous. At the same time, the amount spent by this group of boat travellers (\$87,000), represented an increase of \$24,000 or 38 per cent. An analysis of long-term travel by boat reveals that there were 88,400 re-entries in this category, which was 15,400 or roughly 15 per cent below the corresponding 1960 volume. Moreover, their expenditures of \$3.9 million were some \$1.6 million or nearly 30 per cent less than the amount spent in 1960.

3.1 per cent in the previous year, while the proportion indicating "other" reasons climbed slightly to 1 per cent.

Tabulations of questionnaires reporting only one purpose of trip yielded somewhat different values from those obtained through an analysis of the aggregate of all questionnaires. Recreation was specified by 48.6 per cent of the respondents, a gain of 3.6 percentage points over 1960. Visits to friends or relatives represented 32.1 per cent of the persons compared with 31 per cent in the previous year. Business trips were listed by 10.3 per cent of the respondents, and shopping excursions accounted for 5.9 per cent. Formal study and health were both specified by a slightly lower proportion of respondents to the survey in 1961 than in 1960, while the percentage travelling for "other" reasons recorded a slight advance.

An examination of returned questionnaires which had two or more purposes checked indicates that recreation was again the most popular reason, being specified by 37.5 per cent of the respondents compared with 35.6 per cent in 1960. Visiting friends or relatives was next in order of importance, as it was in the other two groupings, accounting for 28.7 per cent of the travel or 1.6 points higher than the corresponding 1960 proportion. However, it was in this grouping of questionnaires reporting two or

**STATEMENT 18. Purpose of Trip<sup>1</sup> Reported by Canadians Returning from the United States, Compiled Quarterly, Questionnaire Survey, 1961**

	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other
	per cent						
First quarter .....	12.3	0.4	3.3	43.5	39.0	1.1	0.4
Second quarter .....	13.0	0.5	8.4	45.8	30.2	1.8	0.3
Third quarter .....	6.1	0.8	4.0	56.1	30.1	0.8	2.1
Fourth quarter .....	13.2	0.8	10.0	41.9	31.0	1.4	1.7
Year .....	10.3	0.7	5.9	48.6	32.1	1.2	1.2

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

more purposes of trip that shopping experienced its greatest popularity, amounting to 26.7 per cent, considerably higher than in either of the other two categories, but relatively unchanged from the comparable 1960 figure. On the other hand, the proportion of trips for business reasons was lowest in this group of questionnaires, representing just 5.7 per cent or roughly the same percentage as in 1960. Persons reporting their purpose of trip as health amounted to 0.9 per cent, and formal study accounted for 0.2 per cent.

For the remainder of this text concerning data obtained from the Canadian Questionnaire Survey, schedules reporting just one purpose of trip were used. This should also be remembered when any reference is made to the accompanying statements in this section.

Statement 18 portrays purpose of trip data on a quarterly basis for the year 1961. The popularity of recreation appears highest in the third quarter, amounting to 56.1 per cent of the travel in that period compared with 54 per cent in 1960. The proportion of travel for recreation was higher in each of the other quarters as well, the most significant change being in the second quarter. Visiting friends or relatives again appeared more frequently during the first quarter, representing 39 per cent of the travel in that period. It is quite probable, however, that this was influenced by Canadians returning in January after visiting friends or relatives over the Christmas holiday season of the previous year. The proportion of travel for this purpose remained fairly constant at about 30 per cent during the remaining quarters, with the most notable change from 1960 data being in the second quarter. Business travel was greatest during the second and fourth quarters, which are likely periods for increased transactions. Indications were that the frequency of travel for health reasons was highest in the first half of the year, accounting for 1.1 per cent in the first quarter and 1.8 per cent in the second. However, it is during this time that many residents return from winter vacations which originally started in the

fourth quarter of the year before. At any rate, the proportion of travel for health in the first two quarters of 1961 was significantly less than in the same two periods of 1960. An analysis of questionnaires indicating shopping as the main purpose of trip reveals marked increases during the second and fourth quarters in relation to other times of the year. Here again, the influence of the Easter and Christmas seasons is reflected. However, although the popularity of shopping in the second quarter of 1961 showed little change from the same period of 1960, the proportion in the fourth quarter experienced a decline. A quarterly examination of travel to the United States for formal study and "other" reasons did not reveal the marked variations which were evident with regard to other purposes of travel.

Purpose of trip reported by Canadians returning from the United States was also compiled according to province of re-entry and results are presented in Statement 19. It may be assumed that the province of re-entry is the province of residence, as indications are that re-entries by a province other than the one of residence constitute a small percentage of the total. The frequency of business trips continued to be higher among residents of Alberta than any other province, amounting to 25.4 per cent in 1961 compared with 19.7 per cent in 1960. Residents re-entering by Manitoba recorded the second largest proportion of business trips—14.3 per cent.

Survey results again showed that shopping trips to the United States were more popular among residents of the Western Provinces. Residents of British Columbia and the Yukon Territory registered the highest proportion, amounting to 10.6 per cent, while 10.5 per cent of the respondents returning in Saskatchewan had indicated a similar reason. Comparable figures for 1960 amounted to 14.3 per cent and 13.8 per cent, respectively. Recreation as a purpose of trip increased its popularity among re-entries by every province except Manitoba and Alberta which recorded declines of 1 and 3.4 percentage points, respectively, from corresponding

**STATEMENT 19. Purpose of Trip<sup>1</sup> Reported by Canadians Returning from the United States, by Province of Re-entry, Questionnaire Survey, 1961**

Province of re-entry	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other
	per cent						
Atlantic Provinces .....	8.9	0.4	3.9	38.6	41.8	1.4	5.0
Quebec .....	9.6	0.6	2.8	59.6	25.9	1.1	0.4
Ontario .....	11.1	0.7	5.5	45.9	34.9	0.9	1.0
Manitoba .....	14.3	1.2	9.9	40.5	28.5	2.6	3.0
Saskatchewan .....	13.6	4.3	10.5	32.0	35.8	—	3.8
Alberta .....	25.4	0.8	5.8	34.5	29.8	0.6	3.1
British Columbia and Yukon Territory	6.4	0.4	10.6	47.7	31.4	1.7	1.8
Canada .....	10.3	0.7	5.9	48.6	32.1	1.2	1.2

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

1960 proportions. Once again, recreation was the most frequently specified reason by re-entries via Quebec (59.6 per cent), while respondents returning via British Columbia and the Yukon Territory were next with 47.7 per cent. Travel for recreation accounted for 45.9 per cent of the re-entries via Ontario in 1961 compared with 42 per cent in 1960.

Visits to friends or relatives was also fairly popular among residents of all the provinces, particularly the Atlantic Provinces, which registered 41.8 per cent or approximately the same as in 1960. Visiting friends or relatives accounted for 35.8 per

cent of the re-entries via Saskatchewan and 34.9 per cent of those returning via Ontario, representing a decrease and an increase, respectively, of about 2 points compared to 1960 data. The frequency of travel for reasons of health, which in 1960 was highest among residents of the Atlantic Provinces, recorded its greatest popularity in 1961 by Manitoba residents, accounting for 2.6 per cent, although a slight reduction from the 1960 proportion. "Other" reasons were specified by 5 per cent of the respondents returning via the Atlantic Provinces and 3.8 per cent of the travellers returning through ports in Saskatchewan.

**STATEMENT 20. Purpose of Trip<sup>1</sup> Reported by Canadians Returning from the United States, by Types of Transportation, Questionnaire Survey, 1961**

Type of transportation	Percentage of persons reporting main purpose of trip						
	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other
Plane .....	23.5	1.0	1.3	45.8	26.7	1.7	—
Bus .....	4.7	0.7	12.8	40.4	40.8	0.5	0.1
Rail .....	9.7	0.9	7.0	31.2	48.6	2.4	0.2
Boat .....	6.7	—	10.1	49.4	31.8	0.5	1.5
<b>Totals, non-automobile .....</b>	<b>18.1</b>	<b>0.9</b>	<b>4.0</b>	<b>42.2</b>	<b>33.0</b>	<b>1.7</b>	<b>0.1</b>
Automobile .....	4.8	0.5	7.3	53.1	31.5	0.8	2.0
<b>Grand totals .....</b>	<b>10.3</b>	<b>0.7</b>	<b>5.9</b>	<b>48.6</b>	<b>32.1</b>	<b>1.2</b>	<b>1.2</b>

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

Finally, returned questionnaires were compiled by purpose of trip (questionnaires reporting one purpose only) according to the type of transportation used in returning to Canada. This information is presented in Statement 20. In 1961, 42.2 per cent of the non-automobile travel was for recreation, and visiting friends or relatives accounted for 33 per cent. However, the proportion of non-automobile travellers journeying to the United States for all other reasons in 1961 was in each case lower than corresponding 1960 data. Generally it was revealed that more Canadians travelled by bus to visit friends or relatives than for recreation. On the other hand, recreation accounted for the largest single proportion of travel by plane and boat. Another notable characteristic of plane travel is the relatively high proportion of business trips, accounting for 23.5 per cent in 1961 compared with 29.8 per cent in 1960. In addition, shopping trips by bus are quite popular, representing 12.8 per cent of the travel by that means, a slight reduction from comparable 1960 data.

The most significant change with regard to automobile travel by purpose of trip was an increase in the proportion who had been in the United States to visit friends or relatives, which amounted to 31.5 per cent. The majority of travel by car was, however, for recreation, accounting for 53.1 per

cent in 1961. On the other hand, shopping trips considered as a percentage of the total, experienced a decline of 1.4 points and travel for health fell by 1.2 points. The proportion of automobile travellers who reported on business trips declined and travel for formal study was also down slightly, while "other" reasons were listed in more cases than in 1960.

Analysis of purpose of trip data is complicated by returned questionnaires indicating that the trip was in transit through the United States, as it may well be that information reported by this group applies to a Canadian province of destination and not to areas visited in the United States. However, indications were that only 1.2 per cent of the long-term Canadian travel movement was in transit, a considerable decrease in comparison with 2.5 per cent recorded the year before. It is once again probable that recent construction of new and more direct routes within Canada has played an important role in reducing the volume of in transit travel through the United States. At any rate, it is interesting to note that data obtained from questionnaires specifying in transit travel reveal once more that the majority originated in Ontario, travelled by car and were destined mainly for points in the Maritimes or Prairie Provinces, particularly Manitoba and Alberta.

CHART - 3

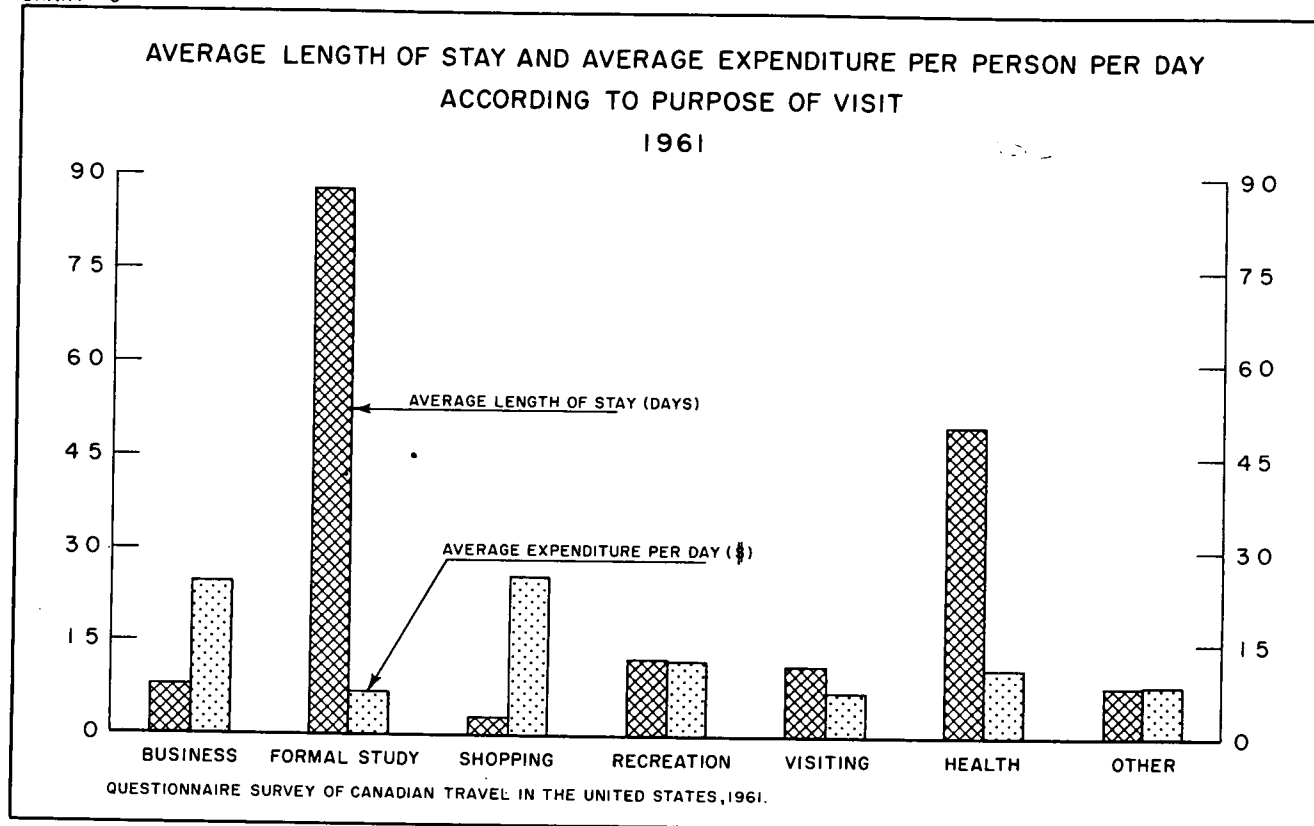
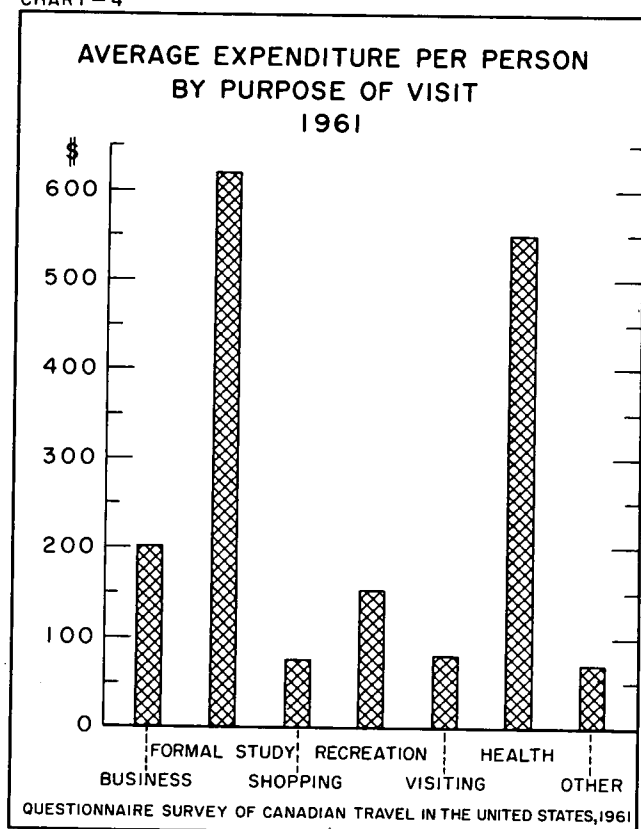


CHART - 4



Respondents to the mail questionnaire were also asked for their length of stay in the United States, and the usual variation according to purpose of trip, mode of travel, province of re-entry and season of year was again apparent. However, in order to simplify results, average length of stay was compiled from data representative of all types of transportation.

In 1961, persons indicating formal study in the United States remained an average of 87.8 days, considerably greater than the average for other purposes of trip and an increase of 20 days compared with corresponding 1960 data. The second longest average stay was attributed to persons travelling for reasons of health, who remained 50 days, a slight decrease from the year 1960. Canadians specifying recreation as their main purpose of trip in 1961 stayed in the United States an average of 12.5 days, or about 1 day longer than in 1960, while visits to friends or relatives, which lasted 11.4 days on the average, displayed very little change. Similarly, the average shopping trip lasted 2.9 days, the same as in 1960, while business trips averaged 8.1 days or approximately one-half day longer. The average length of stay recorded by Canadians indicating "other" reasons amounted to 8.3 days in 1961, also about one-half day greater than in the previous year.

An analysis of average length of stay by purpose of trip according to province of re-entry shows that the highest average for business trips

was attributed to residents of Alberta who remained 16.5 days. The shortest average stay for this purpose was registered by residents of Quebec, amounting to 7 days. Average length of stay per traveller specifying visits to friends or relatives ranged from 9.7 days for re-entries via Quebec to 18.8 days for persons returning through Alberta. An examination of returned questionnaires which had the purpose of recreation checked does not reveal as great a variation. Residents of Saskatchewan remained 14.7 days, followed by Ontario residents with an average of 13.2 days, while the shortest length of stay recorded by persons indicating recreation appeared for travellers from the province of Manitoba, who averaged 10.2 days. Residents of British Columbia and the Yukon Territory whose purpose was formal study remained an average of 15.4 days in the United States and re-entries via Ontario returning from travel for their health stayed 68.1 days on the average. Persons returning via the Atlantic Provinces after shopping excursions registered an average stay of 3.4 days. Generally, the average length of visit by shoppers corresponds fairly closely with the 48-hour minimum length of stay required for customs exemption. The longest average stay for persons specifying "other" reasons of travel amounted to 12.6 days and was attributed to residents of Quebec, while the shortest (4.9 days) was registered by travellers from Saskatchewan.

Additional compilations of data showed that the average length of stay varied with the time of year. For example, travel for recreation lasted 9 days in the third quarter and 18.8 days during the second quarter, while visiting friends or relatives averaged 9.2 days in the fourth quarter and 13.1 days in the second. Purposes of trip displaying the least amount of quarterly variation from an average length of stay point of view were business and shopping. Canadians travelling to the United States for the former reason averaged a stay lasting 8.3 days in the first quarter, 8.1 days in the second, 9.4 days in the third and 6.7 days in the final period of 1961. At the same time, the average length of stay per shopper, which was slightly longer during the first and third quarters than at other times of the year, did not vary more than 0.3 days from the average for the year. Again, the average length of stay per traveller indicating health was highest during the second quarter (86.5 days) as a result of people returning from winter vacations in the Southern States.

Information obtained from the questionnaires on expenditures in the United States was compiled according to purpose of trip by province of re-entry and type of transportation. In addition, data showing the average expenditure per person and per person per day as well as the average length of stay per person are presented in Charts 3 and 4.

The highest average expenditure per trip amounted to \$618.77 and was attributed to Canadians who had travelled to the United States for formal study. This marked an increase of \$59.32 over the comparable 1960 average and may reflect an in-

crease in the cost of tuition fees. However, the average amount spent per person per day was the lowest recorded, amounting to \$7.05, representing a decrease of \$1.20 in comparison with the corresponding 1960 average. Residents of British Columbia and the Yukon Territory spent the most per trip for education with an average of \$945.98, while respondents from Alberta indicated they had spent an average of \$838.43 per person. The lowest average expenditure for formal study was accounted for by persons returning via the province of Ontario, amounting to \$488.95. The highest average expenditure per person according to type of transportation was recorded by Canadian travellers returning by train, who spent \$705.38 on the average for formal study. A similar analysis of questionnaires reporting health as a purpose of trip shows that respondents spent an average of \$549.95, the second highest and an increase of \$81.18 over the comparable 1960 average. In addition, the average outlay per person per day for health experienced a gain of \$1.74, amounting to \$11.00 in 1961. Re-entries via Quebec spent the most per person travelling for health with an average of \$726.69, while persons from Alberta averaged \$680.80.

Indications were that Canadians who had travelled to the United States on business trips during 1961 spent \$201.23 on the average, a rise of \$13.50 over the 1960 average. Average outlay per person per day also advanced slightly to \$24.73. Persons returning via Alberta registered the highest average according to province of re-entry—\$417.78, while the lowest average outlay amounted to \$173.95 and was attributable to re-entries via Ontario. Travellers by plane who specified business trips spent \$234.05 on the average, the highest in comparison with other forms of travel, while the average per traveller by train was next, amounting to \$209.15. An examination of returned questionnaires indicating recreation as purpose of trip in 1961 reveals an average expenditure per person of \$152.90, a decline of \$7.17 from the year previous. At the same time, average outlay per person per day fell by \$1.76 to \$12.24. According to survey results, persons re-entering in Alberta registered the highest outlay per person travelling for recreation with an average of \$197.14. Quebec had the next highest (\$165.54) and the lowest average, which came to \$116.35, was recorded by re-entries in Saskatchewan.

Respondents to the "mail questionnaire" in 1961 who had visited friends or relatives in the United States spent \$81.29 on the average, some \$2.33 more than the average recorded in 1960. The average expenditure on a per person per day basis rose slightly to \$7.16. A provincial breakdown indicates that re-entries via Alberta spent more on the average than re-entries through other provinces, with an average of \$172.84, while Ontario averaged the least—\$69.93. The average amount spent per person visiting friends or relatives by plane was \$153.04 in 1961, the highest according to type of transportation, with train travellers averaging \$99.32 and bus travellers \$91.27. Survey

data also revealed that the average outlay per person specifying shopping trips to the United States in 1961 amounted to \$75.58 compared to \$71.62 in the year previous. In addition, average expenditure per person per day amounted to \$25.85, an increase of \$4.36. The highest average by province of re-entry was recorded by respondents via Quebec, who spent \$94.35, with re-entries via the Atlantic Provinces averaging a close second at \$93.20. Respondents returning from shopping trips by plane recorded the greatest outlay on a transportation basis, amounting to \$142.75. This was a considerably greater sum than the next highest average of \$94.41 attributed to persons re-entering by rail and more than double the average of \$67.08 for automobile travellers.

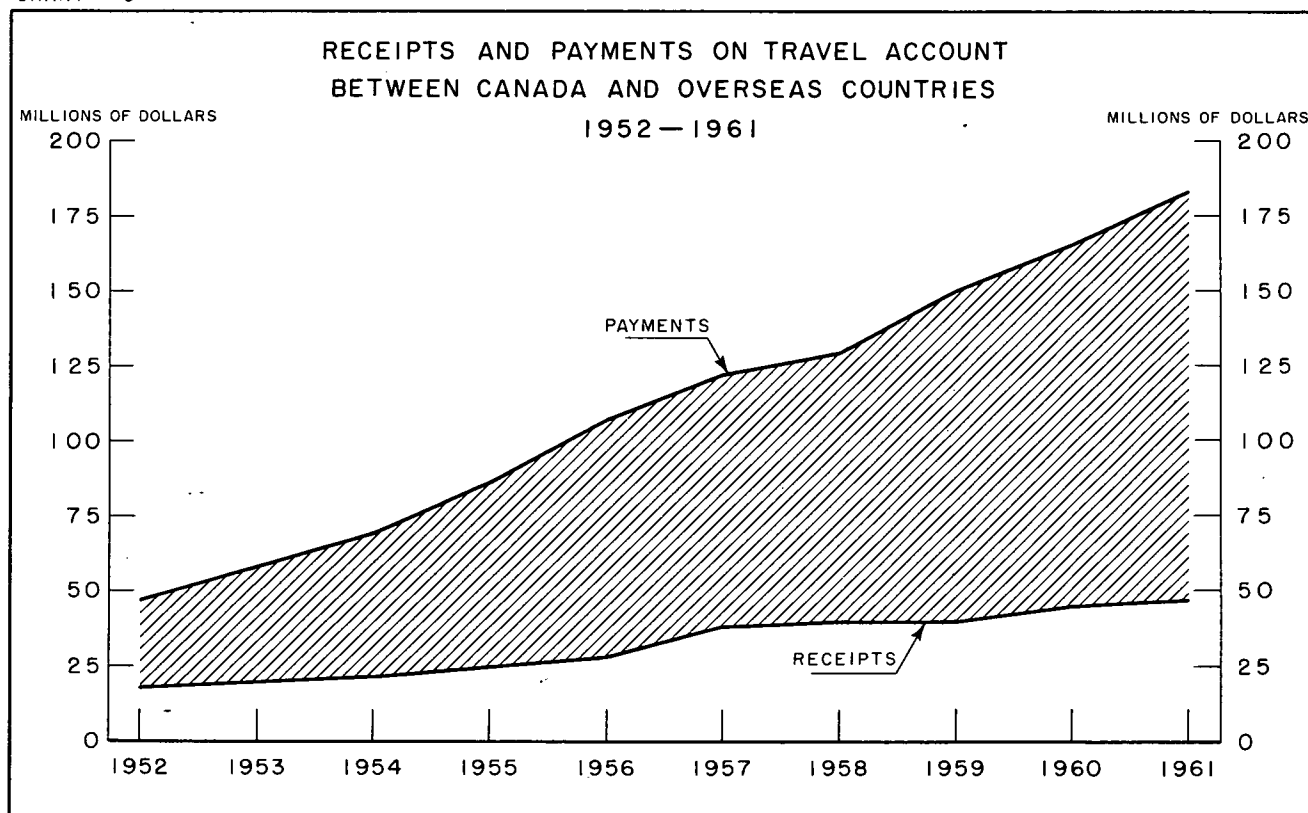
In the residual group referred to as "other", many of the respondents to the "mail questionnaire" survey were in transit, while others indicated they were looking for work, transporting relatives to and from points of embarkation for travel overseas, etc. The average amount spent by this group of travellers in 1961 was \$70.12, a reduction of \$12.83 from the previous year, and the average expenditure per person per day declined by \$2.43 to \$8.41. Examination of the average per person by province of re-entry shows that the highest was recorded by Ontario amounting to \$85.00, followed closely by Quebec with \$84.76. There was wide variation in the average according to type of transportation, ranging from \$55.90 per automobile traveller to \$315.37 for plane travellers.

### Travel Between Canada and Overseas Countries

The basic record of the volume of non-immigrant travel to Canada from overseas countries was weakened by administrative procedures introduced January 1, 1961. Prior to that time, transportation companies were required to complete a form for the Department of Citizenship and Immigration which provided certain details of this travel movement. However, a request from the transportation companies to be relieved of this procedure was granted and as a result, the availability of data for the overseas section of this Annual Report has been drastically curtailed. For example, statistics comparable to those published formerly are no longer available showing the volume of non-immigrant visitors from overseas by countries in 1961 or their purpose of trip in Canada.

Receipts from residents of overseas countries in 1961 were estimated at \$47 million, a gain of \$2 million or between 4 and 5 per cent in comparison with 1960. An estimate of the breakdown would indicate that some \$21 million in receipts or close to 45 per cent of the total was received from residents of the United Kingdom, marking an increase of \$1 million or 5 per cent over 1960. At the same time, it was estimated that visitors from other "Sterling Area" countries in 1961 spent \$7 million, an expansion of \$1 million or nearly 17 per cent over comparable 1960 data. There was no significant change indicated in receipts from the O.E.E.C. area and all remaining countries.

CHART — 5





**STATEMENT 21. Balance of Payments on Travel Account Between Canada  
and Overseas Countries, 1960 and 1961<sup>1</sup>**

Net Credits (+) Net Debits (-)

	All overseas countries		United Kingdom		Other sterling area		Other O.E.E.C. countries		All other countries	
	1960	1961	1960	1961	1960	1961	1960	1961	1960	1961
	millions of dollars									
Receipts .....	45	47	20	21	6	7	13	13	6	6
Payments .....	165	183	70	71	14	21	65	72	16	19
Net Balance .....	- 120	- 136	- 50	- 50	- 8	- 14	- 52	- 59	- 10	- 13

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

**Canadian Travellers Overseas (Returning Direct)**

Canadian travellers returning direct from trips overseas in 1961 numbered 223,100, representing an increase of 34,500 persons or just over 18 per cent in comparison with the 1960 volume. This established an all-time high, although the rate of increase was slightly less than that recorded in 1960. An analysis on a quarterly basis reveals that travel overseas experienced gains throughout the year, particularly in the first and third quarters. Canadians returning direct in the first quarter amounted to 43,500, a gain of 11,600 or between 36 and 37 per cent in comparison with the same period of 1960. Similarly, re-entries during the third quarter, which numbered 86,400, marked an expansion of 13,600 persons or close to 19 per cent. Direct re-entries amounted to 47,200 in the second quarter and 46,000 in the final quarter, while the corresponding volumes in 1960 were 40,100 and 43,800, respectively.

Payments by Canadians returning direct from overseas travel in 1961 also climbed to a new high

of \$151 million, an increase of approximately \$11 million or between 7 and 8 per cent compared with 1960. This increase in expenditures was significantly less than the sharper gain in numbers of travellers as more Canadians used Canadian transportation services overseas and visits overseas were for shorter durations than in 1960. On the other hand, there was a higher cost of foreign currencies. It was only during the fourth quarter, where expenditures amounted to \$31 million, that a slight decline was noticed in comparison with 1960 data, amounting to just over \$3 million or between 9 and 10 per cent. Payments of \$27 million in the first quarter experienced an increase of \$7.5 million or slightly over 38 per cent and expenditures of \$33 million in the second quarter represented a gain of nearly \$3 million or 9 per cent. Similarly, expenditures of \$59 million during the third quarter were some \$3.5 million or just over 6 per cent higher than in the corresponding period of 1960.

**STATEMENT 22. Residents of Canada Returning Direct from Overseas Countries,  
Principal Ports of Re-Entry, 1957-61**

Port of re-entry	1957	1958	1959	1960	1961
Gander, Nfld. ....	3,254	2,665	3,578	4,471	6,885
Greenwood, N.S. ....	—	—	—	1,298	1,791
Halifax, N.S. (Aeroplane) .....	1	1	1	1,588 <sup>2</sup>	5,355
Sydney, N.S. (Aeroplane) .....	—	—	—	656	795
Dorval, Que. ....	37,927	49,383	64,938	77,965	96,859
Malton, Ont. ....	15,962	21,067	23,765	36,673	44,021
Edmonton, Alta. ....	—	—	1,462	2,705	2,575
Vancouver, B.C. (Aeroplane) .....	9,369	9,897	12,905	17,040	16,630
<b>Totals</b> .....	<b>66,512</b>	<b>83,012</b>	<b>106,648</b>	<b>142,396</b>	<b>174,911</b>
St. John's, Nfld. ....	710	573	537	430	300
Halifax, N.S. (Vessel) .....	7,557 <sup>3</sup>	4,138 <sup>3</sup>	4,055 <sup>3</sup>	4,502 <sup>3</sup>	2,789
St. John, N.B. ....	1,373	1,281	940	399	510
Quebec, Que. ....	38,877	38,453	39,704	34,601	30,524
Vancouver, B.C. (Vessel) .....	1,332	1,258	1,493	1,512	2,526
<b>Totals</b> .....	<b>49,849</b>	<b>45,703</b>	<b>46,729</b>	<b>41,444</b>	<b>36,649</b>
Other ports (Aeroplane and Vessel) .....	3,541	3,404	3,428	4,726	11,558
<b>Grand totals, all ports</b> .....	<b>119,902</b>	<b>132,119</b>	<b>156,805</b>	<b>188,566</b>	<b>223,118</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.

A breakdown of overseas expenditures according to destination by Canadians returning direct in 1961 shows that the United Kingdom area received about \$65 million, marking a slight increase of just over \$1 million or 2 per cent in comparison with 1960 information. Other European countries were the recipients of approximately \$61 million, exceeding the figure for the previous year by \$4.5 million or 8 per cent. In 1961, Canadians returning direct from travel to other Commonwealth countries spent between \$12 and \$13 million, around \$3 million or 35 per cent more than in 1960. Expenditures in all other areas not elsewhere specified were also higher, amounting to \$12 million, roughly 13 per cent greater than in 1960.

Transportation charges paid to foreign carriers other than United States are included in the estimates of Canadian travel expenditures overseas.

Payments to United States carriers, however, are debited to the travel account with that country. As fares paid by Canadians to Canadian transportation companies do not represent a movement of money outside the country, they are not included in the cost of overseas travel. Transportation charges paid to foreign carriers in 1961 by Canadians returning direct from overseas represented 32 per cent of the total amount spent on overseas travel—the same percentage as in 1960. It is interesting to note that Canadian transportation companies received between 47 and 48 per cent of the payments to all carriers (including United States and Canadian) in 1961 compared with about 44 per cent in 1960. Comparable data released by the United States Department of Commerce would indicate that residents of that country allocated between 57 and 58 per cent of their transportation payments to foreign carriers, a rise close to 3 percentage points compared with 1960.

**STATEMENT 23. Residents of Canada Returning Direct from Overseas Countries,  
Principal Ports of Re-Entry, compiled Quarterly, 1961**

Port of re-entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Gander, Nfld. ....	1,343	1,219	2,656	1,667	6,885
Greenwood, N.S. ....	301	525	386	579	1,791
Halifax, N.S. (Aeroplane) .....	674	1,199	2,057	1,425	5,355
Sydney, N.S. (Aeroplane) .....	17	13	703	62	795
Dorval, Que. ....	19,203	19,635	36,850	21,171	96,859
Malton, Ont. ....	11,954	9,982	14,828	7,257	44,021
Edmonton, Alta. ....	571	599	1,017	388	2,575
Vancouver, B.C. (Aeroplane) .....	6,293	3,378	4,072	2,887	16,630
<b>Totals</b> .....	<b>40,356</b>	<b>36,550</b>	<b>62,569</b>	<b>35,436</b>	<b>174,911</b>
St. John's, Nfld. ....	31	32	190	47	300
Halifax, N.S. (Vessel) .....	1,368	628	365	428	2,789
St. John, N.B. ....	455	—	—	55	510
Quebec, <sup>1</sup> Que. ....	—	7,135	17,237	6,152	30,524
Vancouver, B.C. (Vessel) .....	514	799	706	507	2,526
<b>Totals</b> .....	<b>2,368</b>	<b>8,594</b>	<b>18,498</b>	<b>7,189</b>	<b>36,649</b>
Other ports (Aeroplane and Vessel) .....	815	2,024	5,332	3,387	11,558
<b>Grand Totals, all ports</b> .....	<b>43,539</b>	<b>47,168</b>	<b>86,399</b>	<b>46,012</b>	<b>223,118</b>

<sup>1</sup> Many returning residents cleared at Quebec disembark at Montreal.

### Type of Transportation

A mail questionnaire survey was again used to secure information from a sample of Canadian travellers returning direct from overseas in 1961. Indications were that air lines (both foreign and domestic) received between 81 and 82 per cent of all overseas transportation costs paid by Canadian travellers, a gain of approximately 7 points over the corresponding percentage in 1960. Further evidence of the increasing popularity of air travel may be gained from an analysis of Statement 22, which shows that direct re-entries via the principal airports numbered 174,900, representing between 78 and 79 per cent of the total volume or an increase of about 3 points over the comparable 1960 proportion. In addition, the total number of re-entries

by air in 1961 marked an advance of 32,500 or nearly 23 per cent more than in the year previous. On the other hand, the number of Canadians returning direct from overseas at principal seaports in 1961 was down 4,800 or between 11 and 12 per cent. Other ports (both aeroplane and vessel) not elsewhere specified in the Statement accounted for just over 5 per cent of the direct re-entries in 1961, compared with between 2 and 3 per cent in 1960.

Nearly all the principal airports recorded gains in the number of direct re-entries with the exception of Edmonton and Vancouver which registered slight decreases. The most significant advances occurred at the airports of Dorval, Quebec and Malton, Ontario. In 1961, direct re-entries via Dorval increased by

18,900 persons or 24 per cent and Malton by 7,300 or 20 per cent over corresponding 1960 volumes. Residents disembarking by vessel at Quebec declined by 4,100 or 12 per cent, accounting for much of the decrease noted in the yearly volume for vessel. There were also 1,700 or 38 per cent fewer re-entries at Halifax, Nova Scotia. However, residents returning by vessel at Vancouver, British Columbia and St. John, New Brunswick, did record increases in comparison with 1960.

Data on Canadian travellers returning direct from overseas travel by port of re-entry are presented on a quarterly basis in Statement 23. More re-entries were recorded in each quarter of 1961 than in corresponding periods of 1960. The most notable gains appeared in the first and third quarters, amounting to 11,600 and 13,600 persons, respectively. At the same time, direct re-entries advanced by 7,100 persons in the second quarter and 2,200 in the fourth. On a percentage basis, the largest increase occurred in the first quarter, amounting to 36.5 per cent. In addition, the proportion of travellers returning in this period accounted for 19.5 per cent of the total compared with 17 per cent in 1960. However, the percentage of direct re-entries which were registered in the fourth quarter declined by between 2 and 3 points compared with the year previous. Some 36 per cent of the direct re-entries by plane occurred in the third quarter of 1961, 23 per cent in the first quarter, 21 per cent in the second and 20 per cent in the fourth. An analysis of re-entries by vessel reveals more pronounced quarterly trends than plane, with 50.5 per cent recorded in the third quarter, 23.4 per cent during the second, 19.6 per cent in the fourth and 6.5 per cent in the first quarter. Decreased traffic by vessel at the St. Lawrence River ports in the winter months is largely responsible for the low volume in the first quarter even though re-entries via the Atlantic seaports of Halifax and St. John are highest during that time. Travel by plane, not being affected to the same extent by winter conditions, displays less variation on a quarterly basis. With the exception of Vancouver, British Columbia and Greenwood, Nova Scotia, the highest proportion of re-entries direct by air at all other major Canadian airports was recorded during the third quarter. The greatest number of Canadians returning via Vancouver occurred in the first quarter, amounting to 38 per cent, while 32 per cent of the residents via Greenwood were recorded in the fourth quarter.

### Destination

Destinations reported by Canadian travellers re-entering direct from overseas trips in 1961 were arranged on an area basis rather than by country, as many respondents, particularly those returning from travel to Europe, indicated more than one country visited per trip. Results are presented in Statement 24, compiled quarterly by type of transportation. A comparison with 1960 data shows that the percentage of travel to the United Kingdom alone experienced a slight gain of 1.6 percentage points, while the proportion of combined trips to both the United Kingdom and other European areas

declined by nearly 3 points. In addition, the percentage of visits to the United Kingdom both alone and in combination with trips to Continental Europe amounted to 57.5 per cent, a decrease of 1.3 percentage points from the 1960 proportion. Survey data indicated that the percentage of Canadians who had been to countries in Continental Europe advanced by roughly 3 points over 1960 and the proportion of destinations in other British Commonwealth areas increased by slightly more than 1 point. Destinations in other areas not already covered were reported by between 4 and 5 per cent of the respondents compared with between 5 and 6 per cent in the previous year, while the percentage of visits to a combination of several areas was relatively unchanged.

Some of the more popular destinations within the other Commonwealth category were, Bermuda accounting for nearly 4 per cent of the direct re-entries, the Federation of West Indies with just over 4 per cent, and the Bahamas representing about 2 per cent of the destinations reported. The most significant change compared with 1960 percentages was an increase of 1 point in the proportion of visits to Bermuda, as the proportion of travel to other Commonwealth areas failed to record any appreciable difference. In 1961, survey data indicated that 3 per cent of the Canadian travellers who returned direct had been to Mexico, a decrease of approximately 1 point, while the proportion travelling to Central America and the non-British West Indies also experienced a slight decline. There was also a moderate decline in the proportion of visits to South America, which represented less than one-half per cent of the overseas travel in 1961.

An analysis of destination data for 1961 on a quarterly basis shows that the proportion of travel to the United Kingdom varied slightly. The most notable change in comparison with 1960 occurred in the first quarter where re-entries from the United Kingdom accounted for about 8 per cent more of the total re-entries. The proportion of Canadian travellers specifying combined trips to the United Kingdom and Continental Europe ranged from 21 per cent of the re-entries in the first quarter to 30 per cent in the third quarter. It was in the fourth quarter, however, that the most significant change occurred, when re-entries from trips to these two areas represented between 27 and 28 per cent of the total for the quarter, a drop of close to 6 points in comparison with 1960. Travel to Continental Europe only accounted for just over 24 per cent of the direct re-entries in the first quarter, a gain of between 5 and 6 percentage points in comparison with the corresponding percentage in 1960. The proportion of visits to other Commonwealth areas appeared to be higher during the first half of the year, reflecting the popularity of winter vacations in such areas as Bermuda, the West Indies Federation and the Bahamas. Between 12 and 13 per cent of the re-entries in the first quarter and about 16 per cent in the second quarter had been to other Commonwealth areas in 1961, compared with roughly 10 per cent and 8 per cent in the last two quarters, respectively.

**STATEMENT 24. Destination reported by Canadians Returning Direct from Overseas  
Countries, compiled Quarterly by Type of Transportation, 1961**

Destination reported	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	per cent				
<b>Aeroplane:</b>					
United Kingdom only .....	30.5	28.5	32.3	33.0	31.3
United Kingdom and other European countries .....	19.2	21.8	26.4	25.1	23.6
Other European countries only .....	25.1	18.4	22.8	23.0	22.4
Other Commonwealth countries .....	12.6	18.0	12.0	10.0	12.9
All other countries .....	6.4	7.4	3.2	5.0	5.2
Combined destinations .....	6.2	5.9	3.3	3.9	4.6
<b>Grand totals .....</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>
<b>Vessel:</b>					
United Kingdom only .....	19.3	27.7	31.3	36.1	30.7
United Kingdom and other European countries .....	43.6	36.1	48.0	37.4	41.5
Other European countries only .....	12.7	15.3	17.9	20.2	17.5
Other Commonwealth countries .....	10.0	7.6	0.5	1.0	3.3
All other countries .....	1.1	1.4	—	—	0.4
Combined destinations .....	13.3	11.9	2.3	5.3	6.6
<b>Grand totals .....</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>
<b>Aeroplane and Vessel:</b>					
United Kingdom only .....	29.7	28.3	32.2	33.6	31.2
United Kingdom and other European countries .....	20.9	24.4	29.7	27.4	26.3
Other European countries only .....	24.2	17.8	22.0	22.5	21.7
Other Commonwealth countries .....	12.4	16.2	10.3	8.3	11.5
All other countries .....	6.1	6.3	2.6	4.1	4.4
Combined destinations .....	6.7	7.0	3.2	4.1	4.9
<b>Grand totals .....</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

Re-entries via certain ports also showed a higher proportion of visits to some destinations than others. For example, the percentage of respondents returning via the airports at Halifax, Nova Scotia and Gander, Newfoundland who had been to the United Kingdom amounted to 54 per cent and between 50 and 51 per cent, respectively. On the other hand, only 30 per cent of the re-entries via Dorval and 29 per cent at Malton reported similar destinations. A higher percentage of returning travellers by the latter two ports had been to destinations located farther south such as Mexico, the West Indies Federation and the Bahamas. In 1961, some 13 per cent of the re-entries direct at Malton had been to Bermuda, between 11 and 12 per cent had gone to the West Indies Federation, 8 per cent to Mexico and just over 8 per cent to the Bahamas. Travellers returning to Canada via the airport at Edmonton, Alberta were, for the most part, returning from European visits. Between 24 and 25 per cent indicated the United Kingdom as their destination, 30 per cent had been to both this area and Continental Europe, while 42 per cent had visited Continental Europe only. Canadians returning by plane at Vancouver were more evenly distributed according to their destination with between 17 and 18 per cent specifying the United Kingdom, 18 per cent the

United Kingdom and other European areas, between 14 and 15 per cent Continental Europe only, 18 per cent Mexico, and 17 per cent destinations in a combination of several areas.

An examination of re-entries by vessel at the St. Lawrence seaports of Montreal and Quebec indicates that 32 per cent had been to the United Kingdom, 45 per cent to both the United Kingdom and other Europe, and between 18 and 19 per cent had visited Continental Europe only. Comparable data for the Atlantic seaports also showed a high percentage of travel to European areas, with 44 per cent having been to the United Kingdom only, 25 per cent to both this area and Continental Europe and 12 per cent to Continental Europe only. There were also between 10 and 11 per cent who had been to the West Indies Federation, although most of these had re-entered at the port of St. John, New Brunswick. Quite a high proportion (29 per cent) of the respondents returning by vessel at Vancouver indicated trips to Australia and New Zealand while only 3 per cent had been to any area in Europe. In addition, the majority of re-entries via this port had indicated travel to a combination of several areas.

**Length of Stay**

Additional data compiled from the overseas questionnaires mailed to Canadian travellers returning direct in 1961 showed that the average length of stay abroad varied according to the country visited and the type of transportation used. Respondents who had been to the United Kingdom only had remained about 44 days in 1961, compared with an average of roughly 50 days in 1960. The average length of stay reported by re-entries direct by plane amounted to 37 days, a slight decrease from the

previous year, while the average for boat travellers advanced to 87 days from 76 days in 1960. Respondents who had returned direct from combined trips to the United Kingdom and Other European countries remained 61 days on the average, or between 10 and 11 days less than in the previous year. The average for boat travellers remained relatively unchanged at 106 days, while the average trip per plane traveller lasted between 46 and 47 days, about 3 days shorter than in 1960.

**STATEMENT 25. Average Length of Stay reported by Canadians Returning Direct from Overseas Countries, compiled by Destination and Type of Transportation, 1960-61**

Destination reported	Aeroplane		Vessel		Aeroplane and vessel	
	1960	1961	1960	1961	1960	1961
	number of days					
United Kingdom only .....	37.1	36.8	76.1	86.9	49.7	44.3
United Kingdom and other European countries .....	49.6	46.5	105.9	105.9	71.2	60.7
Other European countries only .....	48.1	41.1	91.1	112.7	56.7	49.9
Other Commonwealth countries .....	21.8	20.7	96.8	77.4	24.2	23.0
All other countries <sup>1</sup> .....	23.4	21.4	29.9	21.6	23.5	21.4

<sup>1</sup> Excluding travel to more than one area per trip.

Comparable data on residents returning direct from visits to European countries other than the United Kingdom in 1961 show that the average trip lasted 50 days, some 7 days less than in 1960. On the average, respondents returning by plane indicated that they had remained 41 days or 7 days less than a year earlier. However, the average trip per boat traveller increased by between 21 and 22 days to 113 days during the same time interval. Travel to other Commonwealth countries in 1961 lasted an average of 23 days, representing a moderate decline of roughly 1 day in comparison with the 1960 average. Those returning direct by plane averaged 21 days, a slight decrease, and direct re-entries by vessel averaged between 77 and 78 days compared with 97 days in 1960. Some of the more important destinations within this category were Bermuda, the West Indies Federation, Australia and New Zealand. Moreover, much of the travel to these areas was by plane rather than boat. The average length of stay also showed considerable variation according to the area visited. For example, travel to Bermuda lasted 13 days on the average, while 23 days were spent in the West Indies Federation. Compared with 1960 averages, Canadians spent

about 5 days less in Bermuda and 1 day longer in the West Indies Federation. Persons returning direct from trips to the Bahamas in 1961 indicated that they had remained there for between 12 and 13 days on the average.

The average length of stay per Canadian traveller returning direct from destinations in countries not specified amounted to 21.4 days in 1961, a decrease of about 2 days from the 1960 average. Average lengths of visit for plane and boat travellers were very close at 21.4 days and 21.6 days, respectively. The former represented a decline of 3 days and the latter a drop of about 8 days in comparison with the previous year. Respondents who had been to Mexico averaged a 17 day stay, about 1.5 days less than in 1960, while a similar decline was noted in the average (16.4 days) for persons returning from Central America and the West Indies not British. Visits to South America lasted 30 days on the average, some 14 days less than the average for 1960. In summary, questionnaire results indicated that with very few exceptions, Canadians returning direct from overseas destinations in 1961 spent less time on their trip than in 1960.

**STATEMENT 26. Average Length of Stay reported by Canadians Returning Direct from Overseas Countries, compiled Quarterly by Destination and Type of Transportation, 1961**

Destination reported	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	number of days				
<b>Aeroplane:</b>					
United Kingdom only .....	34.1	30.7	40.9	37.7	36.8
United Kingdom and other European countries .....	51.4	38.4	50.0	43.8	46.5
Other European countries only .....	32.0	42.4	48.3	38.7	41.1
Other Commonwealth countries .....	19.6	24.1	19.0	19.8	20.7
All other countries <sup>1</sup> .....	19.6	25.5	21.3	18.1	21.4
<b>Vessel:</b>					
United Kingdom only .....	137.1	113.0	63.0	87.1	86.9
United Kingdom and other European countries .....	189.0	99.6	95.6	97.4	105.9
Other European countries only .....	155.2	123.3	113.5	96.5	112.7
Other Commonwealth countries .....	96.2	52.8	—	67.0	77.4
All other countries <sup>1</sup> .....	30.0	19.1	—	—	21.6
<b>Aeroplane and Vessel:</b>					
United Kingdom only .....	38.8	45.1	44.3	47.6	44.3
United Kingdom and other European countries .....	71.6	54.6	61.5	57.4	60.7
Other European countries only .....	36.5	54.9	56.6	48.3	49.9
Other Commonwealth countries .....	23.9	26.5	19.0	20.1	23.0
All other countries <sup>1</sup> .....	19.7	25.2	21.3	18.1	21.4

<sup>1</sup> Excluding travel to more than one area per trip.

**Purpose of Visit**

The purpose of trip reported by Canadians returning direct from overseas in 1961 was compiled from the aggregate of all questionnaires showing one or more purposes. Resulting information is presented by type of transportation in Statement 27 on a quarterly basis and by destination in Statement 28. Visiting friends or relatives decreased slightly in popularity during 1961, being specified by close

to 48 per cent of the respondents or not quite 1 point less than in 1960. At the same time, the percentage indicating recreation rose by approximately 1 point to 40 per cent. There was also a slight gain of less than one-half per cent in the proportion specifying business reasons for travelling overseas, while health as a purpose of trip experienced a moderate decline. About the same percentage of re-entries indicated formal study abroad in 1961 as in 1960—1 per cent.

**STATEMENT 27. Purpose of Trip reported by Canadians Returning Direct from Overseas Countries, compiled Quarterly by Type of Transportation, 1961**

Type of transportation by quarter	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
<b>Aeroplane:</b>					
First quarter .....	10.8	0.8	2.2	35.0	51.2
Second quarter .....	13.0	0.2	2.2	44.6	40.0
Third quarter .....	7.2	1.2	1.0	39.7	50.9
Fourth quarter .....	12.5	0.5	1.4	38.1	47.5
Year .....	10.4	0.7	1.6	39.3	48.0
<b>Vessel:</b>					
First quarter .....	3.0	8.5	4.3	51.4	32.8
Second quarter .....	5.4	1.0	3.2	42.9	47.5
Third quarter .....	3.4	2.6	3.4	45.2	45.4
Fourth quarter .....	4.0	2.3	2.3	37.5	53.9
Year .....	4.0	2.6	3.1	43.0	47.3
<b>Aeroplane and Vessel:</b>					
First quarter .....	10.3	1.3	2.3	36.2	49.9
Second quarter .....	11.6	0.3	2.4	44.3	41.4
Third quarter .....	6.6	1.4	1.4	40.6	50.0
Fourth quarter .....	11.0	0.8	1.6	37.9	48.7
Year .....	9.4	1.0	1.8	39.9	47.9

In 1961, there was very little difference between the proportion of plane and vessel travellers who had gone overseas to visit friends or relatives. However, 39 per cent of the plane travellers who responded to the survey specified recreation compared with 43 per cent of the re-entries by boat. A higher percentage of travellers by vessel also indicated health and formal study than did respondents returning by plane. On the other hand, the majority of business trips overseas apparently were by plane as between 10 and 11 per cent of the respondents using this means of transportation listed this purpose, in comparison with only 4 per cent of the boat travellers. The most significant change in comparison with 1960 data was a rise in the proportion of travel overseas for recreation, amounting to 1 percentage point for air travel and nearly 2 points for boat. At the same time, trips to visit friends or relatives by vessel experienced a reduction of almost 3 points in comparison with the 1960 percentage, while the proportion of respondents by air indicating a similar reason remained unchanged.

Purpose of trip was also seen to vary according to the destination reported. The majority of trips (72 per cent) to the United Kingdom were to visit friends or relatives, marking a decline in comparison with 1960. The proportion specifying recreation, on the other hand, climbed to 20 per cent from 17 per cent in the year previous. Between 52 and 53 per

cent of the respondents who had been to both the United Kingdom and other Europe in 1961 checked recreation, about the same proportion as in 1960. There was, however, a slight reduction in the proportion indicating visits to friends and relatives with a corresponding increase in the number travelling for business reasons.

Nearly 64 per cent of the re-entries who had visited Continental Europe only were estimated to have visited friends or relatives, close to 6 percentage points below the corresponding 1960 proportion, while recreation recorded an increase of roughly 6 points. The proportion of re-entries from this area specifying other reasons showed little significant change in 1961. Analysis of purpose of trip reported by respondents returning from other Commonwealth areas once again indicates a high percentage of recreation, amounting to 76 per cent. The proportion specifying visits to friends or relatives amounted to nearly 14 per cent in 1961. Destinations not already referred to are grouped collectively under the heading "All other countries". In 1961, results showed that between 61 and 62 per cent of the respondents in this category had been overseas for recreation, representing a decline of approximately 4 points from 1960. Visits to friends or relatives were specified on about 2 per cent more of the returned questionnaires and business trips as a proportion of the total advanced by between 2 and 3 per cent.

**STATEMENT 28. Purpose of Trip reported by Canadians Returning Direct from Overseas Countries, compiled by Destination, 1961**

Destination reported	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
<b>Aeroplane:</b>					
United Kingdom only .....	6.5	0.3	0.9	19.9	72.4
United Kingdom and other European countries .....	15.8	1.3	0.7	49.2	33.0
Other European countries only .....	9.5	0.8	1.5	24.7	63.5
Other Commonwealth countries .....	5.5	0.1	4.4	76.9	13.1
All other countries .....	18.2	1.1	2.4	61.8	16.5
<b>Grand totals .....</b>	<b>10.4</b>	<b>0.7</b>	<b>1.6</b>	<b>39.3</b>	<b>48.0</b>
<b>Vessel:</b>					
United Kingdom only .....	3.8	1.0	3.4	21.0	70.8
United Kingdom and other European countries .....	4.5	3.9	1.6	63.3	26.7
Other European countries only .....	3.4	2.7	4.1	23.4	66.4
Other Commonwealth countries .....	4.6	—	4.2	60.9	30.3
All other countries .....	3.5	3.2	7.7	58.8	26.8
<b>Grand totals .....</b>	<b>4.0</b>	<b>2.6</b>	<b>3.1</b>	<b>43.0</b>	<b>47.3</b>
<b>Aeroplane and Vessel:</b>					
United Kingdom only .....	6.2	0.4	1.2	20.0	72.2
United Kingdom and other European countries .....	13.1	1.9	0.9	52.6	31.5
Other European countries only .....	8.8	1.1	1.8	24.5	63.8
Other Commonwealth countries .....	5.5	0.1	4.4	76.2	13.8
All other countries .....	16.5	1.4	3.0	61.4	17.7
<b>Grand totals .....</b>	<b>9.4</b>	<b>1.0</b>	<b>1.8</b>	<b>39.9</b>	<b>47.9</b>

Final compilations of data reported on overseas questionnaires in 1961 revealed that between 57 and 58 per cent of the respondents had travelled in groups of two or more, a slight increase of 1 per cent in comparison with the comparable 1960 breakdown. Quarterly data show that about 60 per cent of the respondents returning direct in both the first and third quarters of 1961 travelled in groups of two or more as did roughly 55 per cent of the re-entries during the second and fourth quarters. According to survey results, the most notable change

on a quarterly basis from 1960 was a decline of 5 points in the percentage of group travel during the second quarter. As could be expected, the proportion of group travel varied considerably with the purpose of trip, ranging from 37 per cent of the business trips to 61 per cent of the visits to friends or relatives. Approximately 58 per cent of the respondents who specified recreation indicated they had travelled in groups as did 56 per cent of those specifying health reasons and between 38 and 39 per cent of those travelling for formal study.

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

Canadians returning from trips overseas via the United States in 1961 were estimated to number 53,900, an increase of 1,900 persons or approximately 4 per cent compared to the 1960 volume. At the same time, payments by this group of travellers advanced by nearly \$7 million or between 27 and 28 per cent to \$32 million. Transportation charges (except those paid to Canadian and United States carriers) accounted for \$11 million or between 34 and 35 per cent of the total in 1961, representing an increase of \$3 million or between 37 and 38 per cent in the amount allocated to cover transportation fares. A breakdown of expenditures by residents returning via the United States in 1961 would indicate that the United Kingdom received \$6 million, Continental Europe \$10.5 million, other British areas \$8 million and destinations not already specified \$7.5 million.

#### Destination

Compilations of data from returned questionnaires indicated that the destinations of Canadians returning from overseas via the United States in 1961 were distributed as follows: United Kingdom 3 per cent; Continental Europe 8 per cent; a combination of the United Kingdom and other Europe 7 per cent; Bermuda 9 per cent; West Indies Federation 14 per cent; Australia and New Zealand 1 per cent; the Bahamas 17 per cent; other British areas between 1 and 2 per cent; Mexico 18 per cent; Central America and the non-British West Indies 6 per cent; South America 3 per cent; other areas not elsewhere specified 2 per cent; and a combination of two or more areas 10 per cent.

In comparison with 1960 data on destination, the most significant changes in 1961 were an increase of 5 percentage points in the proportion of travel to the West Indies Federation and a decrease of 3 points in the proportion of visits to Central America and the West Indies not British. In addition, there appeared to be a reduction in the percentage of European destinations as the proportion of visits to the United Kingdom declined by 1.5 percentage points, combined trips to the United Kingdom and Continental Europe were 2 points lower and, furthermore, the proportion of destinations in Continental Europe only failed to show any

increase over 1960 data. Generally, persons re-entering Canada from overseas travel via the United States reported a much higher proportion of visits to non-European countries than did residents returning direct. Obviously, areas such as Mexico, the West Indies Federation, Bermuda, the Bahamas, Central America and the non-British West Indies, and South America are more readily accessible through the United States. On the other hand, respondents returning direct from overseas reported a considerably higher frequency of destinations in European areas than did re-entries via the United States.

Analysis of destinations reported by re-entries via the United States on a quarterly basis for 1961 shows that in the first quarter 22 per cent had been to Mexico, approximately 18 per cent had visited the West Indies Federation and between 18 and 19 per cent listed their destination as the Bahamas, while European trips accounted for roughly 14 per cent. In the second quarter, close to 20 per cent of the respondents specified Mexico as their destination and another 20 per cent indicated the Bahamas. The proportion of travellers who returned from Bermuda gained considerably in the second quarter, amounting to almost 13 per cent, while the frequency of trips to the West Indies declined slightly to 14 per cent and travel to Europe represented about the same proportion as in the first quarter. The percentage of destinations in European areas advanced in the third quarter, however, accounting for between 22 and 23 per cent, while travel to Mexico represented between 12 and 13 per cent, which was lower than in any other quarter. The popularity of trips to the Bahamas remained high during the third quarter at 18 per cent while visits to Bermuda and the West Indies Federation experienced moderate percentage declines in comparison with the second quarter. Respondents who returned from overseas via the United States during the fourth quarter of 1961 indicated Mexico as a destination in about 18 per cent of the cases. In addition, between 12 and 13 per cent indicated trips to the West Indies Federation and the proportion travelling to Bermuda and the Bahamas accounted for between 11 and 12 per cent in each case. It was in the fourth quarter of 1961 that the highest proportion of travel to Europe was reported by re-entries via the United States, amounting to 24 per cent.



### Length of Stay

According to survey results, the average length of stay abroad per Canadian resident returning via the United States in 1961 amounted to 34.7 days, about one-half day less than in 1960. The time spent en route in the United States averaged 6.9 days and the average stay at destination lasted 27.8 days, in each case slight declines from comparable 1960 averages.

Indications were that residents who had visited the United Kingdom only remained 36.2 days on the average, an increase of 5.3 days, while the average time spent en route in the United States amounted to 2.4 days or the same as in 1960. Combined trips to the United Kingdom and Continental Europe lasted 68.4 days on the average, comprising 64.7 days at destination and 3.7 days en route in the United States. The average length of stay in the United States registered a decrease of 1 day, while the average for the remainder of the trip experienced an increase of 2.6 days. An analysis of questionnaires indicating areas in Continental Europe as destination shows that the average trip lasted 52.6 days in 1961 or 5.6 days less than in 1960. Respondents remained in the United States an average of 2.3 days, marking a decrease of 1.1 days from 1960, and averaged 50.3 days during the remainder of the trip, a decline of 4.5 days. Comparing the average length of stay as reported by respondents via the United States with the averages for direct re-entries, it is seen that the latter group spent 0.4 days less on visits to Continental Europe and 4 days less on combined visits to the United Kingdom and other Europe. On the other hand, respondents via the United States spent, on the average, 8.1 days less in the United Kingdom than persons returning direct.

Travel to Bermuda in 1961 lasted an average of 12.8 days, some 2.2 days less than in 1960. En route travel in the United States lasted 2.9 days on the average and time spent at destination amounted to 9.9 days, representing decreases of 1 day and 1.2 days, respectively, in comparison with corresponding averages for the year previous. In addition, the average stay in Bermuda for persons travelling via the United States was 3.3 days shorter than the average of direct travel. Respondents who had been to the West Indies Federation in 1961 averaged 20.6 days, comprising 5 days in the United States and 15.6 days at destination. Total travel time involved was 5 days shorter than in 1960 and the length of stay at destination was 7.3 days less than the average for persons returning direct from the same destination. An examination of travel by respondents who had been to the Bahamas reveals that the whole trip lasted an average of 17.2 days, consisting of an average of 10.7 days in the United States and 6.5 days at destination. The time spent in the Bahamas was 6.1 days less than the average for persons returning direct. Incidentally, many trips to the Bahamas are short excursions taken by Canadians vacationing in the Southern United States.

Trips to Australia and New Zealand via the United States averaged 63.7 days, marking an expansion of 6.7 days over the 1960 average. En route travel through the United States, which lasted 4.7 days on the average, represented a decline of 3.8 days. However, the length of stay for the remainder of the trip averaged 59 days, or 10.5 days longer than in the previous year. Nevertheless, the average length of stay by Canadians returning from Australia and New Zealand via the United States was 15.1 days shorter than the average for direct travel.

Survey results indicated that the average trip to Mexico by residents returning via the United States in 1961 lasted 31.9 days, a gain of 1.6 days over the 1960 average. Both the average time en route (12.8 days) and at destination (19.1 days) recorded increases, amounting to 0.7 days and 0.9 days, respectively. At the same time, the average stay in Mexico was 1.8 days longer than the average for persons who returned direct. The average trip to Central America and the non-British West Indies lasted 18 days in 1961, a decrease of 6.6 days in comparison with 1960 data. Both the amount of time spent en route and at destination were below the previous year's average. Average time spent en route, which amounted to 5.9 days, represented a decline of 3.4 days and the average length of stay at destination fell by 3.2 days to 12.1 days. In comparison with the average for persons returning direct from Central America and the non-British West Indies, those re-entering via the United States spent 4.3 days less. Similarly, travel to South America via the United States was estimated to have lasted an average of 32.4 days, 29.7 days of which were spent at destination compared with 30.1 days for the direct travellers. Furthermore, the average stay en route through the United States was 2.7 days in 1961, a decrease of 2.3 days from the 1960 average, and length of stay at destination declined by 1 day.

### Purpose of Visit

All questionnaires showing one or more purposes of trip were used in compilations of data for 1961. The most notable differences between the direct and via United States travel from a purpose of trip viewpoint occurred in the proportion specifying recreation and visiting friends or relatives. Just over 66 per cent of the respondents returning via the United States in 1961 indicated recreation compared with 40 per cent of the direct. On the other hand, the proportion of travellers via the United States who specified visits to friends or relatives amounted to between 18 and 19 per cent, while the same reason accounted for 48 per cent of the direct re-entries. Further comparisons show that about 5 per cent of the respondents who re-entered via the United States had been overseas for reasons of health, as opposed to 2 per cent of the direct. Business trips were indicated by the same proportion as direct travel, nearly 9.4 per cent.

**STATEMENT 29. Purpose of Trip reported by Canadians Returning from Overseas  
Countries via the United States, compiled by Destination, 1961**

Destination reported	Business	Formal study	Health	Recreation	Visiting friends or relatives	Other
	per cent					
United Kingdom only .....	6.0	—	1.7	23.3	69.0	—
United Kingdom and other European countries .....	12.0	2.1	0.7	62.3	22.9	—
Other European countries only .....	8.4	1.2	7.8	25.8	56.8	—
Other Commonwealth countries .....	7.4	—	5.6	77.0	9.8	0.2
All other countries .....	11.5	0.6	4.1	67.4	15.1	1.3
<b>Grand totals .....</b>	<b>9.4</b>	<b>0.5</b>	<b>4.7</b>	<b>66.3</b>	<b>18.5</b>	<b>0.6</b>

In 1961, some 69 per cent of the respondents who had returned via the United States from trips to the United Kingdom only indicated that their purpose of trip was to visit friends and relatives compared to between 65 and 66 per cent in 1960. Travel for business reasons represented only 6 per cent of the visits to this area compared with nearly 12 per cent in 1960 and a moderate increase was noticed in the percentage specifying recreation. However, indications were that slightly more than 62 per cent of the re-entries from overseas via the United States, who had visited a combination of destinations in the United Kingdom and Continental Europe, had travelled for recreation. This marked an increase of between 8 and 9 percentage points compared with 1960. On the other hand, visits to friends or relatives accounted for 23 per cent of these travellers in 1961 as compared to between 30 and 31 per cent in the year previous. Results of the overseas survey also revealed that visits to friends or relatives accounted for 57 per cent of the re-entries who had been to European countries other than the United Kingdom, a decline from the 1960 proportion. In addition, it was shown that the percentage specifying recreation in 1961 also decreased. At the same time, however, the proportion of visits to Continental Europe for business advanced significantly to between 8 and 9 per cent. Travel for health also recorded a considerable gain, representing nearly 8 per cent of the respondents in 1961 compared to 3 per cent in 1960.

Survey results for 1961 suggested that 77 per cent of the travel by residents re-entering Canada via the United States after trips to "other Commonwealth" areas was for recreation, the same proportion as in 1960, while there were only minor changes in the percentages specifying other reasons for their trip. Much of the travel to "other Commonwealth"

areas comprises trips to Bermuda, the Bahamas and the West Indies Federation, which accounts for the exceptionally high proportion of recreational travel. In 1961, between 67 and 68 per cent of the respondents returning from destinations in other countries not specified indicated recreation as their purpose of trip, a decline of roughly 4 points from the 1960 proportion. Visits to friends or relatives, however, accounted for 15 per cent of the total and business trips represented between 11 and 12 per cent of the re-entries from all other countries compared with approximately 9 per cent in 1960.

An analysis of purpose of trip on a quarterly basis as presented in Statement 30 reveals that recreation was the most frequent reason for travel throughout the year, while visiting friends or relatives was next in popularity. In comparison with similar results for 1960, the proportion of travel for recreation advanced by close to 6 percentage points in the third quarter and 4 points in the second, while decreases of between 4 and 5 and approximately 3 points were noted in the first and fourth quarters, respectively. At the same time, the percentage of visits to friends or relatives registered a decrease of about 7 points in the third quarter and 1 in the second quarter, while the final quarter showed an increase of 3 points. The proportion of business trips was highest during the fourth quarter, representing 12 per cent of the travel in that period. Compared with 1960 data, the most significant change in the proportion of business travel occurred in the first quarter, when 9 per cent of the respondents reported business. The percentage of travel for reasons of health showed a fair amount of seasonal variation, ranging from between 1 and 2 per cent of the respondents returning in the third quarter to nearly 8 per cent of those in the first.

**STATEMENT 30. Purpose of Trip reported by Canadians Returning From Overseas  
Countries via the United States, compiled Quarterly, 1961**

	Business	Formal study	Health	Recreation	Visiting friends or relatives	Other
	per cent					
First quarter .....	9.1	0.2	7.8	65.0	16.9	1.0
Second quarter .....	8.7	0.5	6.5	67.2	16.4	0.7
Third quarter .....	8.1	1.0	1.6	67.4	21.6	0.3
Fourth quarter .....	12.1	0.2	2.9	66.3	18.3	0.2
<b>Year .....</b>	<b>9.4</b>	<b>0.5</b>	<b>4.7</b>	<b>66.3</b>	<b>18.5</b>	<b>0.6</b>

In 1961, indications were that about 63 per cent of the re-entries from overseas via the United States had travelled in groups of two or more. The occurrence of group travel was greatest during the first quarter, amounting to just over 71 per cent. The percentage of travel in groups accounted for a lower proportion of re-entries during the remainder of the year, however, with 62 per cent in the second quarter, 59 per cent in the third quarter and between 55 and 60 per cent during the final quarter of the year.

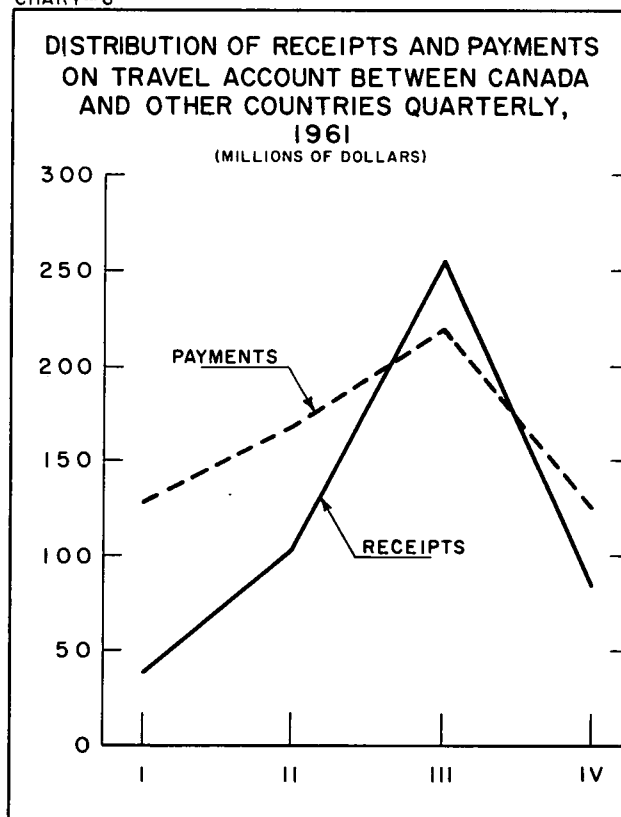
Survey results showed that 60 per cent of Canadian residents returning from overseas via the United States in 1961 made their re-entry by plane, between 3 and 4 percentage points higher than the 1960 proportion. Persons returning by car accounted for between 23 and 24 per cent of the volume, re-entries by train represented just over 12 per cent and return trips by bus accounted for approximately 3 per cent, in each case a decrease of 1 percentage point compared with corresponding data for 1960. In addition, 1 per cent of overseas travellers via the United States re-entered Canada by boat in 1961, a moderate decline when compared with 1960.

### 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 1952-61 inclusive, are presented in Table 2. Some 53 per cent of the receipts occurred in the third quarter, while only 8 per cent were credited to the first quarter, reflecting the varying popularity of the summer and winter seasons as periods in which to travel. Receipts in the second quarter accounted for between 21 and 22 per cent of the total and fourth quarter receipts amounted to between 17 and 18 per cent. The quarterly breakdown of receipts in 1961 on a percentage basis did not vary more than one-half per cent from a similar breakdown of 1960 data. Receipts recorded their greatest gain during the third quarter, amounting to \$34 million or between 15 and 16 per cent more than in the same period of 1960. The most significant percentage increase was noted in the fourth quarter, amounting to \$13 million or 18 per cent, while advances of \$12 million or 13 per cent and \$3 million or 8 per cent were recorded in the second and first quarters, respectively.

quarter amounting to \$35 million, compared with a credit of \$8 million in the same period of 1960. Moreover, the debit balance occurring at other times of the year was reduced by \$12 million or between 15 and 16 per cent in the second quarter and \$15 million or approximately 27 per cent in the final quarter. However, there was an increase of \$7 million or between 8 and 9 per cent in the deficit for the first quarter. The net effect was to further reduce Canada's balance of payments deficit with other countries by \$47 million or 23 per cent. Some of the quarterly variations between receipts and payments for the year 1961 may be found illustrated in Chart 6.

CHART-6



♦ Payments by Canadians on foreign travel in 1961 again appeared to be more evenly distributed on a quarterly basis than receipts, ranging from between 19 and 20 per cent in the fourth quarter to just over 34 per cent during the third. The most significant change from comparable 1960 data was a gain of \$10 million or between 8 and 9 per cent in payments during the first quarter. In addition, disbursements in the third quarter advanced by \$7 million or approximately 3 per cent. On the other hand, payments declined by \$2 million or between 1 and 2 per cent in the fourth quarter, while disbursements in the second quarter of 1961 were much the same as in the second quarter of 1960. A comparison of the percentage distribution of payments on a quarterly basis for 1961 with a similar breakdown in 1960 shows a gain of roughly 1 percentage point in the first quarter, accompanied by a decrease of nearly 1 point in the fourth quarter. The proportion of disbursements occurring in the second and third quarters recorded a slight decrease and an increase, respectively.

The most striking feature about Canada's balance of payments on travel account with other countries in 1961 was a credit balance in the third

### Supplementary Analysis of International Travel

#### Travel vs. Exports and Imports

Although receipts from non-resident travellers in Canada are considered as an "invisible" item in the balance of payments, it is apparent that they have comparable effects to receipts from the export of commodities to other countries. Moreover, when compared to individual commodities exported to all countries, travel receipts of \$482 million in 1961 were third in order of value, being surpassed only by the export of newsprint paper valued at \$761 million and wheat valued at \$662 million. In addition, the value of travel receipts from non-resident visitors exceeded the third ranking commodity export, lumber and timber, by some \$127 million.

When travel receipts from United States residents are compared with the export of commodities to that country, travel ranks in second place. Although the leading export commodity to the United States was newsprint paper valued at \$630 million, receipts of \$435 million from Americans visiting Canada were some \$166 million greater than the export commodity of wood pulp (the second ranking export to the United States) valued at \$269 million.

In the same manner that travel receipts are comparable to domestic exports in their effect on the balance of payments, so too the expenditures by Canadians on travel to other countries can be likened to the import of commodities. Total payments for travel outside Canada amounted to \$642 million in 1961, considerably higher than the leading group of commodity imports of non-farm machinery and parts valued at \$603 million. Moreover, the amount spent by Canadians in foreign countries was between \$337 million and \$338 million in excess of the value of automobile parts imported during 1961 (the second ranking commodity import group) and some \$351 million greater than the third ranking import, crude petroleum, valued at \$291 million.

A comparison of the expenditures of Canadian travellers in the United States during 1961 with the leading commodities imported from that country reveals that payments of \$455 million (excluding Hawaii) placed second next to purchases of non-farm machinery and parts. The latter were valued at slightly over \$512 million in 1961 or about \$57 million more than the value of travel disbursements. However, automobile parts, which, with a value of \$292 million, placed second among groups of commodity imports from the United States in 1961 were \$163 million under the payments for travel.

From the data presented above, it can readily be seen that travel is an important source of foreign funds, and one which affects directly and indirectly many sections of the business and economic life of Canada and benefits both rural and urban centres. For example, expenditures of visitors travelling in Canada may increase the revenue of transportation companies and garage operators, stimulating in turn the consumption of gas and oil, automotive or boating supplies. Also benefiting directly from these

receipts are establishments providing accommodation such as hotels, motels, lodges, trailer parks, camps and resorts, as well as food and beverage manufacturers, restaurant and cafe owners, retail department stores, sports and recreation enterprises, theatres and night clubs.

#### Volume and Expenditures

It should be kept in mind, when analysing data on international travel between Canada and the United States, that a great deal of the traffic in both directions is of a short-term nature. In 1961, some 21.1 million or 69 per cent of United States visitors entering Canada remained 24 hours or less compared with 9.4 million long-term visits lasting over 24 hours. Similarly, the number of Canadian trips to the United States which were classified as short-term in 1961 amounted to 23.8 million or 81 per cent of the total travel movement, compared with 5.5 million long-term visits. It will be noticed that the proportion of Canadian travel which was short-term was significantly higher than the comparable proportion of United States travellers, while the opposite was true of the long-term movements. On the whole, however, the aggregate of all Canadian travel to the United States was about 1.2 million crossings lower than United States visits to Canada.

Short-term Canadian travellers to the United States in 1961 are credited with spending \$55.6 million or only 12 per cent of total payments to that country. Similarly, United States residents remaining 24 hours or less in Canada spent \$48.4 million or just 11 per cent of total receipts from that country. These sums are relatively unimportant compared with long-term expenditures, and result from extremely low average expenditures per person. In 1961, the average Canadian short-term traveller spent only \$2.33, while his American counterpart spent even less—\$2.29, which would indicate that a good many short-term trips probably last only a matter of hours.

The average expenditure per Canadian long-term traveller to the United States in 1961 amounted to \$72.96 compared with \$41.29 for the average American long-term visitor to Canada. However, there were approximately 3.9 million more long-term crossings by United States travellers than by Canadian so that the spread between total expenditures for the two groups was not as great as the averages might indicate. In 1961, Canadians remaining over 24 hours in the United States spent \$399.1 million or 88 per cent of the aggregate, while American long-term visitors to Canada spent \$386.9 million or 89 per cent of total receipts from that country.

#### Per Capita Travel

On a per capita basis, the total of all United States visits to Canada in 1961 represented about 17 per cent of the population or approximately 1 person in every 6. At the same time, the number of Canadian visits to the United States averaged roughly 1.6 trips for each resident of Canada.

Furthermore, the amount spent in the United States represented \$24.93 per resident of Canada, while the average outlay per capita for travel in Canada by residents of the United States amounted to only \$2.38. The average expenditure per traveller between the two countries was much closer, however, amounting to \$15.52 for Canadian visits in the U.S. and \$14.28 for United States visits to Canada.

It may be of some interest to note that automobile registrations in the United States advanced by 2.6 per cent from 1960-1961, and registrations in Canada increased by 5.4 per cent. However, the number of Americans crossing into Canada by car in 1961 marked an increase of about 3 per cent, while, on the other hand, Canadians returning by automobile were almost 1 per cent below the comparable 1960 volume. In 1961, passenger car registrations in the United States represented the equivalent of one vehicle for every 2.9 persons compared with a ratio of one for every 4.2 persons resident in Canada.

#### **Commuter Traffic**

During 1961 an attempt was made to obtain data from a sample of United States travellers making frequent trips to Canada under standing (L) commuter permits. From the response received, it is estimated that approximately 1,933,900 trips or between 40 and 41 per cent had been made by persons commuting daily or weekly to a cottage or other residence. It is further estimated that recreation and amusement accounted for 966,400 or just over 20 per cent of the visits, while 953,900 or 20 per cent were to visit friends or relatives. Sample results disclosed that non-residents in possession of an (L) permit had made 584,900 shopping trips to Canada in 1961, representing slightly over 12 per cent of the total commuting traffic, with all other purposes accounting for 327,900 or almost 7 per cent. The majority of standing (L) travel is recorded in New Brunswick and Ontario. An analysis on a provincial basis indicates that visiting friends or relatives was the most popular reason in the province of New Brunswick, amounting to 503,500 or nearly 39 per cent of the commuter entries via that region. Recreation or amusement was next, accounting for 373,400 trips, while estimates show that 299,200 crossings were mainly for shopping. However, in Ontario, most of the commuter traffic was for the purpose of daily or weekly trips to a cottage or other residence (1,874,200 crossings or 58 per cent), while recreation and amusement accounted for the second largest proportion (538,200 or between 16 and 17 per cent). Furthermore, indications were that 379,400 or roughly 12 per cent of the commuting entries via Ontario had been to visit friends or relatives. Additional compilations of survey data revealed that an average of close to 55 trips were made under each standing (L) commuter permit issued to non-resident automobiles entering Canada during 1961 and that the average number of persons per trip amounted to just over 2 persons.

#### **New Highway and Bridges**

There are many factors which can influence the flow of American visitors to Canada, some of

which are: the ease of making border crossings; the location of highly populated areas near the International Boundary; abundant natural or physical attractions of the country; the currency exchange rate between the two countries and the economic situation generally; and construction of new roads and bridges. The effect of the last reason mentioned above was clearly illustrated in 1961 with the completion of the Trans-Canada Highway route north of Lake Superior and the bridges at Prescott and Rainy River, Ontario, connecting the United States with Canada.

Completion of the Trans-Canada Highway north of Lake Superior has had an effect mainly on foreign vehicles entering and departing from Canada at Pigeon River to the west of Lake Superior and Sault Ste. Marie on the east. An analysis of non-resident automobiles which entered Canada via Pigeon River and remained two days or more during the six-month period May-October 1961 reveals a total of 41,500 vehicles, a gain of 14,700 entries or nearly 55 per cent in comparison with the same period of 1960. A similar analysis of entries via Sault Ste. Marie for the same two periods shows that the volume of traffic increased by 19,300 vehicles or 31 per cent.

Further compilations indicated that 16,900 or 41 per cent of the entries at Pigeon River had continued east and departed from Canada at Sault Ste. Marie, compared with only 2,100 or 8 per cent who travelled the same route in May-October of 1960. Moreover, the proportion of vehicle entries at Pigeon River which returned to the United States via the port of entry dropped from 74 per cent in 1960 to between 46 and 47 per cent in 1961. In the opposite direction, 15,800 or 19 per cent of the two-day and over vehicles, which entered at Sault Ste. Marie in the period May-October 1961, departed from Canada at Pigeon River compared with only 2,100 or between 3 and 4 per cent during the same months of 1960. Comparable to Pigeon River a marked reduction was noted in the proportion of vehicles entering and departing via Sault Ste. Marie—54 per cent as compared with 64 per cent in the previous year. Motorists using the direct route between Pigeon River and Sault Ste. Marie cover approximately 485 miles in Canada, or more if additional side trips are taken on the way.

Thus, to sum up, it is evident that foreign traffic between Pigeon River and Sault Ste. Marie, Ontario has increased as a result of completion of the Trans-Canada Highway between those points. Furthermore, due to the fact that the majority of automobiles entering at Pigeon River are from the states of Minnesota and Wisconsin, and a large proportion of entries via Sault Ste. Marie originate in Michigan, it would appear that a "Circle Tour" of both Lake Superior in Canada and Lake Michigan in the United States is becoming popular.

Construction of a new bridge spanning the St. Lawrence River at Prescott, Ontario also had an effect on the flow of traffic to Canada. In the 12

months beginning October 1960 and ending September 1961, a total of 51,100 foreign automobiles entered Canada at Prescott, an increase of 21,000 or close to 70 per cent over comparable data for the period October 1959-September 1960. Similarly, the new bridge opened at Rainy River, Ontario, was responsible for an increase in foreign automobile entries in that area. From July 1960 to June 1961, a total of 13,900 non-resident automobiles crossed into Canada at Rainy River, marking an expansion of 6,200 entries or 81 per cent compared with the volume of traffic during the 12 months July 1959-June 1960.

### Length of Stay

Statement 31 presents a comparison of United States and Canadian travellers according to length of stay in 1961. Excluded from the data, however, are persons in transit by non-automobile and those classified as "other travellers" including pedestrians, local bus passengers etc. It should also be pointed out that comparisons of American and Canadian traffic at the one and two-day lengths of stay are not strictly comparable due to a different method of tabulation. Non-resident one-day traffic comprises persons who enter and depart from Canada on the same date, while Canadian one-day travel consists of visits lasting 24 hours or less, regardless of date. Therefore, in effect, a Canadian resident who leaves Canada on one day and returns

the next day, all within a period of 24 hours or less, is classified as one day, whereas his American counterpart would be in the two-day category.

In 1961, between 64 and 65 per cent of United States visitors to Canada were classified as one day compared with 78 per cent of the Canadian travellers. The two-day group accounted for 16 per cent of the non-resident entries into Canada and just over 4 per cent of the resident travel abroad. As already outlined above, variations in the percentages for the two groups may be partly explained by the different methods used in tabulation of data. When the one and two-day groups are combined, however, results are seen to compare favourably, accounting for between 80 and 81 per cent of the United States travellers and slightly over 82 per cent of the Canadian. In the same manner, the proportions of United States and Canadian travellers in the remaining length of stay groupings as shown in Statement 31, vary only slightly. The percentage of United States visitors remaining from 3-7 days and from 8-14 days exceeded the comparable proportions of Canadian travellers by 0.8 per cent and 1.3 per cent, respectively. On the other hand, the same proportion of both Canadians and Americans stayed between 15 and 21 days on their trip, while a slightly higher percentage of Canadian visits abroad lasted 22 days or over.

**STATEMENT 31. Number of Persons Travelling Between Canada and the United States  
by Automobile, Plane, Bus and Rail, according to Length of Stay, 1961**

Length of stay in days	United States travellers <sup>1</sup>	Per cent of total	Canadian travellers <sup>1</sup>	Per cent of total
1 .....	16,140,710 <sup>2</sup>	64.6	19,077,548	78.0
2 .....	3,960,280	15.8	1,058,233	4.3
3-7 .....	3,496,790	14.0	3,231,550	13.2
8-14 .....	980,037	3.9	620,575	2.6
15-21 .....	211,977	0.9	228,468	0.9
22-over .....	205,477 <sup>3</sup>	0.8	243,413	1.0
<b>Totals .....</b>	<b>24,995,271</b>	<b>100.0</b>	<b>24,459,787</b>	<b>100.0</b>

<sup>1</sup> Excluding in transit travel by non-automobile.

<sup>2</sup> Including 72,800 first trips and 4,694,200 repeat trips on standing (L) commuter permits.

<sup>3</sup> Including 28,500 trips on extended permits.

### Travel Deficit

Although Canadian travel expenditures in the United States have exceeded American spending in Canada since 1951, the spread between the two has been lowered considerably in recent years. In 1958, for example, Canada's travel deficit with the United States amounted to \$104 million, the highest on record. However, in 1959 it amounted to \$97 million and in 1960 it came to \$87 million. Estimates for 1961 show that the deficit with United States (including Hawaii) on travel account declined sharply to \$24 million, the lowest on record. It is difficult to list all the factors which contributed towards this reduction, but it would appear that the discount on the Canadian dollar in terms of United States currency during the latter half of 1961 played an important part. Moreover, the fact that the value of merchandise purchased under the customs exemption privilege has been falling steadily in recent years, amounting to \$59.7 million in 1961 compared with \$71.1 million in 1960, tends to reduce expendi-

tures in that country. It may also be that more Canadians are now taking the opportunity to travel overseas than in the past, causing a shift in expenditures away from the United States.

For the most part, however, the fact remains that the United States is the primary choice and often the only opportunity for the majority of Canadians to travel outside Canada. This is made easier by the fact that most of the Canadian population lives close to the International Boundary with ready access to many of the tourist attractions available in the United States. On the other hand, quite a number of large metropolitan centres in the United States are located farther from the International Boundary than is the case in Canada, so that much longer trips are required in order to reach Canada. At the same time, a large proportion of the United States population located in the south of that country find it more convenient to travel to Mexico, the West Indies, Central and South America etc., than do their Canadian counterparts.

## STATISTICAL TABLES

**TABLE 1. Balance of Payments on Travel Account Between Canada and Other Countries,  
1926-61**  
(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 .....	375	462 <sup>2</sup>	- 87	45	165	- 120	420	627	- 207
1961 <sup>1</sup> .....	435	459 <sup>2</sup>	- 24	47	183	- 136	482	642	- 160

<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, 1952-61<sup>1</sup>**

Year	First quarter	Second quarter	Third quarter	Fourth quarter	Total
millions of dollars					
<b>Quarterly receipts:</b>					
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 .....	36	91	221	72	420
1961 <sup>1</sup> .....	39	103	255	85	482
<b>Per cent of year:</b>					
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 .....	8.6	21.7	52.6	17.1	100.0
1961 <sup>1</sup> .....	8.1	21.4	52.9	17.6	100.0
<b>Quarterly payments:</b>					
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 .....	119	168	213	127	627
1961 <sup>1</sup> .....	129	168	220	125	642
<b>Per cent of year:</b>					
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 .....	19.0	26.8	34.0	20.2	100.0
1961 <sup>1</sup> .....	20.1	26.2	34.2	19.5	100.0
<b>Quarterly Balance (Net Credits + Net Debits -):</b>					
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 .....	- 83	- 77	+ 8	- 55	- 207
1961 <sup>1</sup> .....	- 90	- 65	+ 35	- 40	- 160

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

**TABLE 3. Number of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> which Departed from Canada in 1961, 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	
Section I. Traffic within Ontario:				
(a) St. Lawrence River Ports .....	Fort Erie and Niagara Falls .....	3, 531	10, 730	14, 261
	Lake Erie Ports .....	10	50	60
	St. Clair and Detroit River Ports ...	2, 860	3, 110	5, 970
	Sault Ste. Marie .....	842	1, 239	2, 081
	Western Ontario Ports .....	6	180	186
	St. Lawrence River Ports .....	32, 477	84, 309	116, 786
	All Ports in Canada .....	44, 014	115, 296	159, 310
(b) Fort Erie and Niagara Falls .....	St. Lawrence River Ports .....	7, 362	18, 917	26, 279
	Lake Erie Ports .....	40	86	126
	St. Clair and Detroit River Ports ...	66, 250	18, 445	84, 695
	Sault Ste. Marie .....	1, 156	3, 695	4, 851
	Western Ontario Ports .....	20	574	594
	Fort Erie and Niagara Falls .....	446, 740	259, 952	706, 692
	All Ports in Canada .....	522, 310	320, 817	843, 127
(c) Lake Erie Ports .....	St. Lawrence River Ports .....	2	15	17
	Fort Erie and Niagara Falls .....	53	111	164
	St. Clair and Detroit River Ports ...	67	78	145
	Sault Ste. Marie .....	—	13	13
	Western Ontario Ports .....	—	3	3
	Lake Erie Ports .....	30	436	466
	All Ports in Canada .....	152	667	819
(d) St. Clair and Detroit River Ports	St. Lawrence River Ports .....	2, 873	4, 511	7, 384
	Fort Erie and Niagara Falls .....	67, 890	26, 714	94, 604
	Lake Erie Ports .....	52	72	124
	Sault Ste. Marie .....	405	5, 592	5, 997
	Western Ontario Ports .....	—	769	769
	St. Clair and Detroit River Ports ...	463, 960	248, 249	712, 209
	All Ports in Canada .....	535, 649	296, 762	832, 411
(e) Sault Ste. Marie .....	St. Lawrence River Ports .....	1, 206	1, 706	2, 912
	Fort Erie and Niagara Falls .....	1, 938	4, 991	6, 929
	Lake Erie Ports .....	—	7	7
	St. Clair and Detroit River Ports ...	517	5, 129	5, 646
	Western Ontario Ports .....	4, 358	12, 548	16, 906
	Sault Ste. Marie .....	13, 831	36, 785	50, 616
	All Ports in Canada .....	22, 632	66, 120	88, 752
(f) Western Ontario Ports .....	St. Lawrence River Ports .....	105	422	527
	Fort Erie and Niagara Falls .....	44	907	951
	Lake Erie Ports .....	—	1	1
	St. Clair and Detroit River Ports ...	—	429	429
	Sault Ste. Marie .....	4, 848	12, 930	17, 778
	Western Ontario Ports .....	17, 226	54, 199	71, 425
	All Ports in Canada .....	23, 213	74, 401	97, 614

<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 1961, 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	
<b>Section II. Traffic from Ontario to Other Provinces:</b>				
St. Lawrence River Ports .....	All Ports in Quebec .....	4, 179	13, 750	17, 929
All Ports in Ontario West of Kingston and East of Port Arthur .....	All Ports in Quebec .....	1, 754	29, 442	31, 196
All Ports in Ontario .....	All Ports in Quebec .....	5, 945	43, 480	49, 425
	All Ports in the Atlantic Provinces	315	5, 649	5, 964
	All Ports in Manitoba .....	984	3, 783	4, 767
All Ports in Western Ontario .....	All Ports in Manitoba .....	954	3, 128	4, 082
All Ports in Ontario .....	All Ports in Ontario .....	1, 140, 699	817, 904	1, 958, 603
	All Ports in Canada .....	1, 147, 970	874, 063	2, 022, 033
<b>Section III. Traffic from the Atlantic Provinces to Other Provinces:</b>				
All Ports in the Atlantic Provinces ..	All Ports in Quebec .....	647	4, 464	5, 111
	All Ports in Ontario .....	415	3, 733	4, 148
	All Ports in the Atlantic Provinces	43, 334	84, 384	127, 718
	All Ports in Canada .....	44, 396	92, 633	137, 029
<b>Section IV. Traffic from Quebec to Other Provinces:</b>				
All Ports in Quebec .....	All Ports in Ontario on the St. Law- rence River .....	3, 291	10, 360	13, 651
	All Ports in Ontario West of Kings- ton and East of Port Arthur .....	1, 603	16, 841	18, 444
	All Ports in Ontario .....	4, 904	27, 266	32, 170
	All Ports in the Atlantic Provinces	526	6, 857	7, 383
	All Ports in Quebec .....	121, 471	164, 703	286, 174
	All Ports in Canada .....	126, 912	199, 090	326, 002
<b>Section V. Traffic from Manitoba to Other Provinces:</b>				
All Ports in Manitoba .....	All Ports in Ontario .....	837	4, 017	4, 854
	All Ports in Western Ontario .....	826	3, 548	4, 374
	All Ports in Saskatchewan .....	104	962	1, 066
	All Ports in Alberta .....	26	1, 043	1, 069
	All Ports in British Columbia .....	12	1, 186	1, 198
	All Ports in Yukon Territory .....	—	511	511
	All Ports in Manitoba .....	11, 083	22, 371	33, 454
	All Ports in Canada .....	12, 062	30, 145	42, 207

<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 1961, 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 .....	129	1, 025	1, 154
	All Ports in Alberta .....	92	1, 379	1, 471
	All Ports in British Columbia .....	30	1, 135	1, 165
	All Ports in Yukon Territory .....	—	1, 468	1, 468
	All Ports in Saskatchewan .....	4, 663	11, 169	15, 832
	All Ports in Canada .....	4, 927	16, 674	21, 601
<b>Section VII. Traffic from Alberta to Other Provinces:</b>				
All Ports in Alberta .....	All Ports in Manitoba .....	55	1, 301	1, 356
	All Ports in Saskatchewan .....	113	1, 363	1, 476
	All Ports in British Columbia .....	1, 134	11, 152	12, 286
	All Ports in Yukon Territory .....	3	5, 162	5, 165
	All Ports in Alberta .....	5, 211	12, 257	17, 468
	All Ports in Canada .....	6, 524	32, 906	39, 430
<b>Section VIII. Traffic from British Columbia to Other Provinces:</b>				
All Ports in British Columbia .....	All Ports in Manitoba .....	14	955	969
	All Ports in Saskatchewan .....	21	875	896
	All Ports in Alberta .....	768	9, 281	10, 049
	All Ports in Yukon Territory .....	561	6, 262	6, 823
	All Ports in British Columbia .....	86, 609	156, 654	243, 263
	All Ports in Canada .....	87, 975	175, 237	263, 212
<b>Section IX. Traffic from Yukon Terri- tory to Other Provinces:</b>				
All Ports in Yukon Territory .....	All Ports in Manitoba .....	—	539	539
	All Ports in Saskatchewan .....	—	1, 002	1, 002
	All Ports in Alberta .....	3	3, 999	4, 002
	All Ports in British Columbia .....	654 <sup>2</sup>	5, 535	6, 189
	All Ports in Yukon Territory .....	264	508	772
	All Ports in Canada .....	921	11, 985	12, 906
All Ports in Canada .....	All Ports in Canada .....	1, 431, 687	1, 432, 733	2, 864, 420 <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 28,272 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 1961, 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 .....	3,736,274	56.36	3,736,274	3.02	11,288,272	11,288,272
2 .....	1,431,687	21.60	2,863,374	2.68	3,836,414	7,672,828
3 .....	452,958	6.83	1,358,874	2.74	1,240,191	3,720,573
4 .....	261,018	3.94	1,044,072	2.74	715,159	2,860,636
5 .....	158,357	2.39	791,785	2.77	438,957	2,194,785
6 .....	105,678	1.59	634,068	2.81	296,770	1,780,620
7 .....	86,229	1.30	603,603	2.90	250,401	1,752,807
8 .....	91,530	1.38	732,240	3.08	281,953	2,255,624
9 .....	54,116	0.82	487,044	2.95	159,806	1,438,254
10 .....	36,246	0.55	362,460	2.85	103,301	1,033,010
11 .....	25,865	0.39	284,515	2.80	72,536	797,896
12 .....	20,843	0.31	250,116	2.77	57,765	693,180
13 .....	17,736	0.27	230,568	2.83	50,147	651,911
14 .....	17,580	0.27	246,120	2.92	51,398	719,572
15 .....	19,124	0.29	286,860	3.03	57,991	869,865
16 .....	11,389	0.17	182,224	2.87	32,723	523,568
17 .....	7,692	0.12	130,764	2.67	20,563	349,571
18 .....	5,629	0.08	101,322	2.63	14,832	266,976
19 .....	4,651	0.07	88,369	2.50	11,631	220,989
20 .....	3,988	0.06	79,760	2.54	10,137	202,740
21 .....	3,729	0.06	78,309	2.58	9,611	201,831
22 .....	3,799	0.06	83,578	2.57	9,758	214,676
23 .....	2,786	0.04	64,078	2.52	7,033	161,759
24 .....	2,349	0.03	56,376	2.44	5,727	137,448
25 - 29 .....	9,713	0.15	262,361	2.40	23,351	630,711
30 - 39 .....	10,376	0.16	346,004	2.38	24,744	825,212
40 - 59 .....	7,230	0.11	348,627	2.37	17,160	827,455
60 - 89 .....	5,583	0.08	410,023	2.34	13,074	960,155
90 - 179 .....	5,655	0.08	646,551	2.17	12,261	1,401,800
180-over .....	884	0.01	184,700	2.62	2,319	484,532
Not classified <sup>2</sup> .....	28,272	0.43	—	2.70	76,364	—
<b>Totals .....</b>	<b>6,628,966</b>	<b>100.00</b>	<b>16,975,019</b>	<b>2.90</b>	<b>19,192,349</b>	<b>47,139,256</b>
Average length of stay .....			2.57			2.46

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

**TABLE 4 A. Number of Non-Resident Automobiles Travelling on Customs Permits<sup>1</sup> which Departed from Canada in 1961, 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 .....	234,073	320,815	2,927,477	52,163	21,347	13,036	167,363	3,736,274
2 .....	44,181	128,057	1,146,877	12,276	4,917	6,067	89,312	1,431,687
3 .....	14,780	68,607	293,691	8,006	3,221	5,093	59,560	452,958
4 .....	11,670	46,193	155,441	4,960	2,290	4,692	35,772	261,018
5 .....	9,069	27,736	88,274	3,299	1,756	4,022	24,201	158,357
6 .....	7,839	17,489	57,135	2,365	1,379	3,324	16,147	105,678
7 .....	7,420	12,598	49,302	1,915	1,202	2,361	11,431	86,229
8 .....	6,956	9,785	61,000	1,699	1,068	1,788	9,234	91,530
9 .....	5,339	6,358	32,510	1,162	776	1,363	6,608	54,116
10 .....	4,179	4,335	20,179	944	608	1,017	4,984	36,246
11 .....	3,513	3,019	13,585	703	488	853	3,704	25,865
12 .....	3,223	2,417	10,407	690	365	672	3,069	20,843
13 .....	2,863	1,818	9,266	538	354	527	2,370	17,736
14 .....	2,818	1,659	9,915	424	252	469	2,043	17,580
15 .....	2,352	1,491	12,656	386	221	328	1,690	19,124
16 .....	1,464	1,005	6,911	266	168	243	1,332	11,389
17 .....	976	764	4,353	224	140	233	1,002	7,692
18 .....	772	564	3,016	190	137	165	785	5,629
19 .....	688	492	2,381	133	96	159	702	4,651
20 .....	608	378	2,037	149	92	156	568	3,988
21 .....	579	385	1,946	107	78	111	523	3,729
22 .....	614	371	2,084	122	72	97	439	3,799
23 .....	439	286	1,463	86	52	74	386	2,786
24 .....	357	267	1,181	87	44	59	354	2,349
25 - 29 .....	1,737	1,298	4,612	274	251	333	1,208	9,713
30 - 39 .....	2,322	1,412	4,558	341	251	275	1,217	10,376
40 - 59 .....	1,314	879	3,499	258	206	227	847	7,230
60 - 89 .....	1,262	629	2,416	297	134	251	594	5,583
90 - 179 .....	1,407	572	2,362	372	111	218	613	5,655
180 - over .....	423	96	226	31	21	24	63	884
Not classified <sup>2</sup> .....	4,750	5,327	13,445	1,026	262	529	2,933	28,272
<b>Totals .....</b>	<b>379,987</b>	<b>667,102</b>	<b>4,944,205</b>	<b>95,493</b>	<b>42,359</b>	<b>48,766</b>	<b>451,054</b>	<b>6,628,966</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 1961, 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 .....	808,345	976,282	8,669,526	167,016	73,982	46,354	546,767	11,288,272
2 .....	114,534	339,704	3,068,105	36,281	14,013	19,674	244,103	3,836,414
3 .....	40,974	194,148	794,994	23,292	9,670	15,272	161,841	1,240,191
4 .....	33,078	131,131	418,022	14,514	6,947	14,035	97,432	715,159
5 .....	25,721	76,804	242,499	9,734	5,270	12,119	66,810	438,957
6 .....	22,366	48,220	158,942	6,994	4,183	10,199	45,866	296,770
7 .....	20,967	35,081	144,106	5,854	3,603	7,270	33,520	250,401
8 .....	20,001	27,435	193,304	5,212	3,251	5,492	27,258	281,953
9 .....	15,336	17,600	97,631	3,520	2,350	4,110	19,259	159,806
10 .....	12,010	11,843	57,561	2,815	1,798	3,120	14,154	103,301
11 .....	10,281	7,997	37,901	2,069	1,460	2,587	10,241	72,536
12 .....	9,336	6,262	28,671	2,000	1,029	1,978	8,489	57,765
13 .....	8,517	4,680	26,324	1,592	1,043	1,536	6,455	50,147
14 .....	8,415	4,563	29,399	1,222	760	1,367	5,672	51,398
15 .....	7,132	4,013	39,373	1,124	631	999	4,719	57,991
16 .....	4,348	2,756	19,915	779	504	725	3,696	32,723
17 .....	2,679	1,956	11,666	641	396	655	2,570	20,563
18 .....	2,144	1,404	7,904	528	388	450	2,014	14,832
19 .....	1,797	1,186	5,829	363	245	446	1,765	11,631
20 .....	1,731	883	5,045	408	243	431	1,396	10,137
21 .....	1,590	949	4,973	293	224	274	1,308	9,611
22 .....	1,651	858	5,454	304	182	250	1,059	9,758
23 .....	1,159	661	3,729	236	118	197	933	7,033
24 .....	911	624	2,880	214	126	170	802	5,727
25 - 29 .....	4,500	3,045	10,911	680	581	793	2,841	23,351
30 - 39 .....	5,690	3,161	10,900	901	584	698	2,810	24,744
40 - 59 .....	3,141	1,990	8,450	591	491	541	1,956	17,160
60 - 89 .....	3,042	1,444	5,654	634	324	636	1,340	13,074
90 - 179 .....	2,996	1,168	5,152	820	286	498	1,341	12,261
180 - over .....	1,258	245	483	71	71	51	140	2,319
Not classified <sup>2</sup> .....	13,050	14,600	35,941	2,863	760	1,529	7,621	76,364
<b>Totals .....</b>	<b>1,208,700</b>	<b>1,922,693</b>	<b>14,151,244</b>	<b>293,565</b>	<b>135,513</b>	<b>154,456</b>	<b>1,326,178</b>	<b>19,192,349</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<sup>1</sup> Through Provinces Indicated and which Departed in the Year 1961, After Remaining Two 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 .....	58	290	334	1,851	103	76	172	221	48	3,153
Alaska .....	10	7	28	165	117	313	747	2,785	6,841	11,013
Arizona .....	24	84	176	1,332	99	81	522	1,145	117	3,580
Arkansas .....	35	109	72	714	70	30	104	101	30	1,265
California .....	256	974	2,184	12,505	1,387	890	5,505	44,964	1,263	69,928
Colorado .....	29	109	244	1,804	240	292	1,279	1,316	167	5,480
Connecticut .....	831	8,927	21,412	15,079	57	34	128	261	30	46,759
Delaware .....	54	273	721	2,104	14	6	36	40	7	3,255
Dist. of Columbia ..	73	238	897	1,982	47	40	53	76	14	3,420
Florida .....	357	1,971	4,217	16,491	353	147	569	959	156	25,220
Georgia .....	98	427	481	2,215	58	45	128	186	53	3,691
Hawaii .....	5	16	42	151	5	8	27	180	1	435
Idaho .....	15	75	61	500	70	84	1,047	5,368	121	7,341
Illinois .....	263	1,020	2,599	57,955	2,016	654	1,395	1,525	218	67,645
Indiana .....	134	501	939	26,715	399	210	451	445	131	29,925
Iowa .....	70	156	401	13,570	1,295	649	643	566	137	17,487
Kansas .....	63	160	385	3,226	636	239	503	638	90	5,940
Kentucky .....	43	187	239	3,838	62	59	100	127	29	4,684
Louisiana .....	120	263	350	1,465	95	38	208	230	63	2,832
Maine .....	625	68,110	19,141	2,581	38	12	25	51	14	90,597
Maryland .....	291	1,038	3,333	10,768	109	50	170	231	30	16,020
Massachusetts .....	3,542	26,927	45,859	28,577	75	63	220	302	54	105,619
Michigan .....	374	1,487	2,874	780,362	1,123	498	1,060	1,138	249	789,165
Minnesota .....	93	214	666	50,484	11,621	1,840	1,388	1,182	199	67,687
Mississippi .....	41	93	180	971	50	41	74	107	14	1,571
Missouri .....	82	200	363	6,203	510	210	505	520	98	8,691
Montana .....	30	102	71	487	291	4,263	10,181	2,929	110	18,464
Nebraska .....	45	96	188	3,394	891	406	489	514	72	6,095
Nevada .....	9	47	45	254	24	23	153	712	49	1,316
New Hampshire .....	349	3,230	23,223	2,879	29	15	42	47	14	29,828
New Jersey .....	1,115	4,957	19,588	39,723	232	107	428	557	98	66,805
New Mexico .....	22	92	116	596	30	51	265	337	47	1,556
New York .....	2,331	9,247	98,142	637,081	415	183	794	1,148	146	749,487
North Carolina .....	121	476	919	3,308	57	45	100	191	36	5,253
North Dakota .....	23	35	86	2,146	16,945	7,236	362	314	56	27,203
Ohio .....	420	1,674	4,277	143,217	493	279	799	910	220	152,289
Oklahoma .....	47	126	136	1,603	209	164	478	425	64	3,252
Oregon .....	28	151	182	977	191	176	814	25,781	358	28,658
Pennsylvania .....	841	3,776	10,878	95,685	231	163	582	713	148	113,017
Rhode Island .....	232	1,785	7,593	4,153	21	9	22	49	4	13,868
South Carolina .....	57	173	506	1,276	97	37	70	121	32	2,369
South Dakota .....	12	57	57	1,390	936	541	369	211	52	3,625
Tennessee .....	70	216	325	2,813	92	69	129	262	31	4,007
Texas .....	207	747	811	4,771	455	273	1,422	1,816	275	10,777
Utah .....	14	100	63	719	70	64	1,715	1,421	80	4,246
Vermont .....	94	574	49,355	2,318	9	4	22	41	8	52,425
Virginia .....	265	886	2,096	6,969	134	67	196	270	53	10,936
Washington .....	47	150	229	1,579	301	260	1,964	160,176	544	165,250
West Virginia .....	47	161	310	4,031	20	9	52	68	26	4,724
Wisconsin .....	87	377	855	32,506	1,308	599	775	742	161	37,410
Wyoming .....	8	35	51	346	55	139	544	300	64	1,542
<b>Totals, U.S. ....</b>	<b>14,107</b>	<b>143,128</b>	<b>328,300</b>	<b>2,037,829</b>	<b>44,185</b>	<b>21,791</b>	<b>39,826</b>	<b>264,719</b>	<b>12,922</b>	<b>2,906,805</b>
<b>Not classified<sup>3</sup> ....</b>	<b>158</b>	<b>4,592</b>	<b>5,327</b>	<b>13,445</b>	<b>1,026</b>	<b>262</b>	<b>529</b>	<b>2,830</b>	<b>103</b>	<b>28,272</b>
<b>Other countries<sup>4</sup> ..</b>	<b>19</b>	<b>44</b>	<b>449</b>	<b>577</b>	<b>38</b>	<b>12</b>	<b>46</b>	<b>165</b>	<b>8</b>	<b>1,358</b>
<b>Grand totals ....</b>	<b>14,284</b>	<b>147,762</b>	<b>334,076</b>	<b>2,051,851</b>	<b>45,249</b>	<b>22,065</b>	<b>40,401</b>	<b>267,714</b>	<b>13,033</b>	<b>2,936,435</b>

<sup>1</sup> Includes 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 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>3</sup> Not classified by state or country of registration.

<sup>4</sup> Other Countries comprise: Argentina 1, Austria 3, Australia 4, Bahamas 21, Belgium 9, Bermuda 24, Bolivia 2, Ceylon 1, Chile 4, China 5, Colombia 10, Costa Rica 3, Cuba 27, Denmark 22, Ecuador 1, England 246, France 133, Germany 407, Greece 7, Guam 4, Guatemala 2, Haiti 11, Honduras 2, India 4, Ireland 16, Italy 26, Japan 29, Java 4, Libya 3, Luxembourg 1, Mexico 126, Monaco 1, Netherlands 40, Netherlands Antilles 13, Nicaragua 3, North Africa 1, Northern Ireland 1, Norway 4, Panama Canal Zone 53, Pakistan 1, Philippine Islands 2, Poland 1, Portugal 1, Puerto Rico 7, St. Pierre and Miquelon 2, South Africa 4, Spain 19, Sweden 8, Switzerland 21, Tanganyika 1, Turkey 1, Venezuela 3, Virgin Islands 3, Wales 1, West Indies Federation 9.



**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 1961, 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 .....	16	116	237	898	80	64	159	160	44	1,774
Alaska .....	—	7	19	92	113	312	741	2,222	6,252	9,758
Arizona .....	7	56	111	746	79	69	461	923	112	2,564
Arkansas .....	9	34	50	411	47	27	97	64	29	768
California .....	84	643	1,555	6,693	1,199	809	4,948	36,575	1,184	53,690
Colorado .....	8	63	185	959	205	255	1,125	954	154	3,908
Connecticut .....	761	6,371	16,359	7,914	57	34	119	205	29	31,849
Delaware .....	40	237	598	1,166	9	6	34	34	7	2,131
Dist. of Columbia .....	58	211	705	1,348	38	34	45	46	11	2,496
Florida .....	169	1,353	3,125	10,151	295	130	521	774	148	16,666
Georgia .....	40	167	365	1,284	39	42	115	115	50	2,217
Hawaii .....	2	11	35	59	4	6	23	140	1	281
Idaho .....	3	27	41	227	49	74	822	3,717	115	5,075
Illinois .....	137	735	2,147	39,509	1,776	616	1,263	1,060	202	47,445
Indiana .....	85	354	709	17,189	333	194	402	335	123	19,724
Iowa .....	22	95	292	9,897	1,048	618	551	398	128	13,049
Kansas .....	14	84	224	1,925	503	204	434	425	81	3,894
Kentucky .....	9	92	186	2,418	53	52	93	98	29	3,030
Louisiana .....	59	113	248	781	68	29	190	151	63	1,702
Maine .....	528	22,490	12,472	1,277	28	9	24	35	13	36,876
Maryland .....	239	839	2,617	6,380	95	45	158	161	24	10,558
Massachusetts .....	3,350	23,949	35,085	13,675	69	61	200	231	51	76,671
Michigan .....	149	1,068	2,150	259,821	1,031	474	1,001	896	238	266,828
Minnesota .....	17	139	487	30,320	7,717	1,697	1,203	869	188	42,637
Mississippi .....	5	52	137	540	37	34	67	79	14	965
Missouri .....	33	136	285	4,019	414	183	442	354	94	5,960
Montana .....	5	30	59	269	221	2,840	6,641	2,072	102	12,239
Nebraska .....	12	55	110	2,287	762	383	417	325	69	4,420
Nevada .....	1	25	38	162	19	21	136	619	46	1,067
New Hampshire .....	312	2,463	13,377	1,303	26	14	39	37	14	17,585
New Jersey .....	980	4,081	15,383	23,208	201	99	400	443	94	44,889
New Mexico .....	7	44	81	302	21	44	236	245	41	1,021
New York .....	1,878	7,776	54,404	221,929	350	161	752	872	137	288,259
North Carolina .....	71	217	670	2,105	46	41	95	124	33	3,402
North Dakota .....	4	20	66	1,431	9,253	4,437	308	238	54	15,811
Ohio .....	265	1,223	3,238	97,494	437	254	737	640	209	104,497
Oklahoma .....	6	83	96	975	163	137	431	281	57	2,229
Oregon .....	4	83	135	510	151	149	678	20,296	334	22,340
Pennsylvania .....	684	2,821	8,463	62,749	180	155	527	533	140	76,252
Rhode Island .....	206	1,515	6,247	1,925	19	8	19	40	4	9,983
South Carolina .....	13	107	304	598	77	34	64	85	31	1,313
South Dakota .....	1	23	44	876	779	491	313	142	50	2,719
Tennessee .....	24	135	255	1,403	60	62	117	140	29	2,225
Texas .....	38	283	545	2,423	367	232	1,251	1,190	260	6,589
Utah .....	1	42	37	321	57	55	1,386	932	77	2,908
Vermont .....	79	468	12,245	1,047	6	4	20	35	7	13,911
Virginia .....	139	657	1,613	4,364	99	65	186	206	50	7,379
Washington .....	6	92	134	811	259	213	1,652	93,788	514	97,469
West Virginia .....	25	80	201	2,705	16	8	49	36	26	3,146
Wisconsin .....	21	187	609	22,562	1,110	565	697	534	154	26,439
Wyoming .....	3	14	23	166	46	111	475	229	62	1,129
<b>Totals, U.S. ....</b>	<b>10,629</b>	<b>81,966</b>	<b>198,801</b>	<b>873,624</b>	<b>30,111</b>	<b>16,661</b>	<b>32,864</b>	<b>175,103</b>	<b>11,978</b>	<b>1,431,737</b>
<b>Not classified<sup>3</sup> .....</b>	<b>158</b>	<b>4,592</b>	<b>5,327</b>	<b>13,445</b>	<b>1,026</b>	<b>262</b>	<b>529</b>	<b>2,830</b>	<b>103</b>	<b>28,272</b>
<b>Other countries<sup>4</sup> .....</b>	<b>8</b>	<b>30</b>	<b>289</b>	<b>439</b>	<b>34</b>	<b>12</b>	<b>42</b>	<b>134</b>	<b>7</b>	<b>995</b>
<b>Grand total .....</b>	<b>10,795</b>	<b>86,588</b>	<b>204,417</b>	<b>887,508</b>	<b>31,171</b>	<b>16,935</b>	<b>33,435</b>	<b>178,067</b>	<b>12,088</b>	<b>1,461,004</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> Not classified by state or country of registration.

<sup>4</sup> Other Countries comprise: Argentina 1, Australia 3, Austria 1, Bahamas 16, Belgium 8, Bermuda 21, Ceylon 1, Chile 3, China 3, Colombia 9, Costa Rica 2, Cuba 10, Denmark 17, Ecuador 1, England 168, France 99, Germany 285, Greece 5, Guam 2, Guatemala 1, Haiti 6, Honduras 2, India 4, Ireland 3, Italy 23, Japan 25, Java 3, Libya 1, Luxembourg 1, Mexico 110, Monaco 1, Netherlands 33, Netherlands Antilles 8, Nicaragua 3, Northern Ireland 1, Norway 4, Pakistan 1, Panama Canal Zone 39, Philippines 2, Portugal 1, Puerto Rico 6, St. Pierre & Miquelon 2, South Africa 4, Spain 17, Sweden 6, Switzerland 16, Tanganyika 1, Turkey 1, Venezuela 3, Virgin Islands 3, West Indies Federation 9.

**TABLE 7. Number of Non-Resident Automobiles Travelling in Canada on Customs Permits<sup>1</sup>  
which Departed in the Years 1957-61**

(Classified by Selected U.S. Federal States of Registration)

State	1957 <sup>2</sup>	1958 <sup>2</sup>	1959 <sup>2,3</sup>	1960 <sup>4</sup>	1961
<b>North Eastern .....</b>	<b>1, 182, 090</b>	<b>1, 195, 536</b>	<b>1, 072, 166</b>	<b>1, 214, 035</b>	<b>1, 268, 405</b>
Connecticut .....	51, 160	49, 929	46, 133	44, 635	46, 759
Maine .....	122, 579	148, 807	152, 833	91, 831	90, 597
Massachusetts .....	110, 349	108, 858	98, 349	102, 249	105, 619
New Hampshire .....	32, 820	33, 157	28, 397	28, 471	29, 828
New Jersey .....	65, 855	64, 412	60, 477	63, 716	66, 805
New York .....	565, 949	565, 330	481, 869	702, 935	749, 487
Pennsylvania .....	128, 194	124, 028	123, 153	113, 129	113, 017
Rhode Island .....	15, 024	14, 431	13, 200	13, 870	13, 868
Vermont .....	90, 160	86, 584	67, 755	53, 199	52, 425
% of total .....	47.1	47.3	48.2	44.3	43.6
<b>Great Lakes .....</b>	<b>743, 926</b>	<b>732, 166</b>	<b>624, 243</b>	<b>1, 012, 103</b>	<b>1, 076, 434</b>
Illinois .....	69, 333	66, 885	64, 923	62, 439	67, 645
Indiana .....	31, 112	29, 918	29, 310	28, 547	29, 925
Michigan .....	460, 830	457, 983	355, 762	741, 941	789, 165
Ohio .....	152, 107	145, 673	144, 512	148, 631	152, 289
Wisconsin .....	30, 544	31, 707	29, 736	30, 545	37, 410
% of total .....	29.7	29.0	28.0	36.9	37.0
<b>North Western .....</b>	<b>103, 524</b>	<b>111, 932</b>	<b>102, 556</b>	<b>101, 629</b>	<b>113, 354</b>
Minnesota .....	54, 328	57, 739	55, 629	58, 079	67, 687
Montana .....	21, 330	22, 388	18, 886	18, 191	18, 464
North Dakota .....	27, 866	31, 805	28, 041	25, 359	27, 203
% of total .....	4.1	4.4	4.6	3.7	3.9
<b>West Coast .....</b>	<b>281, 619</b>	<b>288, 323</b>	<b>240, 555</b>	<b>238, 188</b>	<b>263, 836</b>
California .....	70, 898	69, 567	66, 217	65, 837	69, 928
Oregon .....	28, 122	26, 912	22, 309	25, 315	28, 658
Washington .....	182, 599	191, 844	152, 029	147, 036	165, 250
% of total .....	11.2	11.4	10.8	8.7	9.1
<b>Other (Remaining States and Foreign Countries) .....</b>	<b>198, 461</b>	<b>199, 616</b>	<b>187, 775</b>	<b>175, 257</b>	<b>186, 134</b>
% of total .....	7.9	7.9	8.4	6.4	6.4
<b>Totals .....</b>	<b>2, 509, 620</b>	<b>2, 527, 573</b>	<b>2, 227, 295</b>	<b>2, 741, 212</b>	<b>2, 908, 163<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 28,272 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 by Plane, Bus and Rail, 1959-61**  
(Classified by Selected U.S. Federal States of Origin<sup>2</sup>)

State	1959	1960	1961
<b>North-Eastern .....</b>	<b>457,000</b>	<b>398,000</b>	<b>432,000</b>
Connecticut .....	37,000	23,000	31,000
Massachusetts .....	72,000	55,000	67,000
New Jersey .....	55,000	61,000	54,000
New York .....	211,000	179,000	208,000
Pennsylvania .....	55,000	55,000	54,000
Other North-Eastern <sup>3</sup> .....	27,000	25,000	18,000
% of total .....	42.6	37.3	39.9
<b>Greal Lakes .....</b>	<b>256,000</b>	<b>264,000</b>	<b>258,000</b>
Illinois .....	79,000	81,000	90,000
Indiana .....	14,000	15,000	23,000
Michigan .....	73,000	79,000	60,000
Ohio .....	70,000	72,000	66,000
Wisconsin .....	20,000	17,000	19,000
% of total .....	23.8	24.8	23.8
<b>North-Western .....</b>	<b>49,000</b>	<b>43,000</b>	<b>54,000</b>
Minnesota .....	39,000	32,000	33,000
Other North-Western <sup>3</sup> .....	10,000	11,000	21,000
% of total .....	4.6	4.0	4.9
<b>West-Coast .....</b>	<b>174,000</b>	<b>193,000</b>	<b>168,000</b>
California .....	96,000	101,000	65,000
Oregon .....	20,000	23,000	17,000
Washington .....	58,000	69,000	86,000
% of total .....	16.2	18.1	15.5
<b>Remaining States .....</b>	<b>137,000</b>	<b>169,000</b>	<b>172,000</b>
Colorado .....	9,000	8,000	11,000
Florida .....	11,000	9,000	13,000
Iowa .....	7,000	10,000	11,000
Maryland .....	10,000	12,000	13,000
Missouri .....	20,000	18,000	10,000
Texas .....	10,000	24,000	23,000
Other remaining <sup>3</sup> .....	70,000	88,000	91,000
% of total .....	12.8	13.8	15.9
<b>Totals .....</b>	<b>1,073,000</b>	<b>1,067,000</b>	<b>1,084,000</b>

<sup>1</sup> Exclusive of in transit traffic.<sup>2</sup> State of origin estimated on the basis of the U.S. Department of Commerce survey.<sup>3</sup> Includes states below an estimate of 10,000 entries.

**TABLE 9. Number of Non-Resident Travellers<sup>1</sup> Entering Canada from the United States via Plane, Bus and Rail in 1961, classified by Length of Visit**

Estimated days stay <sup>2</sup>	Plane		Bus		Rail	
	Number of persons	% of total persons	Number of persons	% of total persons	Number of persons	% of total persons
1 <sup>3</sup> .....	23,703	4.9	41,086	11.2	20,649	8.6
2 .....	73,656	15.4	26,881	7.3	23,329	9.7
3 .....	96,464	20.2	50,943	14.0	37,560	15.6
4 .....	75,761	15.8	34,328	9.4	26,229	10.9
5 .....	53,850	11.3	31,025	8.5	19,922	8.3
6 .....	31,495	6.6	24,270	6.6	16,443	6.9
7 .....	21,581	4.5	21,906	6.0	13,535	5.6
8 .....	16,772	3.5	32,992	9.0	15,811	6.6
9 .....	11,609	2.4	14,223	3.9	10,622	4.4
10 .....	11,828	2.5	13,046	3.6	7,690	3.2
11 .....	9,392	2.0	8,273	2.3	5,849	2.4
12 .....	6,317	1.3	5,350	1.5	4,585	1.9
13 .....	5,027	1.1	4,235	1.1	5,406	2.3
14 .....	3,838	0.8	5,890	1.6	4,376	1.8
15 .....	4,356	0.9	4,671	1.3	3,092	1.3
16 .....	4,564	1.0	3,402	0.9	3,237	1.4
17 .....	2,048	0.4	4,926	1.4	1,707	0.7
18 .....	3,400	0.7	3,074	0.8	1,711	0.7
19 .....	1,689	0.4	1,842	0.5	787	0.3
20 .....	2,035	0.4	2,053	0.6	1,147	0.5
21 .....	1,400	0.3	1,789	0.5	1,559	0.6
22 .....	1,240	0.3	2,967	0.8	1,496	0.6
23 .....	528	0.1	1,839	0.5	537	0.2
24 .....	938	0.2	538	0.1	621	0.3
25 - 29 .....	3,943	0.8	5,157	1.4	2,832	1.2
30 - 39 .....	3,590	0.7	6,445	1.8	3,599	1.5
40 - 59 .....	5,077	1.1	7,975	2.2	3,440	1.4
60 - 89 .....	1,986	0.4	3,964	1.1	2,568	1.1
90 - 179 .....	—	—	270	0.1	—	—
180 - over .....	—	—	—	—	—	—
<b>Totals .....</b>	<b>478,087</b>	<b>100.0</b>	<b>365,360</b>	<b>100.0</b>	<b>240,339</b>	<b>100.0</b>

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

<sup>2</sup> Not comparable with previous year.

<sup>3</sup> Persons entering and departing on the same day.

**TABLE 10. Number and Expenditures of Canadian Automobiles Returning to Canada in 1961, 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 .....	7,003,052	82.68	4.94	34,562,302	14.55	7,003,052	4.94
2 <sup>1</sup> .....	329,193	3.89	30.97	10,196,012	4.29	658,386	15.49
3 .....	576,327	6.81	99.47	57,329,554	24.13	1,728,981	33.16
4 .....	134,126	1.58	130.63	17,520,695	7.37	536,504	32.66
5 .....	80,518	0.95	140.09	11,279,767	4.75	402,590	28.02
6 .....	41,310	0.49	165.49	6,836,369	2.88	247,860	27.58
7 .....	95,992	1.13	178.93	17,175,930	7.23	671,944	25.56
8 .....	16,170	0.19	218.40	3,531,545	1.49	129,360	27.30
9 .....	9,615	0.11	234.72	2,256,833	0.95	86,535	26.08
10 .....	26,457	0.31	243.21	6,434,683	2.71	264,570	24.32
11 .....	6,034	0.07	231.14	1,394,706	0.59	66,374	21.01
12 .....	7,357	0.09	255.71	1,881,242	0.79	88,284	21.31
13 .....	1,856	0.02	286.84	532,375	0.22	24,128	22.06
14 .....	57,006	0.67	297.86	16,979,747	7.15	798,084	21.28
15 .....	6,215	0.07	331.61	2,060,951	0.87	93,225	22.11
16 .....	2,867	0.03	353.37	1,013,098	0.43	45,872	22.09
17 .....	1,614	0.02	358.03	577,860	0.24	27,438	21.06
18 .....	2,166	0.03	362.06	784,232	0.33	38,988	20.11
19 .....	718	0.01	368.90	264,867	0.11	13,642	19.42
20 .....	1,678	0.02	411.77	690,950	0.29	33,560	20.59
21 .....	23,254	0.28	417.45	9,707,354	4.09	488,334	19.88
22 .....	280	—	432.70	121,156	0.05	6,160	19.67
23 .....	222	—	486.52	108,007	0.03	5,106	21.15
24 .....	580	0.01	491.11	284,844	0.12	13,920	20.46
25 - 29 .....	4,160	0.05	497.99	2,071,638	0.87	114,317	18.12
30 - 39 .....	15,408	0.18	520.58	8,021,100	3.38	481,962	16.64
40 - 59 .....	6,432	0.08	660.48	4,248,239	1.79	286,739	14.82
60 - 89 .....	7,349	0.09	757.09	5,563,841	2.34	506,199	10.99
90 - 179 .....	8,603	0.10	1,012.36	8,709,318	3.66	957,686	9.09
180-over .....	3,311	0.04	1,650.09	5,463,450	2.30	673,292	8.11
<b>Totals.....</b>	<b>8,469,870</b>	<b>100.00</b>	<b>28.05</b>	<b>237,602,665</b>	<b>100.00</b>	<b>16,493,092</b>	<b>14.41</b>
Average length of stay .....						per car 1.95	

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

**TABLE 10 A. Number of and Average Expenditure Per Day by Canadian Motorists  
Returning to Canada in 1961, 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 .....	2.72	19,036,877	19,036,877	1.82
2 <sup>1</sup> .....	2.90	955,291	1,910,582	5.34
3 .....	2.93	1,687,764	5,063,292	11.32
4 .....	2.92	391,213	1,564,852	11.20
5 .....	2.99	240,915	1,204,575	9.36
6 .....	2.99	123,501	741,006	9.23
7 .....	3.00	288,030	2,016,210	8.52
8 .....	3.06	49,558	396,464	8.91
9 .....	3.02	29,051	261,459	8.63
10 .....	3.06	81,011	810,110	7.94
11 .....	3.00	18,109	199,199	7.00
12 .....	3.11	22,912	274,944	6.84
13 .....	2.91	5,402	70,226	7.58
14 .....	3.11	177,038	2,478,532	6.85
15 .....	3.11	19,339	290,085	7.10
16 .....	3.07	8,797	140,752	7.20
17 .....	3.23	5,215	88,655	6.52
18 .....	2.93	6,356	114,408	6.85
19 .....	2.89	2,079	39,501	6.71
20 .....	2.84	4,765	95,300	7.25
21 .....	2.93	68,239	1,433,019	6.77
22 .....	3.47	971	21,362	5.67
23 .....	3.10	688	15,824	6.83
24 .....	2.70	1,564	37,536	7.59
25 - 29 .....	2.70	11,215	308,188	6.72
30 - 39 .....	2.70	41,628	1,302,124	6.16
40 - 59 .....	2.61	16,782	748,142	5.68
60 - 89 .....	2.43	17,830	1,228,130	4.53
90 - 179 .....	2.24	19,306	2,149,144	4.05
180 - over .....	2.20	7,291	1,482,625	3.68
<b>Totals</b> .....	<b>2.76</b>	<b>23,338,737</b>	<b>45,523,123</b>	<b>5.22</b>
Average length of stay .....			per person 1.95	

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

**TABLE 11. Number of Canadian Automobiles Returning to Canada in 1961, classified by Length of Visit, by Province of Re-Entry into Canada**

Estimated days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	B.C. and Y.T.
1 .....	1,735,637	1,061,234	2,985,101	164,750	78,508	58,402	919,420
2 <sup>1</sup> .....	48,802	75,697	125,784	15,056	3,759	5,529	54,566
3 .....	35,350	120,530	228,527	36,209	15,180	16,518	124,013
4 .....	12,368	41,146	47,327	7,374	2,441	3,682	19,790
5 .....	7,659	34,622	22,357	3,119	1,059	1,609	10,093
6 .....	4,832	13,867	14,000	1,549	690	1,033	5,339
7 .....	5,997	34,859	32,525	4,707	1,385	2,512	14,007
8 .....	1,710	4,479	5,718	710	307	627	2,619
9 .....	780	2,382	3,572	394	399	379	1,709
10 .....	1,598	8,365	8,973	1,319	428	881	4,893
11 .....	427	1,180	2,253	365	174	282	1,353
12 .....	489	1,964	2,758	331	142	225	1,448
13 .....	89	445	531	209	67	47	468
14 .....	1,764	18,726	18,962	3,130	1,097	2,107	11,220
15 .....	253	3,792	1,259	127	40	159	585
16 .....	259	554	1,274	49	53	86	592
17 .....	13	408	559	49	114	71	400
18 .....	61	488	700	98	137	62	620
19 .....	62	91	179	72	83	36	195
20 .....	137	577	405	—	44	50	465
21 .....	504	6,616	8,699	1,482	484	952	4,517
22 .....	13	116	51	—	10	13	77
23 .....	—	58	94	33	—	—	37
24 .....	11	243	192	—	10	—	124
25- 29 .....	215	932	1,918	262	63	155	615
30- 39 .....	394	4,370	6,251	807	363	729	2,494
40- 59 .....	93	1,773	2,438	404	172	276	1,276
60- 89 .....	231	1,905	2,767	499	331	334	1,282
90- 179 .....	491	1,326	3,586	571	406	538	1,685
180-over .....	92	456	1,702	127	104	320	510
<b>Totals .....</b>	<b>1,860,329</b>	<b>1,443,201</b>	<b>3,530,462</b>	<b>243,802</b>	<b>108,050</b>	<b>97,614</b>	<b>1,186,412</b>

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

**TABLE 12. Number and Expenditures of Canadian Travellers Returning to Canada via Plane in 1961, 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 .....	14,799	3.2	67.07	992,551	0.9	14,799	67.07
2 .....	36,669	8.0	103.52	3,795,810	3.5	73,338	51.76
3 .....	50,988	11.1	122.49	6,245,434	5.8	152,964	40.83
4 .....	49,031	10.7	148.13	7,263,069	6.7	196,124	37.03
5 .....	38,517	8.4	177.14	6,822,790	6.3	192,585	35.43
6 .....	22,466	4.9	194.22	4,363,321	4.0	134,796	32.37
7 .....	27,000	5.9	205.81	5,556,879	5.1	189,000	29.40
8 .....	17,172	3.8	220.76	3,790,885	3.5	137,376	27.59
9 .....	9,832	2.2	213.01	2,094,340	1.9	88,488	23.67
10 .....	25,046	5.5	244.47	6,123,025	5.6	250,460	24.45
11 .....	5,925	1.3	248.23	1,470,762	1.4	65,175	22.57
12 .....	11,834	2.6	269.18	3,185,422	2.9	142,008	22.43
13 .....	6,543	1.4	284.66	1,862,502	1.7	85,059	21.90
14 .....	31,137	6.8	278.10	8,659,212	8.0	435,918	19.86
15 .....	12,520	2.7	311.23	3,896,541	3.6	187,800	20.75
16 .....	8,858	1.9	323.46	2,865,166	2.6	141,728	20.22
17 .....	6,587	1.4	322.40	2,123,641	2.0	111,979	18.96
18 .....	5,326	1.2	340.48	1,813,383	1.7	95,868	18.92
19 .....	3,476	0.8	326.10	1,133,535	1.0	66,044	17.16
20 .....	6,796	1.5	352.74	2,397,223	2.2	135,920	17.64
21 .....	14,846	3.3	349.63	5,190,647	4.8	311,766	16.65
22 .....	3,077	0.7	393.75	1,211,557	1.1	67,694	17.90
23 .....	2,489	0.5	353.60	880,116	0.8	57,247	15.37
24 .....	1,699	0.4	378.97	643,863	0.6	40,776	15.79
25- 29 .....	10,473	2.3	394.35	4,129,979	3.8	283,085	14.59
30- 39 .....	14,498	3.2	418.72	6,070,534	5.6	469,010	12.94
40- 59 .....	7,876	1.7	495.47	3,902,286	3.6	365,446	10.68
60- 89 .....	5,214	1.1	647.77	3,377,488	3.1	351,424	9.61
90- 179 .....	5,613	1.2	924.30	5,188,089	4.8	693,711	7.48
180- over .....	1,394	0.3	1,112.49	1,550,812	1.4	295,486	5.25
<b>Totals .....</b>	<b>457,701</b>	<b>100.0</b>	<b>237.28</b>	<b>108,600,862</b>	<b>100.0</b>	<b>5,833,074</b>	<b>18.62</b>



**TABLE 13. Number and Expenditures of Canadian Travellers Returning to Canada via Bus<sup>1</sup> in 1961, 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 .....	18,797	4.7	14.09	264,789	0.6	18,797	14.09
2 .....	45,562	11.3	52.04	2,370,881	5.1	91,124	26.02
3 .....	73,680	18.2	61.72	4,547,209	9.8	221,040	20.57
4 .....	40,652	10.1	69.26	2,815,462	6.1	162,608	17.31
5 .....	26,747	6.6	81.91	2,190,765	4.7	133,735	16.38
6 .....	17,570	4.3	88.01	1,546,380	3.3	105,420	14.67
7 .....	26,946	6.7	93.07	2,507,945	5.4	188,622	13.30
8 .....	14,897	3.7	99.91	1,488,414	3.2	119,176	12.49
9 .....	7,526	1.9	110.91	834,746	1.8	67,734	12.32
10 .....	20,210	5.0	125.57	2,537,821	5.5	202,100	12.56
11 .....	4,889	1.2	148.11	724,111	1.6	53,779	13.46
12 .....	8,540	2.1	151.49	1,293,690	2.8	102,480	12.62
13 .....	4,051	1.0	154.46	625,703	1.4	52,663	11.88
14 .....	18,769	4.6	155.30	2,914,739	6.3	262,766	11.09
15 .....	8,391	2.1	160.98	1,350,761	2.9	125,865	10.73
16 .....	5,067	1.3	175.02	886,803	1.9	81,072	10.94
17 .....	2,908	0.7	179.69	522,543	1.1	49,436	10.57
18 .....	3,340	0.8	190.94	637,750	1.4	60,120	10.61
19 .....	1,327	0.3	183.95	244,104	0.5	25,213	9.68
20 .....	3,787	0.9	200.94	760,943	1.7	75,740	10.05
21 .....	7,767	1.9	207.39	1,610,816	3.5	163,107	9.88
22 .....	1,528	0.4	221.35	338,217	0.7	33,616	10.06
23 .....	1,696	0.4	276.44	468,835	1.0	39,008	12.02
24 .....	1,600	0.4	254.50	407,203	0.9	38,400	10.60
25 - 29 .....	6,259	1.6	239.56	1,499,437	3.2	168,805	8.88
30 - 39 .....	11,430	2.8	231.57	2,646,829	5.7	377,304	7.02
40 - 59 .....	6,677	1.7	274.36	1,831,917	4.0	309,546	5.92
60 - 89 .....	4,795	1.2	311.96	1,495,828	3.2	318,963	4.69
90 - 179 .....	6,958	1.7	513.79	3,574,941	7.7	843,101	4.24
180 - over .....	1,741	0.4	808.61	1,407,790	3.0	358,454	3.93
<b>Totals .....</b>	<b>404,107</b>	<b>100.0</b>	<b>114.69</b>	<b>46,347,372</b>	<b>100.0</b>	<b>4,849,794</b>	<b>9.56</b>

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

**TABLE 14. Number and Expenditures of Canadian Travellers Returning to Canada via Rail<sup>1</sup> in 1961, 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 .....	7,075	2.7	42.77	302,620	0.8	7,075	42.77
2 .....	20,711	8.0	65.38	1,354,071	3.5	41,422	32.69
3 .....	41,421	16.0	78.39	3,246,817	8.4	124,263	26.13
4 .....	30,922	11.9	96.99	2,999,275	7.7	123,688	24.25
5 .....	22,378	8.6	112.33	2,513,655	6.5	111,890	22.47
6 .....	14,012	5.4	116.10	1,626,826	4.2	84,072	19.35
7 .....	17,797	6.9	111.84	1,990,495	5.1	124,579	15.98
8 .....	8,508	3.3	125.73	1,069,703	2.8	68,064	15.72
9 .....	4,537	1.7	138.20	627,014	1.6	40,833	15.36
10 .....	13,235	5.1	141.48	1,872,462	4.8	132,350	14.15
11 .....	3,034	1.2	159.34	483,426	1.2	33,374	14.49
12 .....	5,729	2.2	167.16	957,664	2.5	68,748	13.93
13 .....	2,578	1.0	167.78	432,524	1.1	33,514	12.91
14 .....	13,502	5.2	167.91	2,267,122	5.8	189,028	11.99
15 .....	4,763	1.8	162.03	771,760	2.0	71,445	10.80
16 .....	2,859	1.1	203.44	581,637	1.5	45,744	12.72
17 .....	2,205	0.9	198.84	438,433	1.1	37,485	11.70
18 .....	2,469	1.0	226.61	559,500	1.4	44,442	12.59
19 .....	1,446	0.6	216.95	313,716	0.8	27,474	11.42
20 .....	2,948	1.1	227.57	670,888	1.7	58,960	11.38
21 .....	5,992	2.3	234.25	1,403,636	3.6	125,832	11.15
22 .....	1,483	0.6	264.81	392,717	1.0	32,626	12.04
23 .....	975	0.4	323.00	314,921	0.8	22,425	14.04
24 .....	1,179	0.5	295.16	347,998	0.9	28,296	12.30
25- 29 .....	4,998	1.9	291.39	1,456,363	3.7	134,146	10.86
30- 39 .....	8,419	3.2	312.68	2,632,446	6.8	286,499	9.19
40- 59 .....	4,704	1.8	343.11	1,613,969	4.2	217,513	7.42
60- 89 .....	3,907	1.5	393.49	1,537,377	4.0	261,300	5.88
90- 179 .....	4,444	1.7	719.25	3,196,350	8.2	500,261	6.39
180-over .....	1,012	0.4	867.19	877,594	2.3	214,797	4.09
<b>Totals .....</b>	<b>259,242</b>	<b>100.0</b>	<b>149.87</b>	<b>38,852,979</b>	<b>100.0</b>	<b>3,292,145</b>	<b>11.80</b>

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

**TABLE 15. Number of Foreign Automobiles and Other Vehicles Entering Canada,  
by Province and Month of Entry, 1961**

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 .....	234,073	158,925	1,186,555	81,276
Quebec .....	320,815	336,251	181,612	112,331
Ontario .....	2,927,477	2,121,440	884,649	184,943
Manitoba .....	52,163	46,349	53,227	27,473
Saskatchewan .....	21,347	23,742	14,106	8,146
Alberta .....	13,036	43,815	21,993	7,373
British Columbia .....	167,066	280,930	58,306	58,244
Yukon Territory .....	297	14,481	—	1,443
<b>Canada .....</b>	<b>3,736,274</b>	<b>3,025,933</b>	<b>2,400,448</b>	<b>481,229</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 .....	172,003	83,795	136,012	38,083
February .....	160,976	85,014	121,343	39,248
March .....	195,459	108,816	142,556	43,312
April .....	273,019	133,707	169,865	36,204
May .....	308,480	212,111	200,053	40,779
June .....	369,679	345,074	239,206	41,978
July .....	620,524	655,675	315,575	44,075
August .....	579,835	605,027	315,804	42,743
September .....	364,912	349,414	237,791	37,520
October .....	270,149	190,995	207,496	40,731
November .....	222,543	130,784	166,601	39,211
December .....	198,695	125,521	148,146	37,345
<b>Totals .....</b>	<b>3,736,274</b>	<b>3,025,933</b>	<b>2,400,448</b>	<b>481,229</b>

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

**TABLE 16. Number of Foreign Travellers Entering Canada from the United States, Via Non-Automobile Transportation, by Province of Entry, 1957 - 61**

Province of entry	1957	1958	1959	1960	1961
<b>Aeroplane</b>					
Atlantic Provinces .....	15,176	15,400	19,484	19,155	22,871
Quebec .....	89,957	92,360	112,382	119,301	142,178
Ontario .....	150,185	156,028	183,362	176,430	212,829
Manitoba .....	15,009	16,303	17,229	20,350	17,412
Saskatchewan .....	1,814	2,608	2,452	2,864	4,210
Alberta .....	19,807	14,617	19,198	16,200	9,232
British Columbia .....	50,206	61,326	67,148	71,399	69,329
Yukon Territory <sup>1</sup> .....	10,487	9,395	9,991	9,116	7,458
<b>Canada .....</b>	<b>352,641</b>	<b>368,037</b>	<b>431,246</b>	<b>434,815</b>	<b>485,519</b>
<b>Bus<sup>2</sup></b>					
Atlantic Provinces .....	8,329	7,523	7,679	8,224	8,914
Quebec .....	59,408	63,839	66,968	68,844	77,098
Ontario .....	255,830	245,161	264,605	281,034	266,323
Manitoba .....	7,185	6,922	7,006	7,988	6,752
Saskatchewan .....	168	167	704	455	374
Alberta .....	6,760	7,180	7,491	7,327	7,759
British Columbia .....	37,551	38,294	36,306	40,036	45,915
Yukon Territory .....	—	915	1,368	1,624	2,237
<b>Canada .....</b>	<b>375,231</b>	<b>370,001</b>	<b>392,127</b>	<b>415,532</b>	<b>415,370</b>
<b>Rail<sup>3</sup></b>					
Atlantic Provinces .....	9,881	9,213	7,790	3,665	1,298
Quebec .....	114,742	104,275	97,481	88,307	73,272
Ontario .....	168,527	147,621	130,747	113,272	96,472
Manitoba .....	18,708	17,685	17,806	17,962	18,227
Saskatchewan .....	8,349	6,710	7,429	4,410	3,409
Alberta .....	1,570	1,763	2,095	1,490	1,517
British Columbia .....	44,275	48,130	43,437	39,637	33,684
Yukon Territory .....	10,085	7,464	10,533	10,784	12,460
<b>Canada .....</b>	<b>376,137</b>	<b>342,861</b>	<b>317,318</b>	<b>279,527</b>	<b>240,339</b>
<b>Boat</b>					
Atlantic Provinces .....	4,223	4,832	4,451	5,606	4,373
Quebec .....	5,607	5,734	6,499	7,103	6,675
Ontario .....	258,139	221,443	268,638	294,444	319,857
Manitoba .....	—	—	—	—	—
Saskatchewan .....	—	—	—	—	—
Alberta .....	—	—	—	—	—
British Columbia .....	150,448	99,864	139,757	132,140	134,807
Yukon Territory <sup>1</sup> .....	9	4	7	12	1
<b>Canada .....</b>	<b>418,426</b>	<b>331,877</b>	<b>419,352</b>	<b>439,305</b>	<b>465,713</b>

<sup>1</sup> Yukon Territory traffic is practically all in transit to and from Alaska.

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

<sup>3</sup> After deducting in transit passengers across Southern Ontario.

**TABLE 17. Number of Foreign Travellers Entering Canada from the United States, Via Non-Automobile Transportation, by Month of Entry, 1957-61**

Month	1957	1958	1959	1960	1961
<b>Aeroplane<sup>1</sup></b>					
January .....	18,817	20,640	21,549	25,235	26,002
February .....	18,295	19,607	21,082	23,556	21,863
March .....	21,427	22,795	23,477	25,766	28,301
April .....	22,732	24,344	29,322	27,858	30,214
May .....	31,664	33,269	38,024	37,504	40,339
June .....	41,028	42,833	49,525	52,499	54,701
July .....	43,901	43,007	53,543	52,068	57,242
August .....	45,077	46,384	54,407	53,220	66,430
September .....	35,708	34,902	43,925	47,324	57,892
October .....	30,173	32,773	37,544	36,532	40,751
November .....	21,942	24,092	29,910	27,065	30,960
December .....	21,877	23,391	28,938	26,188	30,824
<b>Totals .....</b>	<b>352,641</b>	<b>368,037</b>	<b>431,246</b>	<b>434,815</b>	<b>485,519</b>
<b>Bus<sup>2</sup></b>					
January .....	10,925	12,689	12,221	12,793	15,475
February .....	12,342	9,721	12,858	13,633	18,710
March .....	13,023	13,718	13,255	13,316	15,789
April .....	21,109	23,025	25,653	26,543	22,848
May .....	35,097	35,350	37,105	39,377	36,593
June .....	47,005	46,726	46,264	48,115	47,360
July .....	74,184	69,870	75,010	84,406	76,612
August .....	78,714	74,284	71,477	72,389	72,837
September .....	34,786	27,807	42,747	40,636	44,138
October .....	19,512	24,417	22,097	27,840	26,384
November .....	15,857	16,933	17,483	19,400	20,541
December .....	12,677	15,461	15,957	17,084	18,083
<b>Totals .....</b>	<b>375,231</b>	<b>370,001</b>	<b>392,127</b>	<b>415,532</b>	<b>415,370</b>

See footnotes at end of table.

**TABLE 17. Number of Foreign Travellers Entering Canada from the United States, Via Non-Automobile Transportation, by Month of Entry, 1957-61 - Concluded**

Month	1957	1958	1959	1960	1961
<b>Rail (Gross entries)</b>					
January .....	52,636	50,607	52,460	46,779	35,777
February .....	52,861	45,436	39,856	43,475	33,747
March .....	46,413	35,558	39,730	37,265	31,631
April .....	54,316	44,950	39,940	42,161	37,161
May .....	58,119	50,171	47,382	46,280	40,677
June .....	72,750	69,394	64,180	61,050	51,058
July .....	94,177	80,513	77,256	73,265	62,909
August .....	85,252	82,379	74,504	69,347	63,941
September .....	55,803	51,542	49,280	50,524	44,723
October .....	46,248	42,922	40,886	39,218	37,843
November .....	42,680	39,624	41,120	31,827	29,514
December .....	58,438	57,896	55,655	48,958	43,212
<b>Totals .....</b>	<b>719,693</b>	<b>650,992</b>	<b>622,249</b>	<b>590,149</b>	<b>512,193</b>
<b>Rail (Net entries)<sup>1</sup></b>					
January .....	20,579	22,276	21,262	17,996	14,420
February .....	25,257	26,335	18,564	19,110	14,264
March .....	23,643	17,270	18,736	15,847	13,226
April .....	28,390	20,148	17,684	17,165	14,011
May .....	31,186	26,516	24,060	21,899	19,207
June .....	42,244	40,709	38,859	33,899	26,777
July .....	59,965	49,657	48,717	41,498	38,129
August .....	49,423	48,499	43,214	36,231	33,712
September .....	27,770	26,843	25,623	22,979	20,371
October .....	23,113	20,396	20,335	17,804	17,272
November .....	18,654	18,461	17,491	13,499	11,825
December .....	25,913	25,751	22,773	21,600	17,125
<b>Totals .....</b>	<b>376,137</b>	<b>342,861</b>	<b>317,318</b>	<b>279,527</b>	<b>240,339</b>
<b>Boat<sup>2</sup></b>					
January .....	1,258	1,815	2,395	651	851
February .....	1,421	1,691	1,697	1,227	1,476
March .....	2,834	2,174	2,952	1,782	236
April .....	3,697	3,669	1,579	1,680	1,276
May .....	21,555	20,406	21,709	17,852	19,759
June .....	56,890	34,932	59,503	60,599	61,040
July .....	134,116	90,942	130,830	133,043	138,039
August .....	135,503	121,662	131,092	140,063	149,699
September .....	45,618	38,947	53,680	63,290	74,481
October .....	10,562	10,300	10,905	15,015	15,360
November .....	3,086	3,007	1,737	3,008	2,796
December .....	1,886	2,332	1,273	1,095	700
<b>Totals .....</b>	<b>418,426</b>	<b>331,877</b>	<b>419,352</b>	<b>439,305</b>	<b>465,713</b>

<sup>1</sup> Including traffic in transit to and from Alaska.

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

<sup>3</sup> After deducting in transit passengers.

**TABLE 18. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Province of Re-Entry into Canada, 1957-61**

Province of re-entry	1957	1958	1959	1960	1961
<b>Length of stay — 24 hours or less</b>					
Atlantic Provinces .....	1,692,852	1,671,214	1,717,825	1,841,852	1,883,640
Quebec .....	1,169,503	1,116,431	1,080,609	1,031,255	1,098,335
Ontario .....	2,864,208	3,019,548	2,999,515	3,092,997	3,038,938
Manitoba .....	137,949	141,089	143,471	158,501	169,244
Saskatchewan .....	86,364	82,622	78,496	79,151	79,475
Alberta .....	51,935	44,593	43,520	53,403	59,184
British Columbia .....	624,361	707,686	789,200	884,711	932,913
Yukon Territory .....	2,449	1,385	1,271	437	535
<b>Canada<sup>1</sup> .....</b>	<b>6,629,621</b>	<b>6,784,568</b>	<b>6,853,907</b>	<b>7,142,307</b>	<b>7,262,264</b>
<b>Length of stay — Over 24 hours</b>					
Atlantic Provinces .....	152,791	149,265	167,829	142,266	124,692
Quebec .....	403,802	367,941	369,228	378,173	381,967
Ontario .....	476,225	471,324	510,873	535,481	545,361
Manitoba .....	71,864	73,387	79,138	79,710	79,052
Saskatchewan .....	32,481	31,911	32,202	33,191	29,542
Alberta .....	58,552	44,718	42,005	46,410	39,212
British Columbia .....	228,773	235,323	250,477	268,234	266,314
Yukon Territory .....	609	386	475	607	678
<b>Canada .....</b>	<b>1,425,097</b>	<b>1,374,255</b>	<b>1,452,227</b>	<b>1,484,072</b>	<b>1,466,818</b>
<b>Commercial vehicles</b>					
Atlantic Provinces .....	132,536	115,691	118,302	142,236	129,650
Quebec .....	172,788	147,609	143,197	160,623	165,244
Ontario .....	244,371	218,691	255,144	256,356	256,107
Manitoba .....	22,220	26,559	32,469	34,293	34,078
Saskatchewan .....	10,128	8,037	8,476	7,927	7,357
Alberta .....	11,169	11,229	9,435	11,995	9,653
British Columbia .....	32,752	38,880	41,955	41,659	48,598
Yukon Territory .....	1,423	511	419	190	260
<b>Canada .....</b>	<b>627,387</b>	<b>567,207</b>	<b>609,397</b>	<b>655,279</b>	<b>650,947</b>

<sup>1</sup> Includes 13,130 motorcycles, 65,671 bicycles and 180,411 taxis in 1961.

**TABLE 19. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Month of Re-Entry into Canada, 1957-61**

Month	1957	1958	1959	1960	1961
<b>Length of stay - 24 hours or less</b>					
January .....	399,596	420,733	403,501	436,748	437,343
February .....	404,559	374,721	394,839	418,745	426,884
March .....	492,090	486,951	501,240	464,460	514,888
April .....	536,541	564,198	541,723	589,616	587,447
May .....	587,888	611,769	648,348	653,732	638,347
June .....	644,667	634,245	637,943	648,691	696,779
July .....	737,969	756,732	857,868	880,880	873,768
August .....	719,408	812,532	774,985	783,444	792,309
September .....	601,845	627,393	608,749	639,676	653,087
October .....	533,309	550,348	543,864	619,552	617,331
November .....	481,531	477,600	455,063	513,396	511,640
December .....	490,218	467,346	485,784	493,367	512,441
<b>Totals<sup>1</sup></b> .....	<b>6,629,621</b>	<b>6,784,568</b>	<b>6,853,907</b>	<b>7,142,307</b>	<b>7,262,264</b>
<b>Length of stay - Over 24 hours</b>					
January .....	47,732	52,324	51,856	52,940	57,648
February .....	45,277	43,904	48,679	47,288	50,217
March .....	68,041	68,268	84,997	56,104	64,298
April .....	111,959	103,708	86,072	111,585	114,360
May .....	110,349	100,646	116,685	115,287	113,685
June .....	118,480	111,402	108,328	112,445	116,070
July .....	234,430	220,317	242,715	268,408	255,003
August .....	250,895	264,661	282,549	262,222	248,657
September .....	152,729	141,916	160,793	162,850	157,137
October .....	124,798	126,082	124,637	140,106	135,650
November .....	85,387	77,465	73,674	84,299	81,661
December .....	75,020	63,562	71,242	70,538	72,432
<b>Totals</b> .....	<b>1,425,097</b>	<b>1,374,255</b>	<b>1,452,227</b>	<b>1,484,072</b>	<b>1,466,818</b>
<b>Commercial vehicles</b>					
January .....	66,131	53,973	55,089	65,213	63,709
February .....	62,256	50,981	49,554	62,903	59,401
March .....	54,107	48,366	48,310	56,294	51,504
April .....	44,607	41,696	45,977	44,531	44,649
May .....	51,601	45,720	48,937	51,639	48,634
June .....	49,634	44,326	51,730	54,786	52,677
July .....	54,167	45,251	52,703	52,054	55,663
August .....	51,965	43,880	49,054	54,604	57,591
September .....	48,087	46,349	52,545	53,617	52,963
October .....	51,223	50,309	53,258	54,062	54,854
November .....	46,992	43,144	47,151	50,702	51,727
December .....	46,617	53,212	55,089	54,874	57,575
<b>Totals</b> .....	<b>627,387</b>	<b>567,207</b>	<b>609,397</b>	<b>655,279</b>	<b>650,947</b>

<sup>1</sup> Includes 13,130 motorcycles, 65,671 bicycles and 180,411 taxis in 1961.



**TABLE 20. Number of Canadian Travellers Returning from the United States, Via Non-Automobile Transportation, by Province of Re-Entry into Canada, 1957-61**

Province of re-entry	1957	1958	1959	1960	1961
<b>Aeroplane</b>					
Atlantic Provinces .....	9,583	11,624	13,892	15,692	18,013
Quebec .....	98,868	102,758	120,259	128,810	130,288
Ontario .....	166,496	180,921	209,493	224,978	239,855
Manitoba .....	7,204	8,016	10,331	11,717	11,684
Saskatchewan .....	733	1,164	1,626	853	1,446
Alberta .....	8,044	7,984	12,180	14,370	9,081
British Columbia .....	41,035	47,619	53,929	54,722	47,030
Yukon Territory .....	689	1,020	932	386	304
<b>Canada .....</b>	<b>332,652</b>	<b>361,106</b>	<b>422,642</b>	<b>451,528</b>	<b>457,701</b>
<b>Bus<sup>1</sup></b>					
Atlantic Provinces .....	12,608	10,042	10,284	9,487	9,223
Quebec .....	78,333	77,139	81,697	88,444	82,655
Ontario .....	235,042	223,230	226,642	228,005	216,076
Manitoba .....	29,000	27,385	23,244	21,720	20,920
Saskatchewan .....	392	141	145	373	330
Alberta .....	5,087	4,302	4,652	3,878	3,971
British Columbia .....	93,259	92,846	90,029	93,158	97,412
Yukon Territory .....	—	23	—	156	213
<b>Canada .....</b>	<b>453,721</b>	<b>435,108</b>	<b>436,693</b>	<b>445,221</b>	<b>430,800</b>
<b>Rail</b>					
Atlantic Provinces .....	12,596	12,096	9,766	4,110	1,551
Quebec .....	136,478	129,716	117,452	104,116	91,633
Ontario .....	205,094	180,553	172,955	154,073	120,274
Manitoba .....	20,629	18,716	18,216	16,806	15,670
Saskatchewan .....	3,462	3,154	2,260	2,146	907
Alberta .....	—	—	—	—	79
British Columbia .....	65,118	60,122	58,546	49,516	34,790
Yukon Territory .....	1,635	1,023	1,323	1,629	1,684
<b>Canada .....</b>	<b>445,012</b>	<b>405,380</b>	<b>380,518</b>	<b>332,396</b>	<b>266,588</b>
<b>Boat</b>					
Atlantic Provinces .....	21,661	16,335	15,031	12,147	8,503
Quebec .....	3,401	3,370	3,351	5,402	4,488
Ontario .....	37,557	65,954	81,293	86,914	80,780
Manitoba .....	—	—	—	—	—
Saskatchewan .....	—	—	—	—	—
Alberta .....	—	—	—	—	—
British Columbia .....	32,581	30,834	24,710	19,053	16,423
Yukon Territory .....	13	23	29	37	38
<b>Canada .....</b>	<b>95,213</b>	<b>116,516</b>	<b>124,414</b>	<b>123,553</b>	<b>110,232</b>

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

**TABLE 21. Number of Canadian Travellers Returning from the United States, Via Non-Automobile Transportation, by Month of Re-Entry into Canada, 1957-61**

Month	1957	1958	1959	1960	1961
<b>Aeroplane</b>					
January .....	28,486	31,634	32,882	40,997	38,746
February .....	24,847	26,087	29,644	36,164	29,804
March .....	32,860	33,142	41,929	42,749	47,106
April .....	32,289	37,011	42,302	46,990	48,466
May .....	29,573	31,042	37,389	38,820	36,550
June .....	24,442	27,512	32,701	34,092	35,826
July .....	25,402	27,060	30,391	33,395	33,995
August .....	29,374	33,650	36,566	38,397	38,975
September .....	27,971	27,229	36,968	38,371	36,603
October .....	29,738	33,550	37,783	39,165	41,473
November .....	24,403	28,623	32,785	32,267	35,208
December .....	23,267	24,566	31,302	30,121	34,949
<b>Totals .....</b>	<b>332,652</b>	<b>361,106</b>	<b>422,642</b>	<b>451,528</b>	<b>457,701</b>
<b>Bus<sup>1</sup></b>					
January .....	22,300	21,365	23,679	24,306	24,305
February .....	19,451	19,253	20,529	20,830	22,891
March .....	28,887	23,868	31,462	24,173	25,545
April .....	37,585	35,225	32,551	38,820	37,553
May .....	37,889	38,654	37,806	41,169	38,887
June .....	51,371	51,728	50,715	52,351	51,940
July .....	59,642	59,037	55,455	57,540	54,385
August .....	70,879	67,281	63,717	59,814	55,968
September .....	45,309	39,566	39,174	40,074	40,249
October .....	33,262	33,137	34,698	35,175	31,976
November .....	23,057	23,484	23,339	27,509	22,575
December .....	24,089	22,510	23,568	23,460	24,526
<b>Totals .....</b>	<b>453,721</b>	<b>435,108</b>	<b>436,693</b>	<b>445,221</b>	<b>430,800</b>

See footnotes at end of table.

**TABLE 21. Number of Canadian Travellers Returning from the United States, Via Non-Automobile Transportation, by Month of Re-Entry into Canada, 1957-61 - Concluded**

Month	1957	1958	1959	1960	1961
<b>Rail (Gross entries)</b>					
January .....	34,340	32,926	34,258	31,180	25,482
February .....	30,116	24,971	26,242	25,466	18,782
March .....	42,179	29,087	36,606	28,556	19,900
April .....	43,125	39,124	31,447	37,403	28,156
May .....	34,450	30,075	29,555	24,651	18,258
June .....	30,163	28,505	25,608	21,803	18,462
July .....	47,452	40,005	36,596	33,185	27,210
August .....	50,191	52,799	43,233	37,076	30,873
September .....	36,607	33,428	30,284	25,873	21,279
October .....	36,319	34,758	31,418	26,043	21,976
November .....	28,484	26,451	26,142	19,705	15,536
December .....	31,586	33,251	29,129	23,455	20,674
<b>Totals .....</b>	<b>445,012</b>	<b>405,380</b>	<b>380,518</b>	<b>332,396</b>	<b>266,588</b>
<b>Rail (Net entries)<sup>2</sup></b>					
January .....	33,957	32,421	33,920	30,770	25,142
February .....	29,786	24,613	25,907	25,156	18,413
March .....	41,762	28,640	36,189	28,255	19,423
April .....	42,603	38,487	30,920	36,891	27,781
May .....	34,022	29,541	29,102	24,265	17,891
June .....	29,626	28,017	25,223	21,488	18,006
July .....	46,769	39,543	36,065	32,855	26,735
August .....	49,466	52,336	42,774	36,650	30,199
September .....	36,151	32,968	29,871	25,434	20,324
October .....	35,788	34,353	31,009	25,663	21,385
November .....	27,954	26,050	25,739	19,315	14,786
December .....	31,003	32,785	28,685	23,107	19,157
<b>Totals .....</b>	<b>438,887</b>	<b>399,754</b>	<b>375,404</b>	<b>327,849</b>	<b>259,242</b>
<b>Boat</b>					
January .....	2,626	2,748	2,295	1,370	1,091
February .....	2,866	3,647	3,006	1,479	1,247
March .....	2,928	3,777	4,307	941	765
April .....	4,784	5,351	2,651	2,089	1,951
May .....	5,287	5,224	5,719	3,946	4,627
June .....	10,388	9,430	13,720	12,244	9,783
July .....	19,018	26,004	33,524	34,914	29,199
August .....	21,528	34,560	34,107	40,492	36,103
September .....	10,753	12,868	14,365	17,131	15,549
October .....	6,495	5,017	6,040	4,211	4,937
November .....	4,954	4,667	2,888	2,796	2,404
December .....	3,586	3,223	1,792	1,940	2,576
<b>Totals .....</b>	<b>95,213</b>	<b>116,516</b>	<b>124,414</b>	<b>123,553</b>	<b>110,232</b>

<sup>1</sup> Exclusive of local bus traffic between border communities.<sup>2</sup> After deducting in transit passengers.

### **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, bicycles and trailers.

#### **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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