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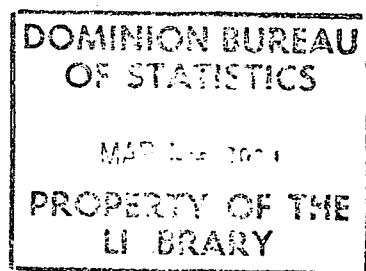
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CANADA

TRAVEL BETWEEN CANADA
AND
OTHER COUNTRIES
1962



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.

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.

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

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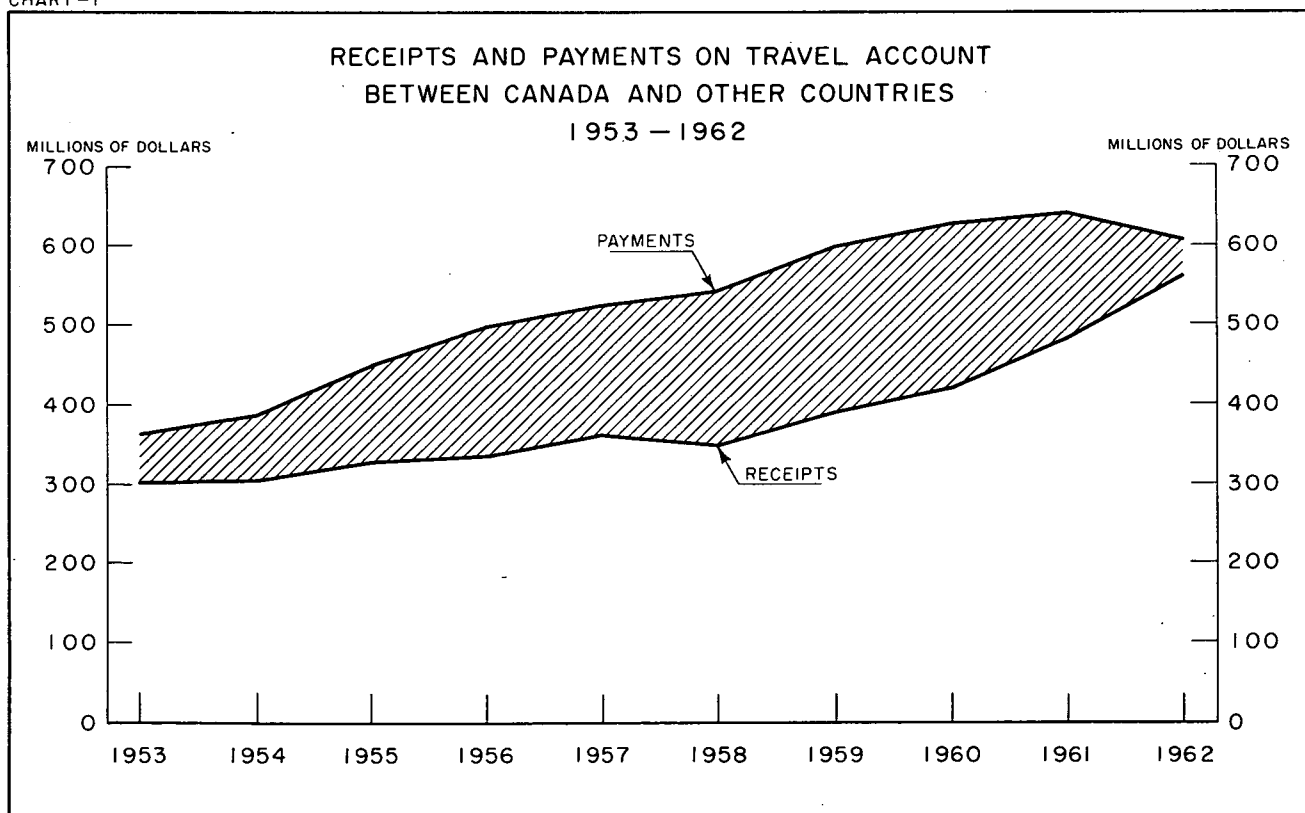
Introductory Review of Travel Between Canada and Other Countries

Two important factors influenced the 1962 statistics on international travel between Canada and other countries and were reflected particularly in travel with the United States. They were the devaluation of the Canadian dollar and the reduction in the limit of the customs exemption from duty on imports of merchandise by Canadian travellers. In May 1962, the value of the Canadian dollar was fixed at 92.5 cents in terms of United States currency. It seems likely that this contributed significantly to the increase in receipts from residents of the United States travelling in Canada and, at the same time, had a contrary effect on Canadian travel in the United States. Effective June 25th 1962, the customs exemption on the value of Canadian purchases of merchandise in the United States was reduced from \$100 to \$25 every four months. This regulation, along with the devaluation of Canadian currency, contributed to substantially lower expenditures in the United States by Canadians. There was also a reduction in the exemption from duty on imports by Canadian travellers returning from overseas countries from \$300 to \$100.

Receipts from residents of other countries travelling in Canada during 1962 rose to an all-time high of \$562 million, an increase of \$80 million or nearly 17 per cent over the previous record of \$482 million in 1961. Aggregate receipts comprised \$512 million from residents of the United States and \$50 million from residents of other countries. Most of the increase can be attributed to a \$77 million or 17.7 per cent rise in receipts from United States travellers, while overseas visitors advanced their spending by \$3 million or 6.4 per cent.

Expenditures on foreign travel by Canadians amounted to \$605 million in 1962, a decrease of \$37 million or nearly 6 per cent. This marks the first decrease in aggregate expenditures of Canadians travelling in other countries since 1948 when increased currency restrictions introduced in November 1947 curtailed Canadian travel expenditures in other countries. With the removal of some of these exchange restrictions in January 1949 and their complete withdrawal subsequently, Canadian expenditures on travel in other countries began an upward

CHART - I



trend of expansion which was uninterrupted until 1962 when Canadian expenditures on international travel were again curtailed by official measures.

The balance of payments deficit on travel account between Canada and other countries had reached a peak of \$207 million in both 1959 and

1960. Then in 1961 the trend toward a reduced deficit started and in 1962 was accelerated. The deficit, which had been reduced to \$160 million in 1961, was further reduced to \$43 million in 1962, the lowest deficit since 1951 when the first deficit of \$6 million appeared.

United States Travel in Canada

Residents of the United States made 31.7 million trips to Canada during 1962, an increase of 1.2 million or 3.9 per cent more than in 1961. Of this increase in volume, the greatest rise appeared in the third quarter, during which time there were an additional 951,900 entries or 6.7 per cent more than in the comparable period of 1961. There was also a substantial increase of 416,500 entries or 5.7 per cent in the second quarter, while the volume of entries during the first quarter was practically unchanged from the previous year. The trend toward increased traffic in the second and third quarters changed for the fourth quarter, as entries declined by 189,700 or 3.6 per cent when compared with the 1961 figure.

For the first time in history, receipts from residents of the United States travelling in Canada exceeded the half billion mark in 1962. The earnings from U.S. travel in Canada amounted to \$512 million during the year, an increase of \$77 million or nearly 18 per cent over 1961. The combination of an increase in the volume of visitors with a tendency toward freer spending produced the substantial gain in receipts for the year. Although gains were recorded throughout each of the four quarters of the year, the most noticeable advance appeared in the third quarter when spending by visitors rose some \$40.5 million or 17.0 per cent. Moreover, the gains noted in the other quarters were also fairly substantial—\$6.9 million in the first, \$23.3 million in the second and \$6.4 million in the final quarter.

STATEMENT 1. Number and Expenditures of United States Travellers in Canada, 1959-62

Type of transportation	Number of persons				Expenditures			
	1959	1960	1961	1962	1959	1960	1961	1962 ¹
	thousands				millions of dollars			
Automobile:								
Non-permit or local traffic	9,025 ²	—	—	—	28.4 ²	—	—	—
Customs permits	8,847	18,344 ³	19,294	20,292	163.4 ²	219.9 ³	267.1	323.0
Repeat trips of permit holders	4,959	4,927	4,694	4,309	—	—	—	—
Totals	22,831	23,271	23,988	24,601	191.8	219.9	267.1	323.0
Non-automobile:								
Plane	432	435	486	483	50.7	52.7	63.4	65.5
Bus	392	416	415	456	26.9	31.6	34.3	41.1
Rail	619	590	512	517	35.9	30.7	29.1	31.4
Boat	419	439	466	696	21.0	18.2	20.4	26.1
Other	5,188	4,504	4,607	4,903	24.8	22.0	21.0	25.3
Totals	7,050	6,384	6,486	7,055	159.3	155.2	168.2	189.4
Grand totals	29,881	29,655	30,474	31,656	351.1	375.1	435.3	512.4

¹ Subject to revision.

² January-September inclusive.

³ Not comparable with previous year.

United States Travel in Canada by Types of Transportation

An analysis of U.S. travel in Canada by the type of transportation used shows that persons entering by automobile continue to comprise the largest group of visitors and also account for the majority of receipts. In 1962, border crossings into Canada by residents of the United States using automobiles for transportation numbered 24,601,000 as compared to 23,988,000 in 1961, a gain of 613,000 or between 2 and 3 per cent. In addition to a greater number of persons, a higher average expenditure per trip raised

the receipts of automobile visitors from \$267 million in 1961 to \$323 million in 1962, a gain of \$56 million or 21 per cent. Furthermore, the quarterly breakdown shows higher receipts in each quarter when compared with 1961. The greatest absolute increase amounted to \$28.3 million in the third quarter, followed by \$17.1 million in the second quarter, \$5.6 million in the fourth quarter, and \$4.9 million during the first quarter when climatic and road conditions are frequently not conducive to travel.

**STATEMENT 2. Number of Non-Residents Entering Canada from the United States,
compiled Quarterly, 1962**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
thousands					
Automobile:					
24 hours or less	2,015	4,165	7,180	2,683	16,043
Over 24 hours	656	1,779	5,012	1,111	8,558
Totals	2,671	5,944	12,192	3,794	24,601
Non-automobile:					
Plane	82	135	166	100	483
Bus	45	120	220	71	456
Rail	99	127	185	106	517
Boat	2	156	514	24	696
Other	876	1,231	1,837	959	4,903
Totals	1,104	1,769	2,922	1,260	7,055
Grand totals	3,775	7,713	15,114	5,054	31,656

Non-resident entries from the United States by plane in 1962 numbered 483,000, representing a negligible decrease of 3,000 from the volume in 1961. However, the expenditures of this group of travellers amounted to \$65.5 million, an increase of \$2.1 million over the previous year. The decrease in number of visits was restricted to the last half of the year, as increases appeared in both the first and second quarters. While higher average expenditures per person were reported in each quarter of the year, it was particularly noticeable in the third and fourth quarters when the number of visitors declined.

United States residents travelling to Canada by through bus numbered 456,000 (exclusive of in transit travel). This represents an increase of 41,000 entries

or nearly 10 per cent over comparable data for 1961. At the same time, their expenditures amounting to \$41.1 million rose by \$6.8 million or nearly 20 per cent, attributable to the higher average outlay per person. Most of the increase in volume appeared in the third quarter, while less significant increases appeared in the second and fourth quarters. The first quarter was the only period to show a decline in the number of visits when compared with the previous year. The increase in receipts from bus travellers was also concentrated in the third quarter although moderate gains were also recorded in the first and second quarters. In comparison with 1961, receipts declined in the fourth quarter, the only period during the year in which the average outlay per person appeared as a decrease.

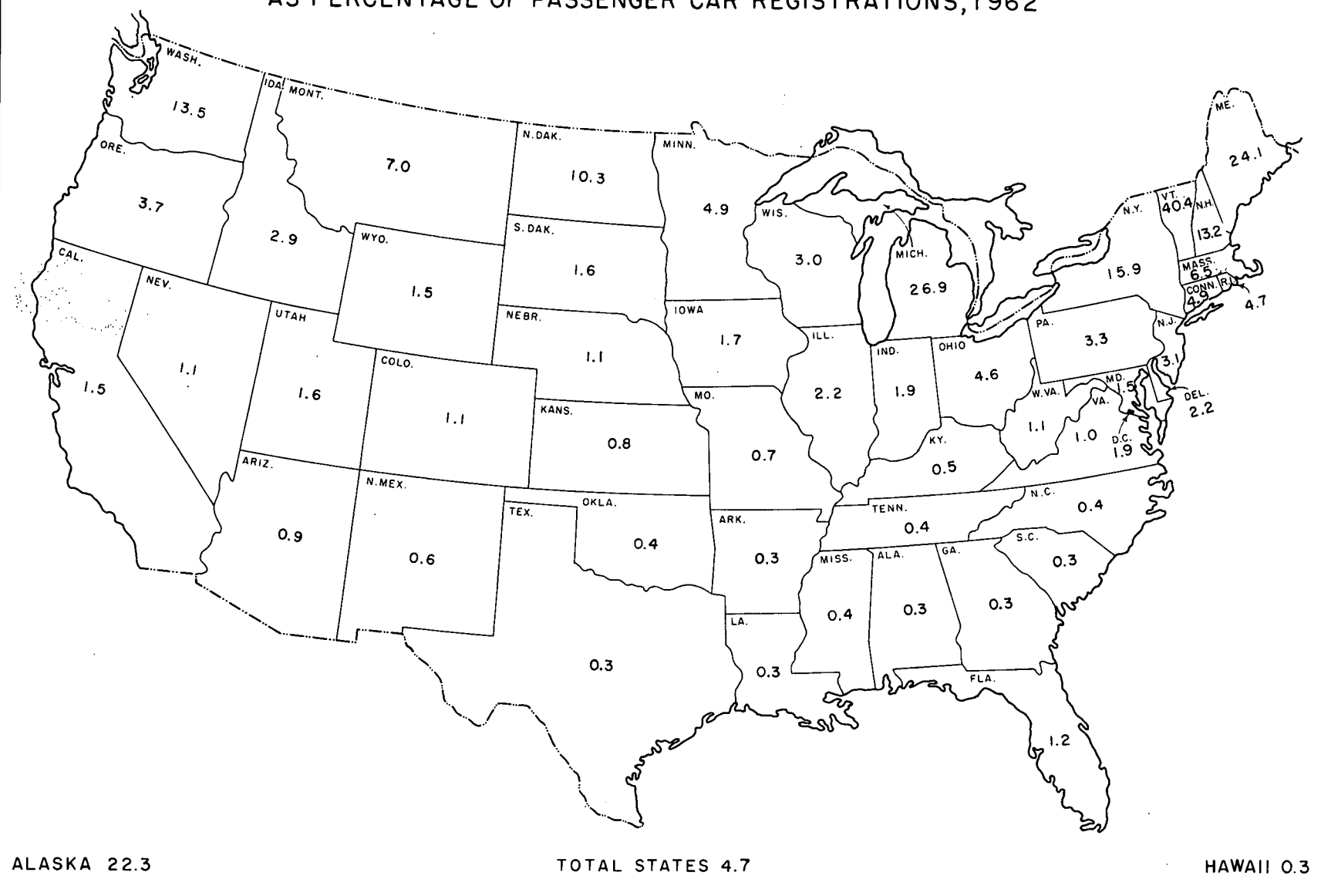
**STATEMENT 3. Expenditures of Non-Residents Entering Canada from the United States,
compiled Quarterly, 1962¹**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
millions of dollars					
Automobile:					
24 hours or less	3.4	8.1	12.5	6.1	30.1
Over 24 hours	20.0	56.2	165.8	50.9	292.9
Totals	23.4	64.3	178.3	57.0	323.0
Non-automobile:					
Plane	8.4	17.4	28.3	11.4	65.5
Bus	3.0	7.8	25.5	4.8	41.1
Rail	3.8	5.8	18.1	3.7	31.4
Boat	0.2	6.5	18.2	1.2	26.1
Other ²	3.5	6.0	10.6	5.2	25.3
Totals	18.9	43.5	100.7	26.3	189.4
Grand totals	42.3	107.8	279.0	83.3	512.4

¹ Subject to revision.

² Includes \$6 million paid to Canadian carriers by U.S. residents in transit.

NON-RESIDENT AUTOMOBILES TRAVELLING ON CUSTOMS PERMITS⁽¹⁾ IN CANADA
AS PERCENTAGE OF PASSENGER CAR REGISTRATIONS, 1962



(1) OVER 24 HOURS STAY IN CANADA.

Visitors from the United States who entered Canada by boat in 1962 numbered 696,000, marking an increase of 230,000 over 1961. This abnormally high increase should be considered with reservation as nearly all of it (200,000) appeared on the Pacific Coast. The holding of the World's Fair in Seattle, Washington during 1962 drew large crowds to that area, many of whom took the boat trip to Victoria on Vancouver Island. This, however, appears to have been chiefly short-term traffic with low average expenditures so that receipts from the boat category did not advance proportionately with the number of trips. Largely because of the increase in volume during the summer months, the total number of trips show a gain of some 50 per cent although the receipts from this group of travellers advanced only 28 per cent.

Non-resident entries from the United States by rail amounted to 245,000 in 1962 (exclusive of in transit passengers across Southern Ontario), an increase of some 4,200 or 2 per cent when compared with 1961. Receipts from entries by rail totalled \$31.4 million, an increase of \$2.3 million or nearly 8 per cent. Comparable with the trend in entries by bus, travel by rail advanced in all quarters of the year, with the exception of the first quarter when a decline of some 4,000 was recorded.

Non-immigrants entering by "Other" forms of transportation in 1962 numbered 4,903,000, an increase of approximately 296,000 or between 6 and 7 per cent. Their payments in Canada advanced \$4.3 million when compared with the previous year. The increase in receipts from this category appeared in all quarters of the year but was more substantial in the third quarter when it amounted to some \$2.5 million.

Summarizing the non-automobile types of transportation for the year 1962, total entries of non-residents by plane, bus, rail, boat and "Other" forms of travel numbered 7,055,000, a gain of 569,000 or nearly 9 per cent. Receipts from non-automobile visitors to Canada totalled \$189.4 million, marking a gain of \$21.2 million or between 12 and 13 per cent over the total for 1961. The first quarter was characterized by a gain in volume of 115,000 or 11.6 per cent while expenditures advanced \$2 million or approximately the same proportion. There was little change in the number of entries during the second quarter but expenditures rose to \$43.5 million, a gain of \$6.2 million or 16.6 per cent. During the third quarter the number of entries advanced by nearly 500,000 while receipts were about \$12 million higher than the same period of 1961. The fourth quarter was the only period where a decrease (104,000) in number of entries appeared whereas receipts of \$26.3 million were slightly higher than the fourth quarter of the previous year.

Analysis of United States Motor Traffic by State of Origin

Automobile traffic entering Canada from the United States in 1962 is shown according to state of origin, grouped by regions in Table 10. Data appearing in this table pertain to visits lasting over 24 hours only and do not include vehicles entering and leaving Canada on the same day or repeat trips of standing (L) permit holders. The general pattern by area of origin reveals little change from the previous year although a lower proportion of the total originated in the North-Eastern, Great Lakes and North-Western areas, with compensating increases in the West Coast States and other remaining states. It is of interest to note that during the past three years there has been a gradual decline in the importance of the North-Eastern States as a source of origin for automobile entries into Canada.

Passenger car registrations (exclusive of publicly owned vehicles) in the United States during 1962 amounted to 65,648,961, a gain of 2,638,095 or 4.2 per cent over the 1961 total. Entries into Canada by state of origin as shown in Table 10 advanced 189,500 or 6.5 per cent. In Map 1 the number of non-resident vehicles travelling in Canada for two days or over are presented as a percentage of the number of automobiles registered in each state. During 1962, the over-all proportion of entries to registrations in the United States amounted to 4.7 per cent. Comparable data show 4.6 per cent in 1961 and 4.5 per cent

in 1960. Closer scrutiny of Map 1 reveals a decrease in the proportion of entries to registrations from some of the border states and small increases in the proportion of entries to registrations in many of the states further from the border. Some of the more conspicuous examples of the reductions include Maine from 29.4 to 24.1, Vermont (42.4—40.4) North Dakota (11.7—10.3) and Washington (14.7—13.5). On the other hand, the proportion of entries to registrations from California advanced from 1.0 to 1.5, Ohio (4.1—4.6) Colorado (0.7—1.1) and Utah (1.2—1.6).

Compilations of data by state of origin on the average length of stay for vehicles remaining in Canada more than 24 hours during 1962 show minor variations from comparable information for 1961. Non-resident vehicles from states forming the North-Eastern region of the United States collectively averaged the same length of stay in Canada as in 1961, namely 4.4 days. An analysis of the states within this region shows the following averages: Maine 7.6 days; Massachusetts 6.1 days; New Jersey 5.5 days; Pennsylvania 5.4 days; Connecticut 5.3 days; Rhode Island 5.3 days; New Hampshire 4.7 days; New York 3.6 days; and Vermont 3.4 days. The most significant change within this region was that cars registered in the state of Maine spent about one-half day more in Canada during 1962 than in 1961.

Foreign automobiles registered in the Great Lakes area of the United States remained an average of 4 days in Canada in 1962, the same length of stay as in 1961 and 1960. Cars from Illinois and Ohio averaged 5.8 days in Canada compared with 6.1 days in 1961. Vehicles from Indiana averaged 5.4 days in Canada, Wisconsin cars averaged 5.1 days and vehicles from Michigan remained 3.3 days before departing, in the latter case no change from 1961.

Non-resident automobiles originating in the North-Western region of the United States averaged the longest stay in Canada according to area—5.9 days, a drop of 0.6 days from the 1961 average. The breakdown by states for this group shows an average of 6.2 days for cars registered in Montana, 6.0 days for Minnesota and 5.2 days average for cars from North Dakota. The greatest change for this group appears for Minnesota where the average length of stay dropped 0.8 days when compared with 1961.

The average length of stay for cars from the West Coast States taken as a whole was practically unchanged from the previous year, with an average visit lasting 5.3 days compared with 5.4 days in 1961. Averages for these states individually show cars from California remained 6.4 days, Oregon 6.1 days and Washington 4.3 days. Foreign automobiles registered in the remaining states not included in the geographic regions and from other countries averaged a stay lasting 6.8 days, a decline of 0.6 days when compared with 1961.

Information on the state of origin of United States residents entering Canada by plane, bus and rail (exclusive of in transit traffic) for the years 1959-62 is presented in Table 11. The estimates appearing in this table have been made possible through the utilization of a United States Department of Commerce survey. States with fewer than 10,000 visitors are not shown separately but appear under the "Other" category of their respective regions.

Comparable with automobile travel, the North-Eastern States are the origin of the greatest proportion of the non-automobile traffic (exclusive of

arrivals by boat) accounting for an estimated 425,000 or 38 per cent in 1962 compared to 40 per cent in 1961. Visitors from the state of New York are estimated at 214,000 as compared to 208,000 in 1961, an increase of 6,000, while New Jersey was next in importance with 61,000, an increase of 7,000 over the previous year. Other states within this area, with the exception of Connecticut, contributed fewer visitors in 1962.

Non-automobile visitors (excluding boat) originating in the Great Lakes area of the United States are estimated at 256,000, representing 23 per cent of the total or 1 per cent less than in 1961. Although the aggregate for this area was reduced slightly when compared with the previous year, the survey indicated more arrivals from Michigan and Ohio.

The North-Western States contributed between 4 and 5 per cent of the visitors arriving by plane, through bus and rail. Visitors from this area were estimated at 52,000, a decrease of about 2,000 from the previous year although, on a state basis, Minnesota, the principal source from the area, shows an increase of some 6,000 over 1961.

Non-automobile visitors from the West Coast States of California, Oregon and Washington are estimated at 206,000 in 1962, an increase of 38,000 over the previous year. The increase recorded for this area was mainly persons from California although the total for Oregon also shows a gain over the 1961 figure. On the other hand, entries from the state of Washington were about 12,000 below 1961. Entries from the area as a whole constituted about 18 per cent of the total in 1962, compared to 15.5 per cent in 1961.

Remaining states not specified by areas accounted for 186,000 entries compared with 172,000 in 1961, an increase of 14,000. Texas, from which 26,000 entries originated, remains the most important state within this group, followed by Missouri with 20,000 and Colorado showing 13,000. States grouped under the category of "Remaining States" comprised 16.5 per cent of the non-auto entries in 1962 whereas their proportion in 1961 amounted to 15.9 per cent.

Destination Reported by United States Plane, Bus and Rail Travellers

Estimates on the province of destination for United States visitors entering Canada by plane, through bus and rail (exclusive of in transit) are based on the results of a survey made available through the co-operation of the United States Department of Commerce. These estimates are presented in Statement 4 for the calendar years 1959-62 and Statement 5 on a quarterly basis for 1962. Entries into Canada by these means of transportation totalled 1,125,000 in 1962, an increase of some 41,000 over the previous year. The survey indicated that some 421,000 or 38 per cent were destined to Ontario, compared with 458,000 or 42 per cent in 1961. The next largest number, 277,000 or 20 per cent, had destinations in British Columbia (including the Yukon Territory) compared with 154,000 or 14 per

cent the previous year. Some 218,000 or 19 per cent were destined to Quebec, marking a decline of 3 per cent from the 1961 percentage. Estimates for the remaining provinces show that 75,000 or 7 per cent had been destined for points in the Atlantic Provinces, 60,000 or 5 per cent had destinations in Manitoba, 14,000 or 1 per cent chose Saskatchewan and 110,000 or 10 per cent had been to Alberta. The most notable change in 1962 was the increase of 6 per cent in the proportion of the total that were destined to British Columbia (including the Yukon Territory). The holding of the World's Fair in Seattle, Washington during 1962, no doubt, drew many visitors from other parts of the United States, a considerable number of whom took the opportunity to visit Canada while in that part of the United States.

**STATEMENT 4. Province of Destination¹ of United States Travellers² Entering Canada by Plane,
Bus and Rail, 1959 - 62**

Province of destination	1959	1960	1961	1962
Atlantic Provinces	64,000	58,000	85,000	75,000
Quebec	262,000	232,000	237,000	218,000
Ontario	451,000	463,000	458,000	421,000
Manitoba	55,000	40,000	55,000	60,000
Saskatchewan	15,000	10,000	12,000	14,000
Alberta	66,000	78,000	83,000	110,000
British Columbia and Yukon Territory	160,000	186,000	154,000	227,000
Canada	1,073,000	1,067,000	1,084,000	1,125,000

¹ Province of destination estimated on the basis of the U.S. Department of Commerce survey.

² Exclusive of in transit traffic.

A quarterly analysis of non-resident entries by plane, bus and rail reveals that 459,000 or 40.8 per cent of the arrivals were recorded in the third quarter. Indications are that 117,000 or 25.5 per cent of this number had destinations in Ontario, 110,000 or 24 per cent in British Columbia (including the Yukon Territory) and 98,000 or 21.3 per cent in the province of Quebec. The percentages of non-automobile travellers destined to other provinces in the third quarter were as follows: Atlantic Provinces 11.8 per cent; Alberta 12.2 per cent; Manitoba 4.1 per cent; and Saskatchewan 1.1 per cent.

It was estimated that some 300,000 or 26.7 per cent of the plane, bus and rail travellers arrived during the second quarter. The breakdown by province of destination for the second quarter shows Ontario with 41 per cent, British Columbia (including the Yukon Territory) 21 per cent, and Quebec with 16.3 per cent. Next in order of importance by destination was Alberta with 10.3 per cent, followed by Manitoba with 6.7 per cent, the Atlantic Provinces 3.7 per cent and Saskatchewan with 1 per cent.

**STATEMENT 5. Province of Destination¹ of United States Travellers² Entering Canada by Plane,
Bus and Rail, compiled Quarterly, 1962**

Province of destination	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Atlantic Provinces	4,000	11,000	54,000	6,000	75,000
Quebec	30,000	49,000	98,000	41,000	218,000
Ontario	83,000	123,000	117,000	98,000	421,000
Manitoba	10,000	20,000	19,000	11,000	60,000
Saskatchewan	3,000	3,000	5,000	3,000	14,000
Alberta	7,000	31,000	56,000	16,000	110,000
British Columbia and Yukon Territory	22,000	63,000	110,000	32,000	227,000
Canada	159,000	300,000	459,000	207,000	1,125,000

¹ Province of destination estimated on the basis of the U.S. Department of Commerce survey.

² Exclusive of in transit traffic.

Arrivals by plane, bus and rail in the fourth quarter amounted to 207,000 or 18.4 per cent of the year. Again, the province of Ontario with 47 per cent received the greatest proportion of any of the provinces, followed by Quebec with 20 per cent, British Columbia and the Yukon Territory 15 per cent, Alberta 8 per cent, Manitoba 5 per cent, Atlantic Provinces 3 per cent and Saskatchewan 2 per cent.

The lowest proportion of entries by plane, bus and rail, some 159,000 or 14.1 per cent, entered

Canada during the first quarter. Sample data show that 52.2 per cent were destined to Ontario, 18.9 per cent to Quebec and 13.8 per cent to British Columbia and the Yukon Territory. It will be noted that the percentage of non-automobile visitors to British Columbia (including the Yukon Territory) was much higher during the second and third quarters of the year when the World's Fair was in progress in Seattle than in the first and fourth quarters. This is further evidence that this event was a factor drawing higher proportions of the visitors to the Western Provinces during 1962.

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

Some indication of the routes followed in Canada can be gained by examining the ports of entry and exit as stamped on the surrendered traveller's vehicle permit. The information which is summarized in Table 3 and Statement 6 should be considered as minimal because it is not possible to determine what proportion of cars which have entered and left Canada through the same port have, in the meantime, visited one or more of the other provinces.

During 1962, 46,560 non-resident automobiles entered Canada through ports in the Atlantic Provinces and returned to the United States the day following date of entry, while 93,917 spent two or more nights in Canada. This represents a total of 140,477 automobile entries, via ports in the Atlantic Provinces, which remained in Canada for one or more nights, compared to 137,029 in 1961, an increase of 3,448 or 2.5 per cent. About 93 per cent of these vehicles returned to the United States through ports in the Atlantic Provinces, while 5,303 returned through ports in Quebec and 4,182 through ports in Ontario. The volume of traffic in the opposite direction was greater as 7,807 of the automobiles entering through ports in Quebec and 6,625 of the entries through ports in Ontario returned through ports in the Atlantic Provinces.

The heaviest inter-provincial traffic movement occurs between Ontario and Quebec. In 1962, 33,064 automobiles entered through ports in Quebec and returned through ports in Ontario after spending one or more nights in Canada. Traffic in the opposite direction shows 51,131 automobiles entering through ports in Ontario and returning through ports in

Quebec after spending one or more nights in Canada. Non-resident automobiles entering through ports in Quebec and returning the following day numbered 125,798, while 204,813 spent two or more nights in Canada. This represents a total of 330,611 cars in Canada for one or more nights, an increase of 4,609 over the previous year or 1.4 per cent. Between 87 and 88 per cent of these vehicles return to the United States through ports in the province of Quebec.

Section 1 of Table 3 presents a detailed analysis of non-resident automobile travel within the province of Ontario. The most striking feature about this traffic in Ontario is the heavy proportion showing only one night's stay in Canada. Of the total of 2,130,285 vehicles entering through all ports in Ontario about 57 per cent spent only one night in Canada and the remaining 43 per cent spent two or more nights. The aggregate of all other provinces, amounting to 925,830 vehicles, shows 33 per cent remaining one night in Canada and 67 per cent staying for two or more nights.

The preponderance of traffic remaining in Canada one night, appearing for Ontario in Table 3, can be traced to the area between Fort Erie and Niagara Falls on the east and the St. Clair and Detroit River ports on the west. Entries in the area bounded by these ports comprise between 57 and 58 per cent of the total non-resident automobile travel with one or more nights' stay in Canada. Traffic entering Canada through these ports constitutes about 73 per cent of the volume of one night visits but only 42 per cent of the traffic remaining two or more nights in Canada.

STATEMENT 6. Provincial Percentage Distribution by Province of Exit for Non-resident Automobiles Travelling in Canada on Customs Permits,¹ Three Days or Over, 1962

Province of entry	Province of exit							
	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Yukon Territory
	per cent							
Atlantic Provinces	90.90	5.05	3.93			0.12		
Quebec	3.49	82.62	13.66			0.23		
Ontario	0.68	4.87	93.22	0.57	0.05	0.16	0.40	0.05
Manitoba	0.27		13.17	70.13	2.96	3.70	7.88	1.89
Saskatchewan	0.22		3.30	5.86	61.28	7.88	12.69	8.77
Alberta	0.35		5.64	4.11	3.89	31.73	40.68	13.60
British Columbia	0.18		1.76	1.42	1.11	7.23	84.84	3.46
Yukon Territory	0.36		3.24	4.73	8.43	25.99	49.03	8.22

¹ Exclusive of standing (L) permits and extensions.

Table 3 again indicates the importance to Ontario of the opening of the Trans-Canada Highway north of Lake Superior in late 1960. In 1962, as in 1961, this route ranks third in importance of routes within Ontario, carrying some 35,000 cars which stayed one or more nights in Canada. Prior to the opening of this section of highway, the volume of traffic between Sault Ste. Marie and Western Ontario ports, exclusive of entries and exits through the same ports, was under 5,000 per year.

The interchange of automobile traffic between Manitoba and Ontario is mainly between the Western Ontario ports of Fort Frances, Pigeon River and Rainy River. Automobile traffic entering Canada by ports in Ontario and departing through ports in Manitoba amounted to 6,376, with 5,235 classified as two or more nights in Canada. Traffic in the opposite direction totalled 5,074, with 4,343 remaining for two or more nights. Table 3 thus reveals that the interchange of traffic between Ontario and Manitoba is comprised of 84 per cent with two or more nights in Canada and 16 per cent with only one night.

Travel between Manitoba and Saskatchewan amounted to 2,317 vehicles, with 1,130 entering through ports in Manitoba and returning through ports in Saskatchewan. Traffic in the opposite direction totalled 1,187. About 12 per cent of the interchange of traffic between Manitoba and Saskatchewan were cars which had spent one night in Canada, while the remaining 88 per cent had stayed for two or more nights.

Although travel between Saskatchewan and Alberta (3,074 vehicles in 1962) is not as heavy as might be expected, it is somewhat heavier than the traffic between Manitoba and Saskatchewan. The exchange between Saskatchewan and Alberta was evenly divided and comprised 1,538 vehicles from Saskatchewan to Alberta, with 1,536 in the opposite direction. The analysis shows this traffic to be predominately long-term (91 per cent in Canada for two or more nights) and a small proportion (9 per cent) in Canada for one night only.

Traffic between Alberta and British Columbia is relatively heavy totalling 32,448 in 1962, as compared with 20,692 in 1961, a gain of approximately 57 per cent. As mentioned elsewhere, this reflects the overflow of visitors into Canada from the World's Fair held in Seattle, Washington during 1962. The breakdown shows 15,546 entering through ports in Alberta and returning through ports in British Columbia. Travel in the opposite direction amounted to 16,902 automobiles. The breakdown on length of stay shows 2,369 or 7 per cent remaining one night in Canada, while a substantial number of just over 30,000 stayed two or more nights. The interchange between British Columbia and other provinces is higher than might be expected. Table 3 shows it amounted to 4,872 with Saskatchewan, 5,799 with Manitoba and 7,662 between British Columbia and Ontario (all in both directions).

Automobile travel between the Yukon Territory and other provinces presents a situation in that much of it is in transit traffic between Alaska and other states farther south in the Union. Non-resident vehicles proceeding to Alaska from other states must receive a traveller's vehicle permit as they enter Canada through one of the provinces and surrender it in the Yukon Territory as they are leaving Canada and entering Alaska. The return trip involves a contrary procedure as they must apply for another permit on entering the Yukon Territory from Alaska and surrender it as they leave Canada. With the exception of vehicles registered in Alaska, it would be very difficult to estimate the length of time that non-resident automobiles remain in Alaska. Traffic operating in both directions between the Yukon Territory and other provinces during 1962 can be summarized as follows: British Columbia 14,559; Alberta 8,457; Saskatchewan 2,786; Manitoba 1,295; and Ontario 957. The port of Pleasant Camp, B.C. is considered as Yukon traffic because of the close proximity to the Yukon Territory and, being in Northern British Columbia, it is far removed from other ports in that province. Because of this adjustment, all traffic between the Yukon Territory and other provinces involves trips of two or more nights in Canada.

Receipts from United States Travellers by Province of Entry

The distribution of receipts from United States travellers according to province of entry is presented in Statement 7. This is not intended to portray an accurate breakdown of expenditures within each province, although past experience has shown that inter-provincial movements may not have much effect on such a breakdown of receipts.

With the exception of British Columbia which appears to have benefited from the close proximity

to the World's Fair in Seattle, Washington, there is little change in the provincial distribution of the total receipts in 1962. While British Columbia advanced from 12.4 per cent of the total in 1961 to 14.9 per cent in 1962, a gain of 2.5 percentage points, on the other hand, Ontario's share was reduced in the same proportion. The Atlantic Provinces, Manitoba, Alberta, and the Yukon Territory each benefited slightly in 1962, whereas the proportion going to Quebec was reduced by 0.6 per cent.

**STATEMENT 7. Distribution of United States Travel Expenditures in Canada, by Province of Entry,
1958 - 62**

Province of entry	Percentage of total				
	1958	1959	1960	1961	1962 ¹
Atlantic Provinces ²	8.7	8.0	8.0	7.9	8.0
Quebec	18.1	16.4	16.9	17.1	16.5
Ontario	50.7	52.7	55.6	56.0	53.5
Manitoba	2.9	2.8	3.0	2.7	2.9
Saskatchewan	1.6	1.5	1.1	1.1	1.0
Alberta	3.0	3.0	2.4	1.9	2.1
British Columbia	15.0	15.6	12.2	12.4	14.9
Yukon Territory	³	³	0.8	0.9	1.1
Canada	100.0	100.0	100.0	100.0	100.0

¹ Subject to revision.² Entering mainly through ports in New Brunswick.³ Included with British Columbia.

STATEMENT 8. Expenditures of United States Travellers in Canada, by Length of Stay, 1962

Mode of travel	Number of persons	Per cent of grand total	Expenditures ¹	Per cent of grand total
		%	\$	%
Short-term traffic (24 hours or less)				
Automobile:				
Repeat trips on standing (L) permits	4,309,700	13.62	—	—
Other automobile	11,733,100	37.06	29,996,000	5.85
Totals, automobile	16,042,800	50.68	29,996,000	5.85
Non-automobile:				
Plane	28,600	0.09	869,000	0.17
Bus	36,100	0.12	603,000	0.12
Rail	15,900	0.05	421,000	0.08
Boat	219,300	0.69	1,299,000	0.25
Plane in transit	7,300	0.02	22,000	0.01
Bus in transit	50,900	0.16	153,000	0.03
Rail in transit	272,200	0.86	—	—
Other travellers (pedestrians, local bus, etc.)	4,903,600	15.49	25,271,000	4.93
Totals, non-automobile	5,533,900	17.48	28,638,000	5.59
Totals (short-term)	21,576,700	68.16	58,634,000	11.44
Long-term traffic (over 24 hours)				
Automobile:				
Extensions	17,000	0.05	4,113,000	0.80
Standing (L) permits	63,000	0.20	12,693,000	2.48
Other automobile	8,478,600	26.78	276,207,000	53.91
Totals, automobile	8,558,600	27.03	293,013,000	57.19
Non-automobile:				
Plane	446,600	1.41	64,614,000	12.61
Bus	368,700	1.17	40,410,000	7.89
Rail	228,600	0.72	30,960,000	6.04
Boat	477,200	1.51	24,776,000	4.83
Totals, non-automobile	1,521,100	4.81	160,760,000	31.37
Totals (long-term)	10,079,700	31.84	453,773,000	88.56
Grand totals	31,656,400	100.00	512,407,000	100.00

¹ Subject to revision.

**Receipts from United States Travellers in Canada During 1962 Classified
by Length of Stay in Canada**

For convenience in compiling statistics on travel, entries from the United States into Canada are divided according to length of stay into two groups. Short-term visits comprise all persons entering and leaving on the same day, while all other visits are classified as being long-term in nature. Normally from year to year the breakdown between short-term and long-term visits follows much the same pattern. In 1962 about 68 per cent of the visits covered persons entering and leaving on the same day, consequently the balance, some 32 per cent, were in the long-term category. Similarly, 69 per cent were short-term visits in 1961 and 31 per cent were in the long-term classification.

Receipts follow a different trend proportionally than the number of visits. Short-term visits contributed only 11.4 per cent of the receipts in 1962 although the volume of travel from this group made up 68 per cent of the visits. Correspondingly, in 1961 short-term visits contributed 11.1 per cent of the expenditures and made up 69 per cent of the volume. At the same time, long-term visits made up 32 per cent of the volume but contributed 88.6 per cent of the receipts in 1962. Comparable figures for 1961 are 31 per cent and 88.9 per cent, respectively.

An analysis of length of stay by mode of transportation used shows that short-term motorists accounted for 16 million visits in 1962 which represented nearly 51 per cent of the total number of visits. Their expenditures, which amounted to \$30 million, were higher than the previous year although on a percentage basis they constituted about the same ratio of the total. Motorists remaining in Canada for more than one day numbered 8.6 million in 1962 and represented 27 per cent of the visits,

as compared to 26 per cent in 1961. Receipts from this group totalled \$293 million or 57 per cent of the total compared to 56 per cent in 1961.

Short-term non-automobile visitors totalled 5.5 million in 1962 and accounted for 17.5 per cent of all visits, slightly higher than the 1961 percentage. Receipts from these travellers amounted to \$28.6 million and made up 5.6 per cent of the total, as compared to 5.4 per cent in 1961. Long-term arrivals by non-automobile transportation numbered 1.5 million or nearly 5 per cent of the volume, a slight gain over the 1961 proportion. Although their expenditures advanced to \$160.8 million from \$144.7 million in 1961, the proportion dropped from 33.2 per cent in 1961 to 31.4 per cent in 1962.

A more detailed analysis of non-resident automobile traffic by length of stay (exclusive of standing (L) permits and extensions) may be found in Tables 4, 5, 6 and 7. The basis used for the classifications by length of stay segregates all vehicles entering and leaving Canada the same day into the one-day group although many of these visits are shorter than 24 hours. This group of visitors do not require overnight accommodation, consequently their expenditures are usually much lower than motorists requiring one or more nights' accommodation in Canada. The two-day class consists of motorists who enter at any time on one day and depart at any time on the following day, thereby spending one night in Canada. A substantial number of the two-day visits last less than 48 hours but are included because one night's accommodation or entertainment in Canada is involved. Subsequent day groups are determined in the same manner.

**STATEMENT 9. Non-resident Persons Entering Canada from the United States, classified according
to Length of Stay, by Selected Types of Transportation, 1962**

Days stay in Canada	Number of persons			
	Automobile ¹	Plane ²	Bus ²	Rail ²
1 ³	11, 733, 103	28, 580	36, 054	15, 939
2	4, 117, 436	73, 406	45, 329	22, 548
3 - 7	3, 181, 909	271, 920	176, 856	134, 457
8 - 14	838, 737	64, 034	96, 987	49, 823
15 - 21	165, 573	21, 450	26, 343	12, 625
22 and over	113, 748	15, 815	23, 178	9, 182
Totals	20, 150, 506	475, 205	404, 747	244, 574

¹ Excluding standing (L) permits, extensions and 61,221 entries not classified by length of stay.

² Excluding in transit.

³ Persons entering and departing on the same day.

STATEMENT 10. Non-resident Persons Entering Canada from the United States, Percentage of Volume, classified according to Length of Stay, by Selected Types of Transportation, 1962

Days stay in Canada	Percentage of volume			
	Automobile ¹	Plane ²	Bus ²	Rail ²
	per cent			
1 ³	58.2	6.0	8.9	6.5
2	20.4	15.5	11.2	9.2
3- 7	15.8	57.2	43.7	55.0
8-14	4.2	13.5	24.0	20.4
15-21	0.8	4.5	6.5	5.2
22 and over	0.6	3.3	5.7	3.7
Totals	100.0	100.0	100.0	100.0

¹ Excluding standing (L) permits, extensions and 61,221 entries not classified by length of stay.

² Excluding in transit.

³ Persons entering and departing on the same day.

An estimate of the number of visitors according to the transportation used to enter Canada, is shown in Statement 9. This statement reveals that a high proportion of the visitors by automobile enter and return to the United States on the same day. Comparable data are presented on a percentage basis in Statement 10 which shows 58 per cent of the visitors by automobile entering and returning on the same day, whereas the "same day visits" for non-auto traffic is between 6 and 9 per cent.

There is a wide disparity between the provinces when examining data by length of stay as shown in Statement 11. The highest percentage of one-day traffic appears in the Atlantic Provinces and consists mainly of "same day trips" into New Brunswick. This high percentage (63) in the Atlantic Provinces is followed closely by Ontario (59 per cent), while only 25 per cent of the traffic entering Alberta returns to the U.S. on the same day. Ontario has the highest proportion of two-day traffic (24 per cent) followed closely by Quebec with 19 per

cent. Statement 12 reveals that nearly 63 per cent of the automobile traffic in Alberta remains in Canada for two or more nights, whereas the proportion staying two or more nights in Ontario is between 17 and 18 per cent.

Data on non-resident travel in Canada by plane, bus and rail (excluding in transit passengers) may be found in Table 12. The method used in classifying non-automobile traffic by length of stay was the same as that used for automobile traffic—persons entering and returning on the same day shown as one-day traffic. Compilations show that persons entering and leaving on the same day by plane, bus and rail amounted to 80,600 and represented only 7 per cent of the total by these types of transportation, while the two-day group numbered 141,300 or between 12 and 13 per cent of the total. Non-residents who entered Canada by plane, bus or rail and stayed for two or more nights totalled 902,700, about 80 per cent of the total compared with 81 per cent in 1961.

STATEMENT 11. Summary of Percentage Distribution of Non-resident Automobiles Travelling on Customs Permits¹ classified by Length of Visit, by Province of Exit, 1962

Days stay in Canada	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	B.C. and Y.T.	Canada
1 ²	63.3	47.9	58.9	52.3	52.2	25.3	36.0	55.9
2	11.8	18.9	23.6	12.6	11.0	12.0	20.5	21.9
3- 7	13.0	26.2	13.0	23.3	23.1	42.1	33.7	16.3
8-14	7.2	4.6	3.2	7.5	8.8	13.9	6.7	4.1
15-21	1.8	0.8	0.7	1.7	2.0	2.8	1.3	0.8
22 and over	2.1	0.9	0.4	1.8	2.4	3.1	1.2	0.7
Not classified ³	0.8	0.7	0.2	0.8	0.5	0.8	0.6	0.3
Totals	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

¹ Exclusive of standing (L) permits and extensions.

² Automobiles entering and departing on the same day.

³ Not classified by length of visit.

**STATEMENT 12. Summary of Non-resident Automobiles¹ by Province of Exit,
classified by Length of Stay in Canada, 1962**

Province of exit	Total vehicles	Length of stay			Percentage distribution		
		One day	Two days	Three days ² and over	One day	Two days	Three days ² and over
		number			per cent		
Atlantic Provinces	410,016	259,583	48,330	102,103	63.3	11.8	24.9
Quebec	674,051	323,207	127,340	223,504	47.9	18.9	33.2
Ontario	5,150,125	3,030,692	1,214,814	904,619	58.9	23.6	17.5
Manitoba	99,653	52,114	12,506	35,033	52.3	12.6	35.1
Saskatchewan	48,326	25,252	5,297	17,777	52.2	11.0	36.8
Alberta	56,268	14,232	6,738	35,298	25.3	12.0	62.7
British Columbia	523,327	194,316	109,448	219,563	37.1	20.9	42.0
Yukon Territory	18,695	830	1,512	16,353	4.4	8.1	87.5
Canada	6,980,461	3,900,226	1,525,985	1,554,250	55.9	21.9	22.2

¹ Exclusive of standing (L) permits and extensions.

² Includes a small number of vehicles not classified by length of stay.

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

Data released by the Department of Commerce indicates that residents of the United States spent a record of \$2,895 million on foreign travel during 1962, marking an increase of \$253 million or nearly 10 per cent more than in 1961. This includes \$990 million for transocean transportation, of which some \$427 million was paid to U.S. air and sea carriers and the remaining \$563 million went to foreign carriers. Total payments for travel within foreign countries and payments to their carriers for transocean transportation amounted to \$2,468 million, an increase of about 9 per cent over 1961. At the same time, payments to U.S. carriers for transocean transportation advanced some \$47 million or 12 per cent. The aggregate transportation costs (including transportation to foreign carriers) advanced \$95 million or nearly 11 per cent. The breakdown shows foreign carriers received nearly 57 per cent of the transocean transportation costs and U.S. carriers 43 per cent.

United States residents travelling abroad in 1962 (exclusive of travel to Canada, Mexico, and

also cruise travellers) numbered 1,767,000, an increase of 192,000 or 12 per cent more than in 1961. Of the total, some 1,487,000 (84 per cent) travelled by air, marking an increase over the previous year of 180,000 or 14 per cent. The number of boat travellers also advanced, surpassing the 1961 total by 12,000 or about 4 per cent and besides does not include cruise travel which experienced substantial gains in 1962. It is interesting to note, that over 265,000 Americans went on sea cruises in 1962, an increase of 25 per cent over 1961. A substantial part of this increase occurred in the summer months. Cruise travel by U.S. residents advanced 54 per cent in the second quarter, 33 per cent in the third quarter but only 14 per cent and 3 per cent, respectively, in the first and fourth quarters. The changes in regulations which allowed some U.S. liners to compete in the Caribbean-South American cruise trade increased the cruise volume to U.S. ships by 53 per cent in 1962. Fare payments and spending ashore by cruise passengers are included in travel expenditures. About 75 per cent of their expenditures go for fares and other expenses aboard ship.

STATEMENT 13. Expenditures for Foreign Travel by Residents of the United States, 1958-62
(In terms of U.S. currency)

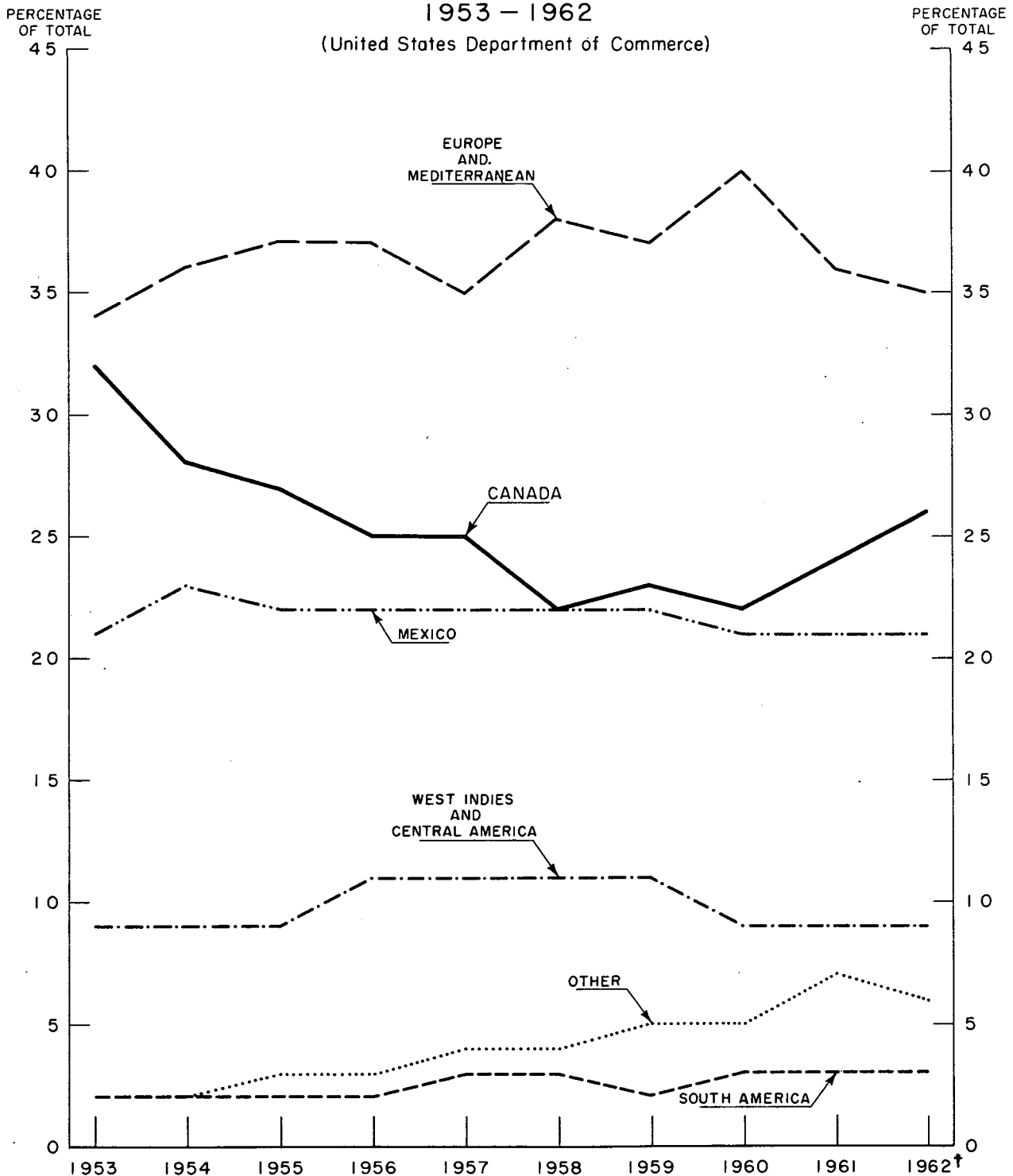
	1958	1959	1960	1961	1962
	millions of dollars				
Transportation	680	770	895	895	990
Foreign - flag carriers	320	380	460	515	563
U.S. - flag carriers	360	390	435	380	427
Expenditures abroad	1,460	1,610	1,745	1,747	1,905
Canada	323	365	380	425	492
Mexico	319	350	365	370	395
Europe and Mediterranean	560	604	704	630	660
West Indies and Central America	156	174	166	160	178
South America	37	41	45	48	55
Other overseas areas	65	76	85	114	125
Grand total	2,140	2,380	2,640	2,642	2,895

Source: U.S. Department of Commerce, Office of Business Economics.

CHART - 2

DISTRIBUTION OF TRAVEL EXPENDITURES*
IN FOREIGN COUNTRIES
BY RESIDENTS OF THE UNITED STATES
1953 - 1962

(United States Department of Commerce)



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

† DATA FOR 1962 ARE SUBJECT TO REVISION.

Although U.S. residents spent more for travel within overseas countries during 1962, the average expenditure per trip declined. However the reduced duty-free customs allowance, which was in effect for the first full year, may have influenced the average outlay abroad. The proportion of air travellers, who stay a shorter period and spend less than those travelling by sea, increased slightly. There was also an expansion of charter flights thereby making it possible for a broader range of income groups to travel, many of whom might not have travelled at higher rates. This could be another factor that may have played a part toward lower average expenditures. There was a decline in the use of first class travel and, at the same time, an increase in the economy class when compared with 1961 data. There is evidence of increased use of rented automobiles abroad which means longer periods outside of the large, high priced, population centres and more days spent touring within a single country, thereby lowering the outlay per person. The average number of countries visited in Europe declined but the length of stay was about 3 days more in 1962. Transportation to Europe and return cost the traveller an average of \$610 in 1962 while expenditures within the area reached about \$705 per person. This compares with \$630 and \$760, respectively, in 1961, a further decline from that shown the previous year.

The volume of travel to interior Mexico was higher in 1962 but lower average expenditures per visit curtailed total expenditures in the area. The duty-free exemption, which was reduced from \$500 to \$100 in September 1961, was probably responsible in part for the lower averages. U.S. travel to the West Indies and Central America reached a new high of \$178 million in 1962. The number of Americans visiting this area climbed from 550,000 in 1961 to 609,000 in 1962 but average outlay per trip tended to be lower. The increase in volume, together with the large numbers of cruise passengers, helped bring a 10 per cent increase in spending to the area. There was a moderate increase of 2,000 in the number of Americans visiting South America. Travel to this area is predominately for business purposes and higher average expenditures per visit appeared. The average U.S. traveller in South America visited more countries in 1962 which would tend to increase the outlay per trip. Travel to other overseas areas is principally to the Far East. There was a 22 per cent gain in the number of visits but lower averages held the total expenditures to a 10 per cent increase. Japan and Hong Kong continue to dominate the area in terms of U.S. travel expenditures.

Canadian Travel in the United States

The devaluation of the Canadian dollar in terms of United States currency and the reduction in value of merchandise exempt from customs duties each played an important part in influencing travel to the United States by Canadians in 1962. As already mentioned in the opening paragraph of this report, the value of the Canadian dollar was fixed at 92.5 cents in terms of U.S. currency in May 1962 and the customs exemption on the value of Canadian purchases of merchandise in the United States was reduced from \$100 to \$25 every four months, effective June 25th, 1962. It seems that both these regulations contributed to the reduction in the number of visits and payments for travel in the

United States, as the trend changed abruptly about that time and became even more significant in the third quarter.

Canadians returning from trips to the United States numbered close to 28 million in 1962 compared to 29.3 million in 1961, a decrease of 1.3 million. There was little change from the previous year during the first and second quarters with the decrease amounting to 12,000 or 0.10 per cent. However, in the third quarter the volume of re-entries declined about 1 million or 4.5 per cent and this trend continued in the fourth quarter when re-entries dropped some 300,000 or 5 per cent.

STATEMENT 14. Number and Expenditures of Canadian Travellers in the United States,¹ 1959-62

Type of transportation	Number of persons				Expenditures			
	1959	1960	1961	1962	1959	1960	1961	1962 ²
	thousands				millions of dollars			
Automobile	22,205	23,358	23,339	22,354	235.1	232.0	237.6	203.1
Non-automobile:								
Plane	423	452	458	485	86.9	103.0	108.6	114.8
Bus	437	445	431	431	46.1	49.7	46.3	42.4
Rail	380	332	267	251	53.9	46.6	38.9	36.6
Boat	124	124	110	115	5.6	5.6	3.9	4.0
Other	4,421	4,335	4,684	4,309	20.8	20.4	19.4	13.2
Totals, non-automobile.....	5,785	5,688	5,950	5,591	213.3	225.3	217.1	211.0
Grand totals	27,990	29,046	29,289	27,945	448.4	457.3	454.7	414.1

¹ Exclusive of Hawaii.

² Subject to revision.

Payments by Canadians for travel in the Continental United States during 1962 are estimated at \$414 million, a decline of \$40.6 million or nearly 9 per cent. This decline can be traced to the last half of the year when the influence of the devaluated Canadian dollar and the reduction in the value of merchandise entitled to customs exemption was evident. During the first quarter payments by Canadians for travel in the United States advanced

from \$90.4 million in 1961 to \$93.6 million in 1962, an increase of 3.5 per cent. The second quarter of 1962, with payments of \$132.3 million, also recorded an increase which amounted to \$3.9 million or 3 per cent. On the other hand, payments in the third quarter declined from \$149.5 million in 1961 to \$122.6 million in 1962, some \$27 million or 18 per cent while the decrease in the fourth quarter amounted to nearly \$21 million or about 24 per cent.

Canadian Travel in the United States by Type of Transportation

Passenger car registrations in Canada totalled 4,531,384 in 1962, representing an increase of 205,702 or 4.75 per cent over 1961. Registrations in 1961 amounted to 4,325,682 which represented an increase of 221,267 or 5.4 per cent over 1960 while the increase of 1960 over 1959 stood at 9 per cent. Furthermore, the number of car registrations in 1962 indicate there was one automobile for every 4.1 persons in Canada while the 1961 ratio was one for every 4.2 persons.

Although there was an increase in the number of automobiles registered in Canada during 1962, at the same time, there was a decrease of some 315,600 or 3.6 per cent in the volume of Canadian vehicles re-entering Canada from the United States.

On a quarterly basis, this decrease amounted to less than 1 per cent in the first and second quarters but reached about 6 per cent in the third and fourth quarters.

Canadians returning from trips to the United States by automobile numbered 22.4 million in 1962, a decrease of 985,000 or about 4 per cent when compared with 1961. Nevertheless, motorists comprised about 80 per cent of the persons returning from trips to the United States in 1962, a slightly higher proportion than in the previous year. Comparisons with 1961 data show fewer persons returned by automobile in each quarter of the year, with the greatest percentage decrease appearing in the third quarter.

**STATEMENT 15. Number of Canadian Travellers Returning from the United States,¹
Compiled Quarterly, 1962**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	thousands				
Automobile:					
24 hours or less.....	3,396	4,883	6,381	3,928	18,588
Over 24 hours.....	440	865	1,833	628	3,766
Totals, automobile	3,836	5,748	8,214	4,556	22,354
Non-automobile:					
Plane.....	134	134	111	106	485
Bus	74	125	155	77	431
Rail	56	64	76	55	251
Boat.....	3	22	82	8	115
Other	656	1,421	1,266	966	4,309
Totals, non-automobile.....	923	1,766	1,690	1,212	5,591
Grand totals	4,759	7,514	9,904	5,768	27,945

¹ Exclusive of Hawaii.

The expenditures of Canadians returning from trips to the United States by automobile make up the largest portion of the payments. Disbursements by this group of travellers amounted to \$203.1 million in 1962 as compared with \$237.6 million in 1961, a decrease of \$34.5 million or 14.5 per cent. A quarterly breakdown shows that more than half of the decrease occurred in the third quarter although percentage-wise the decline was more pronounced in the fourth quarter. The first quarter was the only period to show an increase over 1961. This, however, was before the devaluation of the Canadian dollar in terms of U.S. currency.

The aggregate of Canadians returning by transportation other than automobile amounted to 5,591,000 in 1962 and when compared with the 1961 figure of 5,950,000 shows a decrease of 359,000 or 6 per cent. This decrease can be attributed mainly to the local traffic between border communities which is included in the data pertaining to non-automobile transportation.

Persons returning by plane numbered some 485,000, an increase of 27,000 or 6 per cent over 1961. The increase in volume was heaviest in the first quarter, amounting to 18,000, while the second

and third quarter gains were 13,000 and 6,000, respectively. There was a decrease of 6,000 in the fourth quarter. Expenditures of Canadians travelling in the United States by plane amounted to \$114.8 million, representing an increase of \$6.2 million over 1961. On a percentage basis, this increase was similar to the ratio in volume, a rise of about 6 per cent. The expenditure increases of \$3.8 million in the first quarter and \$7.4 million in the second were sufficient to counter the decreases of \$2.1 million in the third quarter and \$2.9 million in the final quarter of the year, and leave a net increase in the aggregate.

Re-entries by bus totalled 431,000, practically unchanged from the 1961 figure. The increase recorded in the first and third quarters was nullified by decreases in the second and fourth quarters. Expenditures, on the other hand, declined to \$42.4 million from \$46.3 million in the previous year. A decrease appeared in each quarter of the year although it was more pronounced in the third and fourth quarters.

Re-entries by rail amounted to 251,000 in 1962 compared to 267,000 the previous year, a decrease of some 16,000 or 6 per cent. About half of the decrease appeared in the first quarter when the decline amounted to some 12 per cent. There was little change in the number of re-entries by rail in the second quarter. The proportion of Canadians who returned by rail in 1962 remained at 0.9 per cent, the ratio in 1961. Expenditures in the United States of persons returning by rail declined about 6 per cent, comparable with the volume of traffic. Expenditures were also lower in all quarters of 1962, with the exception of the second quarter when a small increase was recorded.

More Canadians returned from the United States by boat in 1962 as the total of 115,000 marked an increase of 5,000 or between 4 and 5 per cent over 1961. Residents of Canada making the return trip from the United States by boat in 1962 spent \$4.0 million as compared with \$3.9 million in 1961. Expenditures were higher in the first and second quarters but slightly lower in the third and fourth quarters.

**STATEMENT 16. Expenditures of Canadian Travellers Returning from the United States,¹
Compiled Quarterly, 1962²**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
millions of dollars					
Automobile:					
24 hours or less	6.5	8.9	11.4	6.7	33.5
Over 24 hours	33.0	51.6	62.8	22.2	169.6
Totals, automobile	39.5	60.5	74.2	28.9	203.1
Non-automobile:					
Plane	35.0	38.9	20.6	20.3	114.8
Bus	8.5	14.1	13.0	6.8	42.4
Rail	8.0	13.1	8.8	6.7	36.6
Boat	0.4	1.4	1.9	0.3	4.0
Other	2.2	4.3	4.1	2.6	13.2
Totals, non-automobile	54.1	71.8	48.4	36.7	211.0
Grand totals	93.6	132.3	122.6	65.6	414.1

¹ Exclusive of Hawaii.

² Subject to revision.

Canadians returning from the United States as pedestrians or by local bus, etc. are grouped together under the heading "Other Travellers". In 1962 these persons numbered 4,309,000, a decrease of 375,000 or 8 per cent when compared with 1961 data. Most of the decrease in volume occurred in the

third quarter although re-entries were also lower in the fourth quarter. Expenditures by "Other Travellers" amounted to \$13.2 million, a decline of \$6.2 million from 1961. Half of this decline appeared in the third quarter but the trend toward lower expenditures appeared in all quarters of the year.

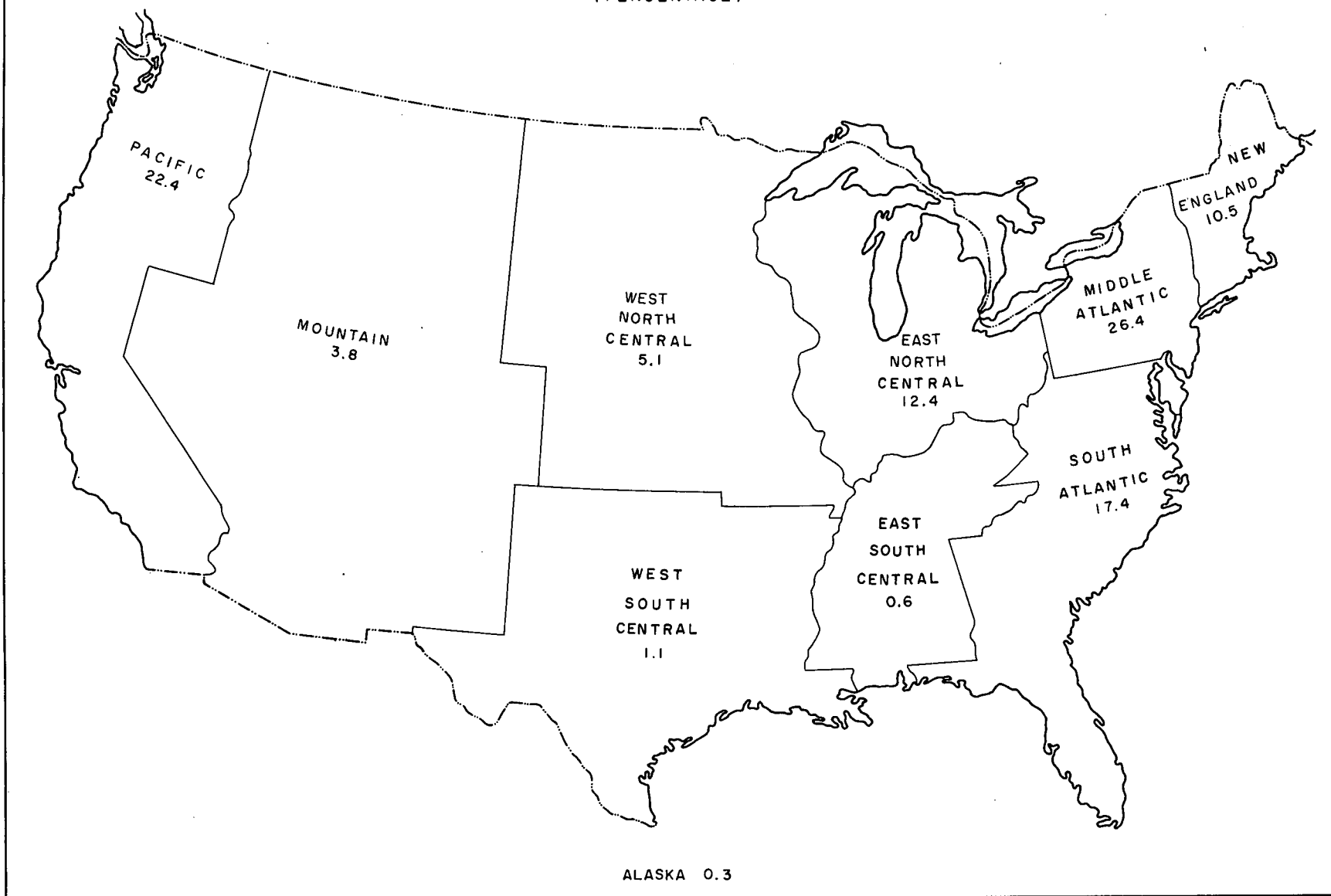
Canadian Travel in the United States by Destination

Data on the destination of Canadian travellers in the United States were collected monthly, by means of a mail questionnaire sent to a sample group selected from persons who had returned from visits to that country. The information compiled refers only to visits in the long-term category. Therefore, the results should not be used to generalize on Canadian travel to the United States as a

large proportion of the total volume comprises visits lasting 24 hours or less.

Information on destination was compiled showing the general area visited in the United States and is presented in Map 2. When more than one destination was reported by a respondent, the one farthest from the International Boundary was used, therefore,

DESTINATION OF CANADIANS IN THE UNITED STATES,
VISITS OF MORE THAN 48 HOURS, QUESTIONNAIRE SURVEY 1962
(PERCENTAGE)



and particularly with bus and rail traffic, data for areas close to the border should be considered as minimal because Canadians pass through these regions on their way to areas farther south.

Data available on destination indicate that 26.4 per cent of the long-term travellers visited the Middle Atlantic States of New York, New Jersey and Pennsylvania, compared with 30.6 per cent in 1961. The state of New York accounts for the majority of the destinations within this area. The Pacific Coast area comprising the states of California, Oregon and Washington was second in order of importance, accounting for 22.4 per cent of the destinations reported as compared with 19.3 per cent in the previous year. The South Atlantic area which includes the state of Florida also improved its position percentage-wise, accounting for 17.4 per cent of Canadian destinations compared with 15.3 per cent in 1961. The East-North Central States remained in fourth place, by order of importance, but their share of the total was reduced from 14.2 per cent in 1961 to 12.4 per cent in 1962. Slightly lower percentages of Canadian travellers were destined to the New England States (10.5 per cent) and the West-North Central area (5.1 per cent) whereas higher proportions visited the Mountain States (3.8 per cent) and

the West-South Central area (1.1 per cent). The East-South Central area maintained the same proportion of the total as the previous year (0.6 per cent).

A quarterly analysis of destination reveals extensive travel to southern states by Canadians during the winter months. During this period the South Atlantic States accounted for between 28 and 29 per cent of the destinations, about 5 per cent more than the Middle Atlantic States. Travel to this area is predominately to the state of Florida which accounted for 27 per cent of the total in the first quarter and 21 per cent in the second quarter of the year. This proportion is reduced to 5 and 8 per cent, respectively, in the third and fourth quarters. Travel to the Pacific States, especially the state of Washington, was influenced by the World's Fair in Seattle, Washington during 1962. In the first quarter some 6 per cent of the respondents reported Washington as the state of destination but this proportion advanced to 12 per cent in the second quarter, 16 per cent in the third quarter, and 11 per cent in the fourth quarter. Travel to California is of maximum importance in the winter months, accounting for 12 per cent in the first quarter, 8.5 per cent in the second quarter, and 8 per cent in the third and fourth quarters. On a quarterly basis, destinations in other areas were more uniform throughout the year.

STATEMENT 17. Destination of Canadian Travellers Returning from the United States¹ by Plane, Bus and Rail, by Geographic Regions, Compiled Quarterly, 1962

Geographic region of destination ²	First quarter	Second quarter	Third quarter	Fourth quarter	Year
North-Eastern States	81,000	111,000	153,000	106,000	451,000
Great Lakes States	26,000	27,000	38,000	32,000	123,000
North-Western States	6,000	10,000	10,000	8,000	34,000
West Coast States	55,000	70,000	91,000	51,000	267,000
Other remaining states	96,000	105,000	50,000	41,000	292,000
Totals, United States	264,000	323,000	342,000	238,000	1,167,000

¹ Exclusive of Hawaii.

² See Table 10 for states comprising regions.

STATEMENT 18. Destination of Canadian Travellers Returning from the United States¹ by Plane, Bus and Rail, by Geographic Regions, 1959 - 62

Geographic region of destination ²	1959	1960	1961	1962
North-Eastern States	549,000	498,000	454,000	451,000
Great Lakes States	124,000	127,000	129,000	123,000
North-Western States	31,000	28,000	40,000	34,000
West Coast States	269,000	282,000	250,000	267,000
Other remaining states	267,000	295,000	282,000	292,000
Totals, United States	1,240,000	1,230,000	1,155,000	1,167,000

¹ Exclusive of Hawaii.

² See Table 10 for states comprising regions.

The destination of Canadian travellers returning from the United States by plane, bus and rail is presented in Statement 17 on a quarterly basis for 1962, while Statement 18 shows annual data for the years 1959-1962 inclusive. Data on the number of travellers visiting each area are estimated on the basis of the response from questionnaires mailed to a sample group of Canadians who returned from trips to the United States by the types of transportation

specified. The trend of 1961, indicating a gradual decline in the proportion of visits to the North-Eastern States and a gradual increase in the proportion visiting other remaining states, continued in 1962. At the same time, in comparison with 1961, a slightly lower percentage visited the Great Lakes and North-Western States and a slightly higher proportion visited the West Coast States.

STATEMENT 19. Expenditures of Canadian Travellers in the United States, by Length of Stay, 1962

Mode of travel	Number of persons	Per cent of grand total	Expenditures ¹	Per cent of grand total
		%	\$	%
Short-term traffic (24 hours or less)				
Automobile	18,588,000	66.52	33,480,000	8.08
Plane	17,200	0.06	1,193,000	0.29
Bus	32,600	0.11	480,000	0.12
Rail	7,400	0.03	373,000	0.09
Boat	16,600	0.06	72,000	0.02
Bus in transit	21,500	0.08	—	—
Rail in transit	14,700	0.05	—	—
Other travellers (pedestrians, local bus, etc.)	4,309,000	15.42	13,185,000	3.18
Totals, non-automobile	4,419,000	15.81	15,308,000	3.70
Totals (short-term)	23,007,000	82.33	48,788,000	11.78
Long-term traffic (over 24 hours)				
Automobile:				
Over 24 hours and under 48 hours	857,600	3.07	9,996,000	2.41
48 hours and over	2,908,300	10.41	159,619,000	38.55
Totals, automobile	3,765,900	13.48	169,615,000	40.96
Plane	467,900	1.67	113,604,000	27.43
Bus	376,800	1.35	41,894,000	10.12
Rail	228,900	0.82	36,258,000	8.76
Boat	98,100	0.35	3,954,000	0.95
Totals, non-automobile	1,171,700	4.19	195,710,000	47.26
Totals (long-term)	4,937,600	17.67	365,325,000	88.22
Grand totals	27,944,600	100.00	414,113,000	100.00

¹ Subject to revision — excludes Hawaii.

Canadian Travel in the United States by Length of Stay

Travellers departing to the United States and returning to Canada on the same day are classified as short-term traffic while all other visits are treated as long-term. In 1962 short-term re-entries from the United States numbered 23,007,000 and represented 82.33 per cent of the total travel movement, a slight increase from the 1961 percentage of 81.32 per cent which also showed an increase over the previous year. On the other hand, expenditures of the short-term class, when taken as a proportion of the total, declined from 12.22 per cent in 1961 to 11.78 per cent in 1962.

Canadian travellers spending one or more nights in the United States during 1962 numbered 4,937,600

or 17.67 per cent of the total whereas in 1961 this category accounted for 18.68 per cent of the aggregate. Expenditures of the long-term group amounted to \$365,325,000 or 88.22 per cent of the total spent by Canadians visiting the U.S. Although the expenditures of the long-term travellers declined nearly \$34 million from the previous year, they represented a higher percentage of the total than in 1961.

A more detailed breakdown of travel by Canadians in the United States shows 18,588,000 motorists returned to Canada on the date of exit, and their expenditures are estimated at \$33,480,000 or approximately \$1.80 per person per trip. Comparable data

for 1961 show 19,036,900 persons with expenditures of \$34,562,000; which represents little change in the average expenditure per person per trip. The decrease in the number of crossings by short-term motorists in 1962 amounted to 448,900 persons, while the decrease in expenditures was approximately \$1 million.

Short-term travellers returning to Canada by conveyances other than automobile numbered 4,419,000 in 1962, a decrease of 362,100 or nearly 8 per cent below the 1961 volume. Their expenditures estimated at \$15,308,000 are \$5,717,000 less than the estimate for 1961. The volume of short-term non-automobile traffic amounted to 15.81 per cent of the total in 1961 and 3.70 per cent of the expenditures, compared with 16.32 per cent and 4.62 per cent, respectively, in 1961.

Canadians returning after one or more nights in the United States numbered 4,937,600 in 1962 and comprised 17.67 per cent of the total. Comparable figures for 1961 show 5,470,500 representing 18.68 per cent of the total. This indicates there was a decrease of 532,900 trips which can be attributed

solely to the automobile traffic as re-entries by non-automobile transportation were slightly higher in 1962. In the long-term classification, the decrease in persons returning by automobile amounted to 535,900 while their expenditures in the United States are estimated at \$169,615,000, a decline of \$33,426,000 when compared with 1961. Percentage-wise, expenditures by long-term automobile travellers amounted to 40.96 per cent of all expenditures by Canadians in the United States, compared with 44.65 per cent in the previous year. Further information on long-term automobile traffic is presented in Tables 13, 14 and 15 showing detail by length of stay and province of re-entry into Canada.

Persons returning by non-automobile types of transportation after one or more nights in the United States numbered 1,171,700 in 1962, an insignificant increase of some 3,000 over 1961. Their expenditures, on the other hand, amounting to \$195,710,000 were \$391,000 below the 1961 total. The average expenditure per trip amounted to \$167.03 in 1962, a slight decline from the previous year. Data on Canadians returning by plane, long-distance bus and train are presented in detail by length of stay in Tables 16, 17 and 18.

STATEMENT 20. Canadian Travellers Returning to Canada from the United States, classified according to Length of Stay, by Selected Types of Transportation, 1962

Estimated days stay in the United States	Number of persons			
	Automobile	Plane	Bus ¹	Rail ¹
1.....	18,588,029	17,239	32,601	7,381
2.....	857,611	41,908	44,461	18,278
3- 7.....	2,301,306	191,183	178,125	110,673
8-14.....	361,204	114,500	79,442	47,928
15-21.....	124,053	60,201	32,605	20,985
22 and over.....	121,692	60,047	42,209	31,025
Totals.....	22,353,895	485,078	409,443	236,270

¹ Excluding in transit.

STATEMENT 21. Canadian Travellers Returning to Canada from the United States, Percentage of Volume, classified according to Length of Stay, by Selected Types of Transportation, 1962

Estimated days stay in the United States	Percentage of volume			
	Automobile	Plane	Bus ¹	Rail ¹
1.....	83.2	3.6	8.0	3.1
2.....	3.8	8.6	10.8	7.7
3- 7.....	10.3	39.4	43.5	46.9
8-14.....	1.6	23.6	19.4	20.3
15-21.....	0.6	12.4	8.0	8.9
22 and over.....	0.5	12.4	10.3	13.1
Totals.....	100.0	100.0	100.0	100.0

¹ Excluding in transit.

**STATEMENT 22. Purpose of Trip¹ Reported by Canadians Returning from the United States,
Compiled Quarterly, Questionnaire Survey, 1962**

Period of re-entry	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other
	per cent						
First quarter	10.6	0.3	2.8	44.7	38.3	2.5	0.8
Second quarter	11.8	0.5	4.9	49.0	27.0	5.3	1.5
Third quarter	7.7	0.7	1.0	57.2	30.2	0.9	2.3
Fourth quarter	18.5	0.5	1.8	40.1	35.0	1.9	2.2
Year	11.4	0.5	2.4	49.3	32.1	2.5	1.8

¹ Questionnaires reporting one purpose only.

**STATEMENT 23. Purpose of Trip¹ Reported by Canadians Returning from the United States,
by Province of Re-entry, Questionnaire Survey, 1962**

Province of re-entry	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other
	per cent						
Atlantic Provinces	8.2	1.4	3.2	36.0	42.4	4.6	4.2
Quebec	12.9	0.5	1.1	55.9	26.3	2.5	0.8
Ontario	13.0	0.5	1.9	44.5	36.3	2.2	1.6
Manitoba	11.4	1.3	5.2	40.2	32.5	3.1	6.3
Saskatchewan	4.3	0.5	9.8	52.1	26.0	4.8	2.5
Alberta	25.3	0.9	1.3	33.0	34.1	4.0	1.4
British Columbia and Yukon Territory	5.7	0.3	3.9	57.9	28.2	2.1	1.9
Canada	11.4	0.5	2.4	49.3	32.1	2.5	1.8

¹ Questionnaires reporting one purpose only.

**STATEMENT 24. Purpose of Trip¹ Reported by Canadians Returning from the United States,
by Types of Transportation, Questionnaire Survey, 1962**

Type of transportation	Percentage of persons reporting main purpose of trip						
	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other
Plane	26.6	0.8	0.4	39.8	28.4	3.2	0.8
Bus	3.5	0.4	4.8	39.5	48.6	2.6	0.6
Rail	9.6	0.9	2.0	32.9	50.9	3.0	0.7
Boat	1.1	0.2	2.3	75.7	19.5	0.6	0.6
Totals, non-automobile	20.8	0.7	1.1	39.3	34.2	3.1	0.8
Automobile	5.2	0.4	3.3	55.9	30.7	2.1	2.4
Grand totals	11.4	0.5	2.4	49.3	32.1	2.5	1.8

¹ Aggregate of questionnaires reporting one purpose only.

Included in the expenditures of Canadian travellers classified under long-term visits is the value of merchandise declared under the customs exemption privilege to persons remaining 48 hours and over in the United States. As already stated elsewhere in this report, the customs exemption on the value of Canadian purchases of merchandise in the United States was reduced from \$100 to \$25 every four months, effective June 25th, 1962. The effect of this regulation was quite noticeable during the last six months of 1962. During the period of January-June 1962, the value of merchandise declared by Canadians returning from trips to the United States amounted to \$21,434,021 as compared to \$24,021,678 during the same period of 1961, a decrease of \$2,587,657 or about 11 per cent. During the last half of 1962, the value of merchandise declared by residents of Canada returning from trips to the United States totalled \$12,926,944, compared

to \$35,647,920 in the same period of 1961, a decrease of \$22,720,976 or about 64 per cent. It may be noted that the average value per declaration amounted to \$20.50 during the last half of 1962, compared to \$54.77 in the first half of the year. Comparable data for 1961 show \$56.77 for January-June of that year and \$51.34 during the July-December period. The number of declarations by Canadians returning from the United States declined from 423,110 during January-June 1961 to 391,346 in the same period of 1962, a decrease of 31,764 or between 7 and 8 per cent. In the period of July-December 1962, declarations numbered 630,465 as compared to 694,385 in the same period of 1961, a decrease of 63,920 or 9 per cent. This would indicate that the main effect of the change in regulations appeared in the value of merchandise declared while the influence on the number of declarations was less evident.

Canadian Travel in the United States by Purpose of Trip

Data compiled on purpose of trip from the mail questionnaire survey are summarized in Statements 22, 23 and 24. The main significance in the purpose of trip reported by Canadians making trips to the United States during 1962 was the lower percentage specifying shopping. Although this situation was to be expected during the latter half of the year, it was also evident during the first and second quarters. The percentage of persons reporting shopping declined from 5.9 per cent of the total in 1961 to 2.4 per cent of the total in 1962. The number of persons indicating the trip was for formal study also declined in 1962 whereas the percentage reporting visits to friends and relatives remained unchanged at 32.1 per cent. On the other hand, a higher percentage of the respondents reported business trips during 1962 while health and recreation were also specified more frequently.

On a quarterly basis, health appeared more often in the first and second quarters, presumably persons spending the winter months in the Southern

States. Recreation reached a peak in the third quarter when, on the other hand, health and business trips were at their lowest level for the year.

On a provincial basis, residents of Alberta report the highest percentage of business trips, followed by Ontario and Quebec, respectively. Trips for recreation reached a maximum with respondents from British Columbia, followed by Quebec and Saskatchewan, whereas visits to friends and relatives were reported most frequently by residents of the Atlantic Provinces, followed by Ontario and Alberta, in that order.

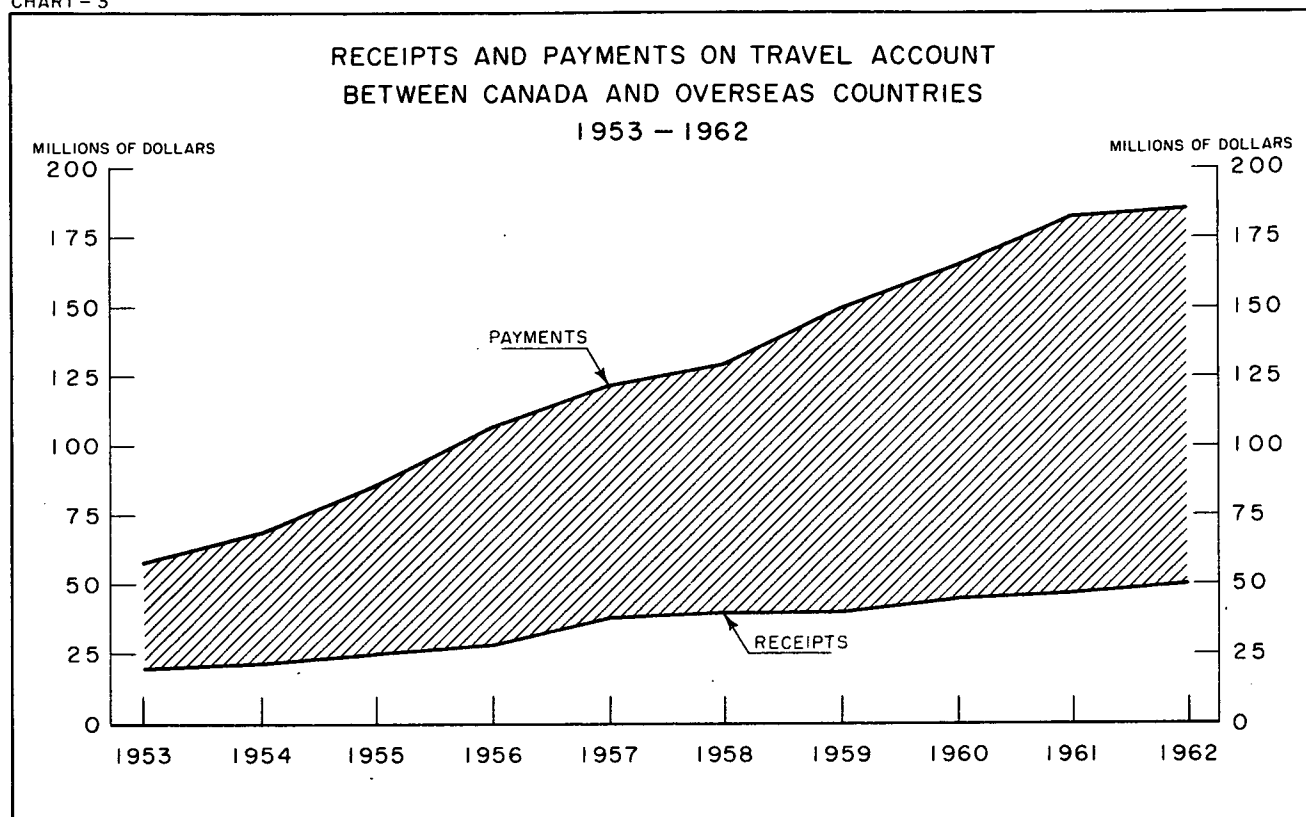
The purpose of trip by type of transportation is presented in Statement 24, which shows that business appears more frequently with persons returning by plane and train than in other types of transportation. Boat trips were predominately for recreation in 1962, although some 20 per cent were made to visit friends and relatives. Most automobile trips were made for recreation but also frequently used for visiting friends and relatives.

Travel Between Canada and Overseas Countries

Detailed statistics on the number of non-immigrants entering Canada from countries other than the United States are not available for the years 1961 and 1962. Prior to January 1, 1961, the transportation companies were required to complete a form for the Department of Citizenship and Immigration which provided basic information on the number of arrivals by country of residence and other details on this travel movement. A request from the transportation companies to be relieved of this procedure was granted and, as a result, data on the number of arrivals by country of residence are not available for the years 1961 and 1962. A new statistical record of these movements was introduced, however, in 1963.

Receipts from residents of overseas countries travelling in Canada during 1962 are estimated at \$50 million, a gain of \$3 million or 6 per cent over comparable data for 1961. An estimate on the breakdown by area would indicate that about \$22 million or 44 per cent of the total was received from residents of the United Kingdom, an increase of \$1 million or 5 per cent over the previous year. It was also estimated that residents from other "Sterling Area" countries spent \$8 million in Canada, an increase of 14 per cent over 1961. Residents of other "O.E.C.D." countries contributed \$14 million to the receipts from international travel, an increase of nearly 8 per cent over the previous year, while no significant change was noted for other remaining countries.

CHART - 3



**STATEMENT 25. Balance of Payments on Travel Account Between Canada
and Overseas Countries, 1961 and 1962¹**
Net Credits (+) Net Debits (-)

	All overseas countries		United Kingdom		Other sterling area		Other O.E.C.D. countries		All other countries	
	1961	1962	1961	1962	1961	1962	1961	1962	1961	1962
	millions of dollars									
Receipts	47	50	21	22	7	8	13	14	6	6
Payments	183	186	71	71	21	21	72	75	19	19
Net balance	- 136	- 136	- 50	- 49	- 14	- 13	- 59	- 61	- 13	- 13

¹ Subject to revision.

Summary of Canadian Travel Overseas (Direct and Via the United States)

Residents of Canada returning from trips to countries other than the United States in 1962 numbered 311,400 as compared with 277,000 in 1961, an increase of 34,400 or 12.4 per cent. The breakdown comprises 253,400 returning direct and 58,000 returning via the United States. Comparable data for 1961 show 223,100 and 53,900, respectively.

Gross expenditures by Canadians making trips to countries other than the United States are estimated at a total of \$251 million, of which \$121 million was for oceanic transportation costs and

\$130 million for expenditures in overseas countries. Included in the cost of transportation are payments of \$58 million to Canadian carriers which do not involve a transfer of funds to overseas countries and, therefore, are not included in data on balance of payments. Also included in the cost of transportation are payments of \$7 million to United States carriers which are transferred to the travel account between Canada and the United States. The remainder, amounting to \$186 million, represents the debit side of the travel account between Canada and overseas countries shown in statements of the

balance of payments. A breakdown of the debits by areas indicates that the United Kingdom received \$71 million or 38 per cent, other sterling areas \$21 million or 11 per cent, other O.E.C.D. countries \$75 million or 41 per cent, and all other countries \$19 million or 10 per cent.

Estimates on some of the main destinations of Canadians travelling to countries other than the United States indicate about 144,000 trips to the United Kingdom and 131,000 to O.E.C.D. countries. Included in each of these amounts is a duplication

of some 64,500 trips to both areas. Residents visiting other Commonwealth countries are estimated at 55,000 and to other areas not already specified some 26,000. In addition to these trips an estimated 20,000 visited two or more areas. A further breakdown, using the survey as a basis for estimates, on the number of trips to some of the European countries visited more frequently by Canadians returning direct and via the United States indicates 70,000 visits to France, Germany 45,000, Italy 45,000, Switzerland 40,000, and the Netherlands 35,000. This does not include possible visits by civilian or military personnel posted overseas.

Canadian Travel Overseas (Direct)

Volume:

Canadian travellers returning direct from trips to countries other than the United States numbered 253,400 in 1962, which represents an increase of 30,300 persons or between 13 and 14 per cent over 1961. This establishes a new record in the number of trips, although the percentage increase has been declining slightly in the past two years. A quarterly analysis in comparison with 1961 shows that re-entries during the first quarter amounted to 54,954, an increase of 11,415 or 26.2 per cent above the same period of 1961. Persons returning during the second quarter numbered 56,512, a gain of 9,344 or 19.8 per cent when compared with the previous year. Similarly, Canadians returning direct from overseas during the third quarter totalled 97,453, an increase of 11,054 or 12.8 per cent over the third quarter of 1961. There were 44,481 re-entries recorded in the fourth quarter, a decline of 1,531 or 3.3 per cent below the same period of the previous year. This was the only period when the volume of Canadian travel returning from overseas countries was lower than in 1961.

Expenditures:

Gross expenditures for international travel by Canadians returning direct from overseas countries climbed to a new record of \$207 million in 1962, an increase of \$5 million or 2.5 per cent over comparable data for 1961. This total includes transportation paid to Canadian carriers. The breakdown on payments for international travel shows expenditures of \$99 million for overseas transportation and \$108 million for payments in overseas countries. Included in the transportation costs are \$2 million in payments to United States carriers which is transferred to the U.S. account, and \$51 million to Canadian carriers which does not involve a transfer of funds to overseas countries and does not appear in data on balance of payments. Canadian carriers received approximately 51.5 per cent of the total cost of transportation to overseas countries. However, payments to Canadian and U.S. carriers are not included in data presented in Statement 25 or other data showing payments for overseas travel. Payments by Canadians returning direct from overseas countries, exclusive of transportation costs to

Canadian and United States carriers, are estimated at \$154 million in 1962 compared to \$151 million in 1961, an increase of \$3 million or about 2 per cent. Included in this amount is an estimated \$46 million in overseas transportation costs to carriers other than U.S. or Canadian. The increase in expenditures is significantly less than the gain in the volume of traffic as more residents used Canadian transportation lines to overseas countries in 1962 and, moreover, visits were of shorter duration in some areas.

A quarterly analysis shows little change in payments (exclusive of transportation costs to U.S. and Canadian carriers) during the first and second quarters of the year. Payments during the third quarter amounted to \$67 million, an increase of \$8 million or between 13 and 14 per cent over the third quarter of 1961 whereas payments during the fourth quarter declined about \$4 million or between 12 and 13 per cent when compared with the same period of the preceding year.

A breakdown of the estimated expenditures by Canadians within overseas countries (excluding all transoceanic transportation costs) shows that disbursements within the United Kingdom amounted to \$38.6 million in 1962; other European countries received \$46.6 million; other sterling areas \$14.2 million; and all other countries, exclusive of the United States, about \$8.7 million. Most of the increase over 1961 can be traced to payments made within other European countries and other sterling areas.

Type of Transportation:

Statements 26 and 27 show the number of Canadians returning direct from overseas countries by principal ports of re-entry into Canada. Data show that at least 81 per cent or more of the traffic re-entered at the principal airports by either Canadian or foreign airlines. These data substantiate material collected in the survey of 1962, which indicated that between 82 and 83 per cent of the cost of transportation represented payments to the air lines. The comparable figure in 1961, as shown in Statement 26, revealed between 78 and 79 per cent of the total re-entrants via the same ports.

**STATEMENT 26. Residents of Canada Returning Direct from Overseas Countries,
Principal Ports of Re-entry, 1958 - 62**

Port of re-entry	1958	1959	1960	1961	1962
Gander, Nfld.	2,665	3,578	4,471	6,885	6,962
Greenwood, N.S.	—	—	1,298	1,791	1,752
Halifax Airport, N.S.	¹	¹	1,588 ²	5,355	5,817
Sydney Airport, N.S.	—	—	656	795	906
Montreal Airport, Que.	49,383	64,938	77,965	96,859	104,184
Toronto Airport, Ont.	21,067	23,765	36,673	44,021	57,472
Winnipeg, Man.	—	—	483	3,997	4,357
Edmonton, Alta.	—	1,462	2,705	2,575	4,107
Vancouver Airport, B.C.	9,897	12,905	17,040	16,630	19,806
Totals	83,012	106,648	142,879	178,908	205,363
St. John's, Nfld.	573	537	430	300	16
Halifax, N.S. (Vessel)	4,138 ³	4,055 ³	4,502 ³	2,789	2,550
Saint John, N.B.	1,281	940	399	510	2,283
Quebec ⁴ , Que.	38,453	39,704	34,601	30,524	27,713
Vancouver, B.C. (Vessel)	1,258	1,493	1,512	2,526	2,718
Totals	45,703	46,729	41,444	36,649	35,280
Other ports (Aeroplane and vessel)	3,404	3,428	4,243	7,561	12,757
Grand totals, all ports	132,119	156,805	188,566	223,118	253,400

¹ Included under Halifax (vessel).² August-December inclusive.³ Includes re-entries by aeroplane prior to August, 1960.⁴ Many returning residents cleared at Quebec disembark at Montreal.

**STATEMENT 27. Residents of Canada Returning Direct from Overseas Countries,
Principal Ports of Re-entry, compiled Quarterly, 1962**

Port of re-entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Gander, Nfld.	1,808	1,328	2,483	1,343	6,962
Greenwood, N.S.	797	179	163	613	1,752
Halifax Airport, N.S.	1,247	1,241	2,243	1,086	5,817
Sydney Airport, N.S.	—	68	838	—	906
Montreal Airport, Que.	21,484	20,874	42,351	19,475	104,184
Toronto Airport, Ont.	15,169	13,262	21,519	7,522	57,472
Winnipeg, Man.	554	1,256	1,467	1,080	4,357
Edmonton, Alta.	880	649	1,944	634	4,107
Vancouver Airport, B.C.	7,236	4,009	5,595	2,966	19,806
Totals	49,175	42,866	78,603	34,719	205,363
St. John's, Nfld.	—	8	8	—	16
Halifax, N.S. (Vessel)	1,385	389	332	444	2,550
Saint John, N.B.	1,277	—	—	1,006	2,283
Quebec ¹ , Que.	—	8,100	14,260	5,353	27,713
Vancouver, B.C. (Vessel)	1,157	528	395	638	2,718
Totals	3,819	9,025	14,995	7,441	35,280
Other ports (Aeroplane and vessel)	1,960	4,621	3,855	2,321	12,757
Grand totals, all ports	54,954	56,512	97,453	44,481	253,400

¹ Many returning residents cleared at Quebec disembark at Montreal.

Destination:

Destinations reported by respondents, in our survey of Canadian travellers returning direct from trips to overseas countries, are presented in Statement 28 by area and type of transportation for each quarter of the year. Many respondents, particularly those returning from trips to Europe, reported visiting more than one country, therefore, data are compiled on an area basis rather than by individual countries. Data presented in Statement 28 indicates that 30.2 per cent of Canadians returning direct from overseas countries had visited the United Kingdom only, while 23.1 per cent had visited the United Kingdom along with one or more countries in Continental Europe. Comparable data for 1961 indicates 31.2 per cent visiting the United Kingdom only, and 26.3 per cent visiting the United Kingdom and other European countries. On the basis of this information, it is estimated that some 135,000 Canadians visited the United Kingdom in 1962 and returned direct to Canada. This includes an estimated 58,500 who visited both the United Kingdom and one or more other European countries. Although the percentage tables indicate a smaller proportion of the total visiting the United Kingdom, the number of visits may have exceeded the previous year by about 7,000.

The number of re-entries direct by air at the principal airports in 1962 totalled 205,363, an increase of 26,455 or nearly 15 per cent over the previous year. On the other hand, the number of Canadians returning direct from overseas at the principal seaports in 1962 was down 1,369 or nearly 4 per cent, as shown in Statement 26. Other ports (both aeroplane and vessel) not specified in the statement accounted for 5 per cent of the direct re-entries in 1962, compared with slightly over 3 per cent in 1961.

All the principal airports recorded gains in the number of direct re-entries with the exception of Greenwood, Nova Scotia where a slight decrease was recorded. The most significant advances occurred at Toronto and Montreal International Airports but percentage-wise the greatest increase occurred at Edmonton, Alta. with 60 per cent. This was followed by Toronto, Ontario with a 31 per cent increase and Vancouver, B.C. with 19 per cent. Edmonton and Vancouver had both registered slight decreases in 1961. In 1962 the number of direct re-entries at Toronto advanced 13,451, Montreal 7,325 and Vancouver Airport 3,176. Residents by vessel cleared at Quebec declined 2,811 or 9 per cent which accounted for most of the decrease in re-entries by ship. Although fewer residents re-entered Canada at St. John's, Nfld. and Halifax, N.S., gains were recorded at Saint John, N.B. and Vancouver, B.C.

STATEMENT 28. Destination reported by Canadians Returning Direct from Overseas Countries, compiled Quarterly by Type of Transportation, 1962

Destination reported	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	per cent				
Aeroplane:					
United Kingdom only	21.4	24.1	36.4	27.9	28.7
United Kingdom and other European countries	12.2	17.5	26.5	22.9	20.7
Other European countries only	25.1	24.0	24.7	29.4	25.6
Other Commonwealth countries	28.9	23.2	6.6	11.8	16.2
All other countries	7.0	5.6	1.9	4.1	4.2
Combined destinations	5.4	5.6	3.9	3.9	4.6
Grands totals	100.0	100.0	100.0	100.0	100.0
Vessel:					
United Kingdom only	37.0	40.4	41.1	38.5	40.2
United Kingdom and other European countries	31.5	30.4	43.1	43.2	40.4
Other European countries only	11.1	6.3	10.8	14.8	10.9
Other Commonwealth countries	3.7	2.2	0.8	—	1.0
All other countries	—	—	—	—	—
Combined destinations	16.7	20.7	4.2	3.5	7.5
Grand totals	100.0	100.0	100.0	100.0	100.0
Aeroplane and vessel:					
United Kingdom only	22.0	25.6	37.3	29.3	30.2
United Kingdom and other European countries	12.9	18.8	29.6	25.4	23.1
Other European countries only	24.6	22.3	22.2	27.5	23.8
Other Commonwealth countries	27.9	21.2	5.5	10.3	14.3
All other countries	6.7	5.1	1.5	3.6	3.7
Combined destinations	5.9	7.0	3.9	3.9	4.9
Grand totals	100.0	100.0	100.0	100.0	100.0

Visits to Continental Europe only were reported by 23.8 per cent of the respondents returning direct to Canada during 1962. In addition to this proportion, approximately 23.1 per cent specified visits to both the United Kingdom and Continental Europe. Comparable data in 1961 show 21.7 per cent visiting Continental Europe only, and 26.3 per cent visiting both the United Kingdom and the Continent. Using the survey as a basis, the number of Canadians visiting Continental Europe in 1962 are estimated at some 119,000 persons which includes 58,500 who visited both the United Kingdom and the Continent. Furthermore, these persons are estimated at having made 325,000 visits to Continental European countries as many persons include more than one country in their trip. The percentages visiting one or more Continental countries are estimated as follows: one country 38 per cent; two countries 17 per cent; three countries 13 per cent; four countries 8 per cent; and five or more countries 24 per cent. Estimates were made on the basis of completed questionnaires covering some 6,400 persons who visited the United Kingdom and Continental Europe. Survey results by percentage of visits show that the main countries visited in Continental Europe in order are; France, Germany, Italy, Switzerland, and the Netherlands. Furthermore, compilations from the survey indicate that the approximate number of visits to each country by persons returning direct in 1962 can be broadly estimated as follows: France 64,000; Germany 43,000; Italy 41,000; Switzerland 38,000; and the Netherlands 33,000. This does not include persons returning from Europe via the United States or visits by Canadian Armed Forces or civilian personnel posted in Europe.

The response from the 1962 survey covering residents of Canada returning direct from overseas countries indicates that 14.3 per cent had visited Commonwealth countries other than the United Kingdom, a moderate increase percentage-wise from the 11.5 per cent of 1961. Applying these percentages to the volume of traffic returning direct gives an estimate of some 36,000 Canadian visits for 1962 and roughly 26,000 in 1961. However, these estimates do not include persons who visited other Commonwealth countries and returned via the United

States. In this group the countries reported most frequently were the West Indies Federation, Bermuda and the Bahamas.

Visits to other countries, which include Mexico, Central and South America, the Far East, etc., accounted for 3.7 per cent of the persons returning direct. Visits to Mexico were reported more frequently than any other country within this group during 1962. The remaining visits, amounting to nearly 5 per cent of the total, included countries in two or more of the general areas already specified and are listed as combined destinations.

On a quarterly basis, visits to the United Kingdom only, a combination of the U.K. and other Europe, and Continental Europe only were more prevalent in the third quarter of the year, whereas visits to other Commonwealth countries were more numerous during the first and second quarters. Destination by port of re-entry followed a pattern reasonably comparable with that of previous years.

Length of Stay:

Data in Statement 29 show that the length of stay varied according to type of transportation and country visited. Canadians visiting the United Kingdom by plane averaged 38.7 days stay, an increase of about two days longer than in 1961. Persons returning by boat, who were covered in the survey, averaged 75.2 days stay in 1962. It is possible that some persons may have included the number of days en route to and from North America, although they were asked to report only the length of stay in each country. This would have more effect on travel by ship on account of the length of time required to make the trip by vessel. In view of the predominance of air travel, the average length of stay for all visits reported was 44.8 days, about one-half day longer than in 1961. Respondents who had visited both the United Kingdom and one or more countries on the Continent averaged 56.6 days, about 4 days less than the average for the previous year. There was little change in the length of stay for respondents travelling by air but persons returning by boat shortened their stay by about 12 days as compared with 1961.

STATEMENT 29. Average Length of Stay reported by Canadians Returning Direct from Overseas Countries, compiled by Destination and Type of Transportation, 1961-62

Destination reported	Aeroplane		Vessel		Aeroplane and vessel	
	1961	1962	1961	1962	1961	1962
	number of days					
United Kingdom only	36.8	38.7	86.9	75.2	44.3	44.8
United Kingdom and other European countries	46.5	46.3	105.9	93.8	60.7	56.6
Other European countries only	41.1	42.0	112.7	95.4	49.9	45.0
Other Commonwealth countries	20.7	15.4	77.4	198.4 ²	23.0	17.1
All other countries ¹	21.4	30.3	21.6	—	21.4	30.3

¹ Excluding travel to more than one area per trip.

² Mainly trips to Australia and New Zealand.

Data on residents returning from Continental Europe show the average length of stay was 45 days, about 5 days shorter than in 1961. On the average, persons returning by plane had stayed a day longer but persons returning by boat had reduced their length of stay some 17 days. Travel to other Commonwealth countries in 1962 averaged 17 days as compared with 23 days in 1961.

Considerable variation in the length of stay according to time of year is shown in Statement 30. Visits to the United Kingdom were of greatest duration during the second quarter, followed by the third, fourth and first, in that order by length of stay. Canadians returning by plane reported the longest stays in the third quarter, and the shortest in the first. Respondents returning to Canada direct in the second quarter, after visiting both the United Kingdom and Continental Europe, averaged 64 days, followed by 60 days reported by persons returning in the third quarter, 54 days in the first, and 45 days in the fourth quarter. Residents of Canada returning from visits to Continental Europe averaged 53 days in the third quarter, 43 days in the fourth quarter, 41 days in the second, 38 days in the fourth or, on the whole, an average of 45 days. The average visit to

other Commonwealth countries was of shorter duration than visits to the European or other areas. This is understandable, as the average for other Commonwealth countries is weighted by visits to Bermuda and the Caribbean area which are usually of 2 or 3 weeks duration. At the same time, more Canadians visit that area than the more distant countries of the Commonwealth such as; Australia, New Zealand, India, etc. where the outlay for transportation increases the cost of the trip substantially. Visits to countries not already specified averaged about one month in 1962 and varied from an average of about 3 weeks in the first quarter to about two months in the third quarter.

Purpose of Trip:

Data on the purpose of trip reported by Canadians returning direct from overseas countries are presented quarterly by type of transportation in Statement 31 and by destination and type of transportation in Statement 32. On a percentage basis, there was little change in the purpose of trip reported in 1962, although some minor variations on a quarterly basis were evident. Perhaps the most significant change is the decline in business travel from 9.4 per cent of the total in 1961 to 7.8 per cent in 1962.

STATEMENT 30. Average Length of Stay reported by Canadians Returning Direct from Overseas Countries, compiled Quarterly by Destination and Type of Transportation, 1962

Destination reported	Returning to Canada during the				
	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	number of days				
Aeroplane:					
United Kingdom only	29.7	37.6	42.8	37.7	38.7
United Kingdom and other European countries	41.6	46.0	50.6	40.2	46.3
Other European countries only	36.4	37.9	47.9	41.7	42.0
Other Commonwealth countries	15.3	14.5	17.2	16.2	15.4
All other countries ¹	20.4	32.1	63.7	37.9	30.3
Vessel:					
United Kingdom only	101.3	131.0	61.8	62.3	75.2
United Kingdom and other European countries	175.5	162.3	84.8	63.0	93.8
Other European countries only	107.3	148.1	103.6	58.3	95.4
Other Commonwealth countries ²	251.5	180.8	185.1	—	198.4
All other countries ¹	—	—	—	—	—
Aeroplane and vessel:					
United Kingdom only	34.3	51.9	46.6	41.8	44.8
United Kingdom and other European countries	54.2	64.2	59.7	45.1	56.6
Other European countries only	37.6	40.9	52.9	42.8	45.0
Other Commonwealth countries	16.5	16.2	21.7	16.2	17.1
All other countries ¹	20.4	32.1	63.7	37.9	30.3

¹ Excluding travel to more than one area per trip.

² Mainly trips to Australia and New Zealand.

**STATEMENT 31. Purpose of Trip reported by Canadians Returning Direct from Overseas
Countries, compiled Quarterly by Type of Transportation, 1962**

Type of transportation by quarter	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
Aeroplane:					
First quarter	7.9	0.6	3.1	43.0	45.4
Second quarter.....	8.2	0.6	2.4	49.2	39.6
Third quarter	6.6	1.7	1.2	34.7	55.8
Fourth quarter	11.4	1.2	1.2	40.5	45.7
Year	8.2	1.1	1.9	40.9	47.9
Vessel:					
First quarter	2.7	1.6	5.7	54.7	35.3
Second quarter.....	4.9	1.8	3.0	39.7	50.6
Third quarter	4.3	2.9	1.8	44.0	47.0
Fourth quarter	6.1	1.4	1.1	44.8	46.6
Year	4.6	2.3	2.2	44.5	46.4
Aeroplane and vessel:					
First quarter	7.6	0.7	3.3	43.5	44.9
Second quarter.....	7.9	0.7	2.5	48.3	40.6
Third quarter	6.2	1.9	1.3	36.4	54.2
Fourth quarter	10.8	1.2	1.2	41.0	45.8
Year	7.8	1.3	1.9	41.3	47.7

**STATEMENT 32. Purpose of Trip reported by Canadians Returning Direct from Overseas
Countries, compiled by Destination, 1962**

Destination reported	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
Aeroplane:					
United Kingdom only	4.7	0.7	0.6	17.5	76.5
United Kingdom and other European countries.....	14.0	1.8	0.6	48.3	35.3
Other European countries only	8.5	1.4	2.2	25.1	62.8
Other Commonwealth countries.....	4.4	0.3	4.5	78.7	12.1
All other countries	11.2	1.2	3.2	66.8	17.6
Grand totals.....	8.2	1.1	1.9	40.9	47.9
Vessel:					
United Kingdom only	2.7	0.3	2.8	24.4	69.8
United Kingdom and other European countries.....	5.4	3.0	0.9	62.2	28.5
Other European countries only	7.5	5.9	1.1	29.2	56.3
Other Commonwealth countries.....	30.0	—	—	30.0	40.0
All other countries	4.2	3.5	6.1	68.3	17.9
Grand totals.....	4.6	2.3	2.2	44.5	46.4
Aeroplane and vessel:					
United Kingdom only	4.4	0.7	1.0	18.6	75.3
United Kingdom and other European countries.....	12.2	2.0	0.7	51.3	33.8
Other European countries only	8.4	1.7	2.1	25.4	62.4
Other Commonwealth countries.....	4.5	0.3	4.5	78.4	12.3
All other countries	10.4	1.5	3.5	67.0	17.6
Grand totals.....	7.8	1.3	1.9	41.3	47.7

The majority of trips to the United Kingdom are for the purpose of visiting friends or relatives. In 1962 some 75.3 per cent of the trips to the United Kingdom were made to visit friends or relatives, compared with 72.2 per cent in 1961. Visits to friends or relatives are also an important reason for trips to Continental Europe, accounting for 62.4 per cent of the total in 1962, compared with 63.8 per cent in 1961. Canadians visiting both areas are more representative of the normal interpretation of tourists, as 51.3 per cent reported recreation as the purpose of trip. It is possible, however, that many trips to both areas may also have involved a visit to friends or relatives in either the United Kingdom or Continental Europe, while a vacation trip to the other area was taken at the same time. Canadian trips to other Commonwealth countries are usually

made for recreation which accounted for 78.4 per cent of the trips to these countries in 1962. Visits to friends or relatives in this area are of much less significance than in other areas, as shown in Statement 32. Recreation is also an important consideration in trips to countries outside the areas already specified. Some 67 per cent of the visits to other countries in 1962 were made for recreation, nearly 18 per cent were made to visit friends or relatives and 10 per cent were on business. Business reached maximum proportions in visits to the United Kingdom and Continental Europe where it represented 12 per cent of the total, but only 4 per cent of the visits to the United Kingdom only and other Commonwealth countries. On the whole, the pattern by country of destination showed little change from the previous year...

Canadian Travel Overseas (Via the United States)

Canadians returning via the United States from trips to overseas countries are estimated at 58,000 in 1962, an increase of 4,100 or 7.6 per cent over the year 1961. Payments within other countries by this group of travellers amounted to \$22 million compared with \$21.3 million in the previous year. Transoceanic transportation costs paid by Canadians returning from overseas via the United States totalled nearly \$22 million, or about half the outlay for overseas travel by this group of Canadians. Some \$7 million or about 32 per cent of the transportation costs went to Canadian carriers and an estimated \$5 million or 23 per cent to carriers registered in the United States. Payments to United States carriers are transferred to the U.S. account. The balance, approximately \$10 million or 45 per cent, was paid to carriers registered in countries other than the United States or Canada and is included in the overseas account. The allocation of this \$32 million in payments gives the United Kingdom about \$7 million, Continental Europe \$11 million, other British areas \$6 million, and destinations not already specified about \$8 million.

Destination:

Data compiled from returned questionnaires indicate that the destinations of Canadians returning from trips to overseas countries in 1962 were distributed as follows: United Kingdom 5 per cent; Continental Europe 10 per cent; a combination of the United Kingdom and Continental Europe 10 per cent; Other Commonwealth countries 32 per cent; other countries 30 per cent; and trips to a combination of two or more areas 13 per cent.

On the basis of the response received, the number of Canadians returning via the United States after visits to the United Kingdom only are estimated at about 3,000. In addition to this number some 6,000 visited both the United Kingdom and Continental Europe which gives a total of 9,000 visits to the United Kingdom. Residents returning via the United States from trips to Continental Europe only are estimated at 6,000, plus an equal number who visited

both the United Kingdom and Continental Europe for a total of 12,000. Visits to other Commonwealth countries, mainly the West Indies Federation, the Bahamas and Bermuda, are estimated at 18,500. Trips to countries in other areas are estimated at around 17,000, while some 7,500 trips were made to two or more areas.

On a quarterly basis, travel to the United Kingdom and other European countries via the United States is at a minimum during the first quarter of the year and reaches a maximum in the third quarter. Travel to other Commonwealth countries is heaviest during the first quarter and is weighted by trips to Bermuda and the Caribbean area. A substantial proportion of the visits to countries in other areas via the United States involves trips to Mexico. It is difficult to estimate with accuracy the number of Canadians who visited Mexico, as many of their visits coincide with vacations spent in the U.S.

Length of Stay:

The length of stay in overseas countries was compiled from questionnaires completed by Canadians returning via the United States. Compilations show that the average trip lasted about 42 days in 1962. The time spent en route in the United States averaged 6.1 days and the average at destination amounted to 36 days.

Residents of Canada who had visited the United Kingdom remained an average of 51.7 days plus 2.8 days in the United States. Trips to the United Kingdom and Continental Europe combined lasted 67 days on the average, comprising 63 days at destination and 4 days en route in the United States. The average length of stay in the United States represented an increase of 0.3 days while the average for the main part of the trip was about 1.8 days shorter than in 1961. Questionnaires with destinations in Continental Europe indicated visits of 69.1 days plus 2.3 days en route in the United States.

Travel to other Commonwealth countries averaged about 20 days per trip, comprising 14.5 days at destination and 5.5 days en route in the United States. Trips to Bermuda lasted an average of 11.3 days compared with 12.8 days in 1961. En route travel in the United States lasted 2.7 days on the average and the time spent at destination amounted to 8.6 days. Respondents who had been to the West Indies Federation in 1962 averaged 20.4 days, practically unchanged from the previous year. Visits to this area involved 4.5 days in the United States en route and 15.9 days at destination. Visitors to the Bahamas spent slightly more time in the United States than at destination. Their time was divided into a visit of 7 days in the Bahamas with 8.5 days being spent in the United States. The comparable figure for 1961 was 10.7 days in the United States and 6.5 days in the Bahamas. It appears that many trips to the Bahamas are short excursions taken by Canadians vacationing in the Southern United States. There was a substantial increase in the length of stay reported by Canadians who had visited Australia and New Zealand. Returns in 1962 indicated 100 days overseas and 5.4 days en route through the United States.

Travel to other remaining countries averaged visits lasting nearly 34 days; about 10 days spent

in the United States and 24 days abroad. Visits to Mexico form an important part of this category and were made up of 12.7 days in the United States en route and 19.8 days in Mexico. The average trip to Central America and the non-British West Indies lasted 24.3 days in 1962, almost comparable with 1960. Similar data for 1961 indicated there had been a decrease of 6.6 days from 1960. Average time spent en route amounted to 6.1 days and the average stay at destination advanced to 18.3 days. Travel to South America via the United States is estimated at an average of 41 days; 37.5 days at destination and 3.5 days en route. Visits to the remaining countries in this group averaged about 60 days; 57.7 days at destination and 2.3 days en route through the United States.

Purpose of Trip:

Data on purpose of trip reported by Canadians returning from overseas via the United States was compiled again in 1962. Data on purpose of trip by destination are presented in Statement 33. On the whole, there were increases in the percentages specifying formal study and visiting friends or relatives as the purpose of trip and lower proportions in all other categories.

**STATEMENT 33. Purpose of Trip reported by Canadians Returning from Overseas
Countries via the United States, compiled by Destination, 1962**

Destination reported	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
United Kingdom only	6.4	1.6	0.6	18.6	72.8
United Kingdom and other European countries	16.2	3.1	1.0	48.3	31.4
Other European countries only	7.8	2.2	3.2	22.8	64.0
Other Commonwealth countries	4.5	0.4	3.7	79.9	11.5
All other countries	10.3	1.4	4.2	66.3	17.8
Grand totals	8.6	1.3	3.4	61.9	24.8

**STATEMENT 34. Purpose of Trip reported by Canadians Returning from Overseas
Countries via the United States, compiled Quarterly, 1962**

Period of re-entry	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
First quarter	7.3	0.5	4.0	69.1	19.1
Second quarter	6.8	1.2	5.3	63.1	23.6
Third quarter	8.0	2.1	1.2	56.5	32.2
Fourth quarter	14.0	1.7	2.8	56.1	25.4
Year	8.6	1.3	3.4	61.9	24.8

In 1962 nearly 73 per cent of the respondents who had returned via the United States from trips to the United Kingdom reported visits to friends or relatives, compared with 69 per cent in 1961. On the other hand, there was a decline from 23.3 per cent to 18.6 per cent in the proportion indicating recreation as the purpose of trip. It should be noted, that trips to both the United Kingdom and other European countries show a different pattern than travel to either the United Kingdom or Continental Europe alone. Data covering trips to both areas show a substantially lower percentage of visits to friends or relatives while a higher proportion of travel was for business or recreation. This is much the same situation as was apparent in the previous year. The breakdown by purpose of trip, for persons travelling to the U.K. and one or more other European countries, shows business travel advanced from 12.0 per cent of the total in 1961 to 16.2 per cent in 1962. Visits to friends or relatives advanced from 22.9 per cent of the total in 1961 to 31.4 per cent in 1962, and travel for recreation declined from 62.3 per cent in 1961 to 48.3 per cent in 1962. Similarly, the main change in the trend of travel to Continental Europe only in 1962 was an increase from 56.8 per cent to 64.0 per cent in visits to friends or relatives,

and a decrease from 25.8 per cent to 22.8 per cent in travel for recreation. Travel to other Commonwealth countries was mainly for recreation as the percentage advanced from 77.0 per cent in 1961 to 79.9 per cent in 1962. Visits to friends or relatives advanced from 9.8 per cent of the total in 1961 to 11.5 per cent in 1962, whereas trips for business and health were of lesser importance than in the previous year. The breakdown by purpose of trip to other remaining countries changed very little percentage-wise in 1962.

An analysis of the purpose of trip on a quarterly basis shows that recreation was reported most frequently in each quarter, although it varied from 69 per cent of the total in the first quarter to 56 per cent in the fourth quarter. The average for the year amounted to 61.9 per cent of the total as compared to 66.3 per cent in 1961. Visits to friends or relatives varied from a minimum of 19 per cent of the total in the first quarter to 32 per cent in the third quarter, with the average for the year being 24.8 per cent. Business trips varied from about 7 per cent of the total in the first and second quarters to 14 per cent in the fourth quarter, with the average for the year being 8.6 per cent.

Quarterly Distribution of Receipts and Payments for International Travel

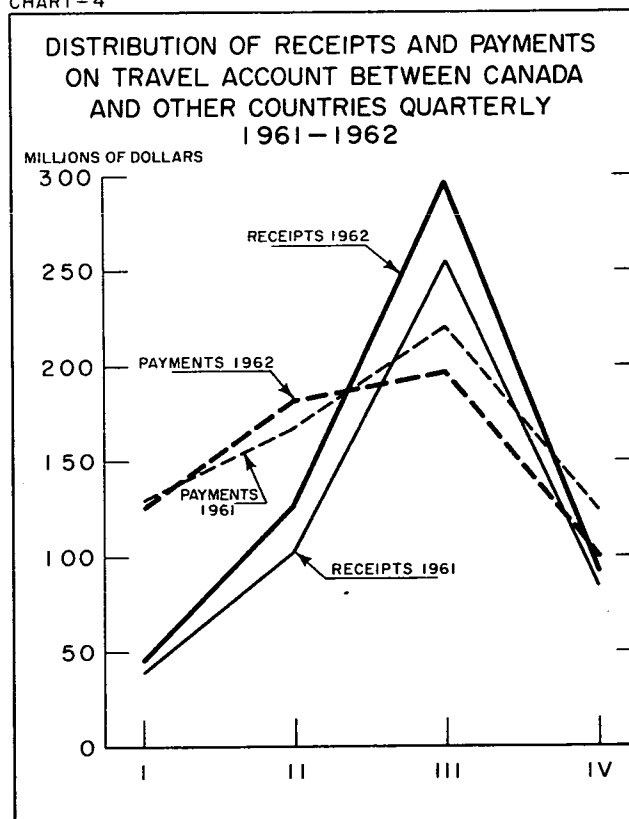
Estimates of the balance of payments on travel account between Canada and other countries compiled quarterly for the ten year period of 1953-1962 inclusive, are presented in Table 2. Generally, the quarterly breakdown displays much the same seasonal pattern each year. Both receipts and payments always reach a maximum in the third quarter. Receipts and payments have usually been at a minimum in the first quarter but for the past two years payments have been at their minimum in the fourth quarter. During the first eight years of the period, both receipts and payments were lowest in the first quarter.

An examination of data on receipts reveals that percentage-wise there was little change in the relative importance of each quarter from the previous year. In 1962, gains of \$7 million over 1961 were recorded in the first and fourth quarters, representing increases of 18 per cent and 8 per cent, respectively. The increases of \$24 million and \$42 million in receipts during the second and third quarters of 1962 represented a gain of 23 per cent and 17 per cent, respectively.

Payments, once again, were more evenly distributed over the four quarters of the year than receipts, ranging from a minimum of between 16 and 17 per cent in the fourth quarter to a maximum of 32.6 per cent in the third quarter of 1962. The most significant change from 1961 in data on payments was a decline of \$25 million or 20 per cent during the fourth quarter. There was a decrease of \$23 million or between 10 and 11 per cent in disbursements during the third quarter of 1962 and \$3 million

or 2 per cent in the first quarter. The second quarter was the only period to record an increase over 1961, which amounted to \$14 million or some 8 per cent.

CHART - 4



Perhaps the most notable feature about Canada's balance of payments on travel account with other countries was the increase of some \$65 million in the credit balance during the third quarter of 1962. Table 2 reveals a credit balance of \$100 million during the third quarter of 1962, compared with \$35 million in 1961 and \$8 million in 1960. It appears that the usual credit balance in the third quarter is gradually increasing after showing a small debit balance in the years of 1958 and 1959. The debit balance of \$8 million in the fourth quarter represents

an important reduction of \$32 million from the 1961 balance and, at the same time, is the lowest for this quarter of any year in the decade shown in Table 2. Reductions in the debit balance also appear for the first and second quarters. The debit balance in the first quarter was reduced from \$90 million in 1961 to \$80 million in 1962 and the second quarter from \$65 million in 1961 to \$55 million in 1962, in both cases, a reduction of \$10 million. Chart 4 illustrates some of the quarterly variations between receipts and payments for the year 1962.

STATEMENT 35. Number and Expenditures of United States Travellers in Canada and Canadian Travellers in the United States, by Means of Travel and Length of Stay, 1962

Mode of travel	United States travellers in Canada	Canadians travelling in the United States	Net United States travellers in Canada	United States expenditures in Canada	Canadian expenditures in the United States	Balance of United States expenditures in Canada
	thousands of persons			thousands of dollars		
Short-term (24 hours or less):						
Automobile	16,043	18,588	- 2,545	29,996	33,480	- 3,484
Aircraft	36	17	+ 19	891	1,198	- 307
Bus	87	54	+ 33	756	480	+ 276
Rail	288	22	+ 266	421	373	+ 48
Boat	219	17	+ 202	1,299	72	+ 1,227
Other (pedestrians, local bus etc.)	4,903	4,309	+ 594	25,271	13,185	+ 12,086
Totals short-term	21,576	23,007	- 1,431	58,634	48,788	+ 9,846
Long-term (over 24 hours):						
Automobile	8,559	3,766	+ 4,793	293,013	169,615	+ 123,398
Aircraft	447	468	- 21	64,614	113,604	- 48,990
Bus	369	377	- 8	40,410	41,894	- 1,484
Rail	228	229	- 1	30,960	36,258	- 5,298
Boat	477	98	+ 379	24,776	3,954	+ 20,822
Totals long-term	10,080	4,938	+ 5,142	453,773	365,325	+ 88,448
Grand totals	31,656	27,945	+ 3,711	512,407	414,113	+ 98,294

STATISTICAL TABLES

**TABLE 1. Balance of Payments on Travel Account Between Canada and Other Countries,
1926-62**

(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	103	+ 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 ²	- 87	45	165	- 120	420	627	- 207
1961 ¹	435	459 ²	- 24	47	183	- 136	482	642	- 160
1962 ¹	512	419 ²	+ 93	50	186	- 136	562	605	- 43

¹ Subject to revision.

² Includes Hawaii.

TABLE 2. Quarterly Estimates of the Balance of Payments on Travel Account
Between Canada and Other Countries, 1953- 62¹

Year	First quarter	Second quarter	Third quarter	Fourth quarter	Total
millions of dollars					
Quarterly receipts:					
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 ¹	39	103	255	85	482
1962 ¹	46	127	297	92	562
Per cent of year:					
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 ¹	8.1	21.4	52.9	17.6	100.0
1962 ¹	8.2	22.6	52.8	16.4	100.0
Quarterly payments:					
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 ¹	129	168	220	125	642
1962 ¹	126	182	197	100	605
Per cent of year:					
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 ¹	20.1	26.2	34.2	19.5	100.0
1962 ¹	20.8	30.1	32.6	16.5	100.0
Quarterly Balance (Net credits + Net debits -):					
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 ¹	- 90	- 65	+ 35	- 40	- 160
1962 ¹	- 80	- 55	+ 100	- 8	- 43

¹ Subject to revision.

TABLE 3. Number of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1962, 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	3,510	11,710	15,220
	Lake Erie ports	—	13	13
	St. Clair and Detroit River ports	3,272	3,252	6,524
	Sault Ste. Marie	992	1,312	2,304
	Western Ontario ports	22	230	252
	St. Lawrence River ports	34,926	89,525	124,451
	All ports in Canada	47,298	122,788	170,086
(b) Fort Erie and Niagara Falls	St. Lawrence River ports	7,707	21,127	28,834
	Lake Erie ports	70	114	184
	St. Clair and Detroit River ports	72,229	19,877	92,106
	Sault Ste. Marie	1,869	3,163	5,032
	Western Ontario ports	50	758	808
	Fort Erie and Niagara Falls	467,074	272,635	739,709
	All ports in Canada	549,849	339,040	888,889
(c) Lake Erie ports	St. Lawrence River ports	4	26	30
	Fort Erie and Niagara Falls	67	121	188
	St. Clair and Detroit River ports	58	100	158
	Sault Ste. Marie	—	10	10
	Western Ontario ports	—	2	2
	Lake Erie ports	28	419	447
	All ports in Canada	157	692	849
(d) St. Clair and Detroit River ports	St. Lawrence River ports	4,189	4,549	8,738
	Fort Erie and Niagara Falls	80,397	28,318	108,715
	Lake Erie ports	101	79	180
	Sault Ste. Marie	492	5,929	6,421
	Western Ontario ports	10	554	564
	St. Clair and Detroit River ports	485,793	252,623	738,416
	All ports in Canada	571,663	302,945	874,608
(e) Sault Ste. Marie	St. Lawrence River ports	1,239	1,836	3,075
	Fort Erie and Niagara Falls	2,449	5,444	7,893
	Lake Erie ports	—	3	3
	St. Clair and Detroit River ports	562	5,350	5,912
	Western Ontario ports	4,620	11,640	16,260
	Sault Ste. Marie	15,769	38,039	53,808
	All ports in Canada	25,568	68,643	94,211
(f) Western Ontario ports	St. Lawrence River ports	2	299	301
	Fort Erie and Niagara Falls	7	858	865
	Lake Erie ports	—	—	—
	St. Clair and Detroit River ports	1	979	980
	Sault Ste. Marie	5,564	12,974	18,538
	Western Ontario ports	17,265	55,309	72,574
	All ports in Canada	23,884	77,758	101,642

See footnote at end of table.

TABLE 3. Number of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1962, grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit — Continued

Ports of entry	Ports of exit	Number of permits by length of stay		Total
		2 days	3 days and over	
Section II. Traffic from Ontario to other provinces:				
St. Lawrence River ports	All ports in Quebec	4,479	14,279	18,758
All ports in Ontario west of Kingston and east of Port Arthur	All ports in Quebec	2,189	29,841	32,030
All ports in Western Ontario.....	All ports in Manitoba	988	3,857	4,845
All ports in Ontario	All ports in Quebec	6,669	44,462	51,131
	All ports in the Atlantic Provinces	343	6,282	6,625
	All ports in Manitoba	1,141	5,235	6,376
	All ports in Saskatchewan.....	44	477	521
	All ports in Alberta	9	1,487	1,496
	All ports in British Columbia	14	3,781	3,795
	All ports in Yukon Territory	—	496	496
	All ports in Ontario	1,210,338	850,177	2,060,515
	All ports in Canada	1,218,419	911,866	2,130,285
Section III. Traffic from the Atlantic Provinces to other provinces:				
All ports in the Atlantic Provinces....	All ports in Quebec	564	4,739	5,303
	All ports in Ontario	495	3,687	4,182
	All ports in the Atlantic Provinces	45,445	85,373	130,818
	All ports in Canada	46,560	93,917	140,477
Section IV. Traffic from Quebec to other provinces:				
All ports in Quebec	All ports in Ontario on the St. Law- rence River	3,308	10,167	13,475
	All ports in Ontario west of Kings- ton and east of Port Arthur	1,780	17,586	19,366
	All ports in Ontario	5,095	27,969	33,064
	All ports in the Atlantic Provinces	657	7,150	7,807
	All ports in Quebec	120,046	169,210	289,256
	All ports in Canada	125,798	204,813	330,611
Section V. Traffic from Manitoba to other provinces:				
All ports in Manitoba	All ports in Ontario	731	4,343	5,074
	All ports in Western Ontario	722	3,645	4,367
	All ports in Saskatchewan.....	154	976	1,130
	All ports in Alberta	55	1,219	1,274
	All ports in British Columbia	20	2,598	2,618
	All ports in Yukon Territory	—	623	623
	All ports in Manitoba	11,219	23,124	34,343
	All ports in Canada	12,172	32,974	45,146

See footnote at end of table.

TABLE 3. Number of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1962, 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	
Section VI. Traffic from Saskatchewan to other provinces:				
All ports in Saskatchewan	All ports in Ontario	11	597	608
	All ports in Manitoba	126	1,061	1,187
	All ports in Alberta ..	112	1,426	1,538
	All ports in British Columbia	47	2,297	2,344
	All ports in Yukon Territory	—	1,587	1,587
	All ports in Saskatchewan	4,838	11,091	15,929
	All ports in Canada	5,134	18,098	23,232
Section VII. Traffic from Alberta to other provinces:				
All ports in Alberta.....	All ports in Ontario	36	1,972	2,008
	All ports in Manitoba	102	1,439	1,541
	All ports in Saskatchewan.....	174	1,362	1,536
	All ports in British Columbia	1,312	14,234	15,546
	All ports in Yukon Territory	3	4,758	4,761
	All ports in Alberta	5,497	11,102	16,599
	All ports in Canada	7,124	34,987	42,111
Section VIII. Traffic from British Columbia to other provinces:				
All ports in British Columbia	All ports in Ontario	6	3,861	3,867
	All ports in Manitoba	59	3,122	3,181
	All ports in Saskatchewan	96	2,432	2,528
	All ports in Alberta	1,057	15,845	16,902
	All ports in Yukon Territory	—	7,586	7,586
	All ports in British Columbia	78,160	186,014	264,174
	All ports in Canada	109,273	219,253	328,526
Section IX. Traffic from Yukon Territory to other provinces:				
All ports in Yukon Territory.....	All ports in Ontario	—	461	461
	All ports in Manitoba	—	672	672
	All ports in Saskatchewan.....	—	1,199	1,199
	All ports in Alberta	—	3,696	3,696
	All ports in British Columbia	—	6,973	6,973
	All ports in Yukon Territory	1,505	1,169	2,674
	All ports in Canada	1,505	14,222	15,727
All ports in Canada	All ports in Canada	1,525,985	1,530,130	3,056,115 ²

¹ Exclusive of standing (L) permits and extensions.

² Does not include an additional 24,120 permits not classified by ports of entry and exit.

TABLE 4. Number of Non-resident Motorists Travelling on Customs Permits¹ who Departed from Canada in 1962, 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.....	3,900,226	55.87	3,900,226	3.01	11,733,103	11,733,103
2.....	1,525,985	21.86	3,051,970	2.70	4,117,436	8,234,872
3.....	492,581	7.06	1,477,743	2.77	1,365,164	4,095,492
4.....	272,641	3.91	1,090,564	2.76	752,504	3,010,016
5.....	167,450	2.40	837,250	2.80	469,071	2,345,355
6.....	113,969	1.63	683,814	2.84	323,176	1,939,056
7.....	93,161	1.34	652,127	2.92	271,994	1,903,958
8.....	98,376	1.41	787,008	3.10	304,747	2,437,976
9.....	59,178	0.85	532,602	2.95	174,868	1,573,812
10.....	38,720	0.55	387,200	2.87	111,312	1,113,120
11.....	27,945	0.40	307,395	2.81	78,605	864,655
12.....	21,949	0.31	263,388	2.80	61,436	737,232
13.....	19,029	0.27	247,377	2.84	54,064	702,832
14.....	18,276	0.26	255,864	2.94	53,705	751,870
15.....	19,706	0.28	295,590	3.04	59,901	898,515
16.....	12,020	0.17	192,320	2.89	34,700	555,200
17.....	7,961	0.11	135,337	2.71	21,536	366,112
18.....	5,969	0.09	107,442	2.65	15,791	284,238
19.....	4,767	0.07	90,573	2.57	12,246	232,674
20.....	4,267	0.06	85,340	2.54	10,849	216,980
21.....	4,058	0.06	85,218	2.60	10,550	221,550
22.....	3,741	0.05	82,302	2.63	9,827	216,194
23.....	2,970	0.04	68,310	2.53	7,513	172,799
24.....	2,380	0.03	57,120	2.47	5,883	141,192
25 - 29.....	9,850	0.14	265,936	2.35	23,128	624,456
30 - 39.....	10,149	0.15	337,792	2.40	24,319	809,336
40 - 59.....	7,556	0.11	365,668	2.34	17,665	854,809
60 - 89.....	5,563	0.08	405,287	2.30	12,805	932,844
90 - 179.....	5,255	0.08	617,456	2.13	11,201	1,316,118
180 and over.....	643	0.01	138,941	2.19	1,407	304,025
Not classified ²	24,120	0.35	—	2.54	61,221	—
Totals.....	6,980,461	100.00	17,805,160	2.90	20,211,727	49,590,391
Average length of stay.....			2.55			2.45

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

TABLE 5. Number of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1962, classified by Length of Visit, by Province of Exit

Days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	B.C. and Y.T.	Canada
1	259,583	323,207	3,030,692	52,114	25,252	14,232	195,146	3,900,226
2	48,330	127,340	1,214,814	12,506	5,297	6,738	110,960	1,525,985
3	15,742	70,079	312,815	8,492	3,442	6,080	75,931	492,581
4	11,832	46,812	155,629	5,607	2,515	5,652	44,594	272,641
5	9,691	28,829	88,528	3,811	2,114	5,119	29,358	167,450
6	8,275	18,200	59,672	2,914	1,711	3,933	19,264	113,969
7	7,965	12,979	52,265	2,380	1,387	2,902	13,283	93,161
8	7,259	10,419	64,834	2,045	1,151	2,224	10,444	98,376
9	5,480	6,719	35,547	1,497	818	1,583	7,534	59,178
10	4,365	4,468	21,023	1,172	665	1,274	5,753	38,720
11	3,675	3,297	14,293	881	527	975	4,297	27,945
12	3,110	2,467	11,075	740	434	767	3,356	21,949
13	2,868	1,999	9,857	643	379	577	2,706	19,029
14	2,630	1,603	10,541	519	300	456	2,227	18,276
15	2,347	1,586	12,850	414	232	405	1,872	19,706
16	1,454	1,014	7,289	317	203	282	1,461	12,020
17	1,037	738	4,379	256	170	243	1,138	7,961
18	775	645	3,063	246	126	221	893	5,969
19	707	499	2,345	186	90	161	779	4,767
20	628	457	2,104	176	92	133	677	4,267
21	658	407	2,091	126	73	130	573	4,058
22	558	415	2,006	111	74	115	462	3,741
23	408	311	1,590	92	76	76	417	2,970
24	311	258	1,225	87	48	79	372	2,380
25- 29	1,443	1,251	4,877	311	246	316	1,406	9,850
30- 39	1,629	1,394	4,892	322	202	326	1,384	10,149
40- 59	1,208	927	3,534	296	195	442	954	7,556
60- 89	1,303	591	2,415	254	138	180	682	5,563
90-179	1,518	488	2,030	283	134	186	616	5,255
180 and over	90	90	299	19	20	23	102	643
Not classified ²	3,137	4,562	11,551	836	215	438	3,381	24,120
Totals	410,016	674,051	5,150,125	99,653	48,326	56,268	542,022	6,980,461

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

TABLE 6. Percentage Distribution of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1962, classified by Length of Visit, by Province of Exit

Days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	B.C. and Y.T.	Canada
1.....	63.31	47.95	58.85	52.29	52.25	25.29	36.00	55.87
2.....	11.79	18.89	23.59	12.55	10.96	11.97	20.47	21.86
3.....	3.84	10.40	6.07	8.52	7.12	10.81	14.01	7.06
4.....	2.89	6.94	3.02	5.63	5.20	10.04	8.23	3.91
5.....	2.36	4.28	1.72	3.82	4.37	9.10	5.42	2.40
6.....	2.02	2.70	1.16	2.92	3.54	6.99	3.55	1.63
7.....	1.94	1.92	1.01	2.39	2.87	5.16	2.45	1.34
8.....	1.77	1.54	1.26	2.05	2.38	3.95	1.93	1.41
9.....	1.34	1.00	0.69	1.50	1.69	2.81	1.39	0.85
10.....	1.06	0.66	0.41	1.18	1.38	2.26	1.06	0.55
11.....	0.90	0.49	0.28	0.88	1.09	1.73	0.79	0.40
12.....	0.76	0.36	0.22	0.74	0.90	1.36	0.62	0.31
13.....	0.70	0.30	0.19	0.65	0.79	1.03	0.50	0.27
14.....	0.64	0.24	0.20	0.52	0.62	0.81	0.41	0.26
15.....	0.57	0.23	0.25	0.42	0.48	0.72	0.34	0.28
16.....	0.35	0.15	0.14	0.32	0.42	0.50	0.27	0.17
17.....	0.25	0.11	0.09	0.26	0.35	0.43	0.21	0.11
18.....	0.19	0.10	0.06	0.25	0.26	0.39	0.16	0.09
19.....	0.17	0.07	0.05	0.19	0.19	0.29	0.14	0.07
20.....	0.15	0.07	0.04	0.18	0.19	0.24	0.12	0.06
21.....	0.16	0.06	0.04	0.13	0.15	0.23	0.11	0.06
22.....	0.14	0.06	0.04	0.11	0.15	0.21	0.09	0.05
23.....	0.10	0.05	0.03	0.09	0.16	0.14	0.08	0.04
24.....	0.08	0.04	0.02	0.09	0.10	0.14	0.07	0.03
25 - 29.....	0.35	0.19	0.09	0.31	0.51	0.56	0.26	0.14
30 - 39.....	0.40	0.21	0.09	0.32	0.42	0.58	0.26	0.15
40 - 59.....	0.29	0.14	0.07	0.30	0.40	0.79	0.18	0.11
60 - 89.....	0.32	0.09	0.05	0.25	0.29	0.32	0.13	0.08
90 - 179.....	0.37	0.07	0.04	0.28	0.28	0.33	0.11	0.08
180 and over.....	0.02	0.01	0.01	0.02	0.04	0.04	0.02	0.01
Not classified ²	0.77	0.68	0.22	0.84	0.45	0.78	0.62	0.35
Totals.....	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

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

TABLE 7. Number of Non-resident Persons Travelling in Automobiles on Customs Permits¹ who Departed from Canada in 1962, 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.....	785,508	985,249	9,001,927	177,235	80,543	51,864	650,777	11,733,103
2.....	124,509	335,074	3,266,652	36,863	15,013	21,504	317,821	4,117,436
3.....	44,003	197,744	852,009	25,151	10,378	18,973	216,906	1,365,164
4.....	33,624	132,035	418,292	16,526	7,671	17,416	126,940	752,504
5.....	27,746	80,529	243,043	11,447	6,413	16,110	83,783	469,071
6.....	23,602	50,516	167,149	8,722	5,267	12,349	55,571	323,176
7.....	22,835	36,303	153,452	7,233	4,177	9,050	38,944	271,994
8.....	21,095	29,274	207,190	6,385	3,460	6,882	30,461	304,747
9.....	15,731	18,650	106,982	4,533	2,462	4,803	21,707	174,868
10.....	12,745	12,164	60,682	3,533	1,972	3,949	16,267	111,312
11.....	10,663	8,911	39,841	2,689	1,564	2,981	11,956	78,605
12.....	9,251	6,534	30,672	2,152	1,232	2,264	9,331	61,436
13.....	8,538	5,254	28,056	1,878	1,157	1,677	7,504	54,064
14.....	7,983	4,283	31,439	1,592	848	1,388	6,172	53,705
15.....	7,271	4,292	40,170	1,247	699	1,212	5,010	59,901
16.....	4,379	2,685	21,497	884	563	827	3,865	34,700
17.....	2,922	1,850	11,826	714	490	682	3,052	21,536
18.....	2,154	1,587	8,030	700	362	607	2,351	15,791
19.....	1,871	1,203	6,040	547	221	432	1,932	12,246
20.....	1,671	1,069	5,347	449	237	359	1,717	10,849
21.....	1,782	957	5,411	363	199	353	1,485	10,550
22.....	1,537	1,063	5,283	296	205	292	1,151	9,827
23.....	1,119	743	3,933	274	175	227	1,042	7,513
24.....	817	620	3,018	249	109	176	894	5,883
25- 29.....	3,676	2,795	11,339	693	608	774	3,243	23,128
30- 39.....	3,972	3,262	11,735	789	491	805	3,265	24,319
40- 59.....	2,875	2,032	8,506	688	438	993	2,133	17,665
60- 89.....	2,938	1,367	5,685	558	329	405	1,523	12,805
90-179.....	3,111	982	4,421	616	315	402	1,354	11,201
180 and over	190	180	640	41	53	63	240	1,407
Not classified ²	7,915	11,937	28,787	2,208	588	1,237	8,549	61,221
Totals	1,198,033	1,941,144	14,789,054	317,255	148,239	181,056	1,636,946	20,211,727

¹ Exclusive of standing (L) permits and extensions.

² Not classified by length of visit.

TABLE 8. Number of Non-resident Automobiles which Entered Canada on Customs Permits¹ Through Provinces Indicated and which Departed in the Year 1962, after Remaining Two Days or Over, classified by U.S. Federal States or Countries of Registration

State	Nfld. P.E.I. N.S. ²	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Alabama	12	319	419	1,611	68	57	140	363	67	3,056
Alaska	2	26	42	265	161	360	763	2,292	8,703	12,614
Arizona	7	65	168	1,589	159	104	510	2,259	159	5,020
Arkansas	1	44	123	809	54	49	79	210	25	1,394
California	65	753	2,271	13,735	1,657	944	5,221	85,240	1,468	111,354
Colorado	11	205	274	1,805	322	343	1,447	4,001	162	8,570
Connecticut	776	9,764	22,446	18,548	79	45	138	393	53	52,242
Delaware	50	264	711	2,099	18	12	52	92	8	3,306
Dist. of Columbia ..	57	219	807	2,037	55	34	85	244	31	3,569
Florida	115	1,762	4,015	17,034	384	206	620	1,702	194	26,032
Georgia	20	326	504	2,647	101	62	173	373	68	4,274
Hawaii	3	23	66	267	7	5	19	242	6	638
Idaho	1	42	141	384	79	60	1,002	5,895	149	7,753
Illinois	109	879	2,701	64,419	2,315	766	1,747	3,263	228	76,427
Indiana	61	494	917	30,381	522	293	636	1,130	141	34,575
Iowa	16	172	375	13,972	1,548	782	845	1,668	116	19,494
Kansas	9	127	403	3,568	762	369	655	1,800	84	7,777
Kentucky	9	114	209	4,596	78	57	146	277	38	5,524
Louisiana	19	162	288	1,339	115	74	250	502	87	2,836
Maine	505	53,593	19,128	2,877	43	17	51	102	18	76,334
Maryland	217	992	2,918	11,122	101	82	237	445	44	16,158
Massachusetts	3,291	27,689	46,647	32,089	115	69	300	654	64	110,918
Michigan	122	1,423	3,047	800,751	1,319	615	1,337	2,519	325	811,458
Minnesota	18	223	607	47,809	12,453	2,102	1,572	2,652	214	67,650
Mississippi	8	131	274	1,121	84	53	100	386	32	2,189
Missouri	26	157	369	6,285	565	250	643	1,137	106	9,538
Montana	—	31	58	472	306	4,454	9,775	3,977	136	19,209
Nebraska	9	59	276	2,893	959	474	581	1,205	61	6,517
Nevada	1	22	40	375	27	22	152	1,204	42	1,885
New Hampshire	300	3,434	22,747	3,595	18	20	56	91	32	30,293
New Jersey	1,026	4,986	20,847	41,842	243	127	491	1,015	93	70,670
New Mexico	7	51	136	522	49	52	265	804	67	1,953
New York	1,928	9,917	97,410	646,293	411	186	1,008	1,725	179	759,057
North Carolina	57	375	870	3,617	75	40	158	323	49	5,564
North Dakota	3	31	124	2,110	14,658	6,716	371	674	39	24,726
Ohio	245	1,732	4,262	163,633	627	339	1,183	1,875	300	174,196
Oklahoma	6	75	181	1,761	239	224	522	1,097	95	4,200
Oregon	3	140	213	1,057	208	171	748	25,439	447	28,426
Pennsylvania	760	4,353	11,723	110,011	358	217	761	1,319	229	129,731
Rhode Island	184	1,879	7,815	4,896	12	10	53	97	6	14,952
South Carolina	14	159	736	1,337	79	32	89	179	50	2,675
South Dakota	1	25	74	1,384	964	653	424	659	64	4,248
Tennessee	19	143	338	2,717	159	61	212	477	45	4,171
Texas	22	460	856	4,851	545	365	1,609	3,659	289	12,656
Utah	1	55	58	595	61	67	1,505	3,462	62	5,866
Vermont	74	713	47,588	2,572	12	9	30	74	10	51,082
Virginia	160	855	2,404	8,706	138	84	233	517	59	13,156
Washington	18	163	286	1,454	248	312	1,476	155,036	532	159,525
West Virginia	11	138	241	4,693	26	14	52	169	15	5,359
Wisconsin	28	245	819	34,810	1,457	615	1,058	2,536	164	41,732
Wyoming	3	12	180	335	68	150	490	834	68	2,140
Total U.S.	10,410	130,021	330,152	2,129,690	45,111	23,224	42,070	328,288	15,723	3,054,689
Not classified ²	281	2,856	4,562	11,551	836	215	438	3,290	91	24,120
Other countries ³	14	32	459	595	35	8	41	238	4	1,426
Grand total	10,705	132,909	335,173	2,141,836	45,982	23,447	42,549	331,816	15,818	3,080,235

¹ 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.

² Not classified by state or country of registration.

³ Other Countries comprise: Arabia 1, Austria 1, Australia 7, Bahamas 34, Belgium 26, Bermuda 33, Bolivia 1, Brazil 1, British Guiana 1, British Honduras 1, Ceylon 1, Chile 1, China 3, Colombia 11, Costa Rica 7, Cuba 10, Cyprus 1, Denmark 15, East Africa 1, England 252, France 209, Germany 408, Gibraltar 3, Greece 1, Guam 7, Guatemala 1, Haiti 1, Hong Kong 1, Hungary 1, India 4, Ireland 5, Israel 1, Italy 28, Japan 36, Java 2, Jordan 1, Liberia 1, Libya 1, Luxembourg 1, Malaya 1, Mexico 127, Morocco 1, Netherlands 31, Netherlands Antilles 7, New Zealand 3, Nicaragua 1, Norway 11, Okinawa 1, Panama Canal Zone 49, Peru 3, Philippines 1, Puerto Rico 5, Salvador 1, St. Pierre & Miquelon 2, Scotland 2, South Africa 5, Spain 8, Sweden 5, Switzerland 17, Tunisia 1, Turkey 2, Venezuela 5, Virgin Islands 7, Wales 1, West Indies Federation 9.

⁴ Above figures do not include 31,881 standing (L) permits and 9,675 extensions.

TABLE 9. Number of Non-resident Automobiles which Entered Canada on Customs Permits¹ Through Provinces Indicated and which Departed in the Year 1962, after Remaining Three Days or Over, classified by U.S. Federal States or Countries of Registration

State	Nfld. P.E.I. N.S. ²	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Alabama	12	119	282	764	53	52	123	232	65	1,702
Alaska	1	15	25	145	159	358	757	2,206	7,699	11,365
Arizona	7	47	129	848	134	88	468	1,580	147	3,448
Arkansas	—	26	72	395	38	33	75	141	24	804
California	63	564	1,621	7,083	1,469	871	4,743	63,998	1,341	81,753
Colorado	11	77	182	919	273	293	1,290	2,696	148	5,889
Connecticut	766	7,048	17,406	9,244	73	38	127	335	48	35,085
Delaware	50	229	563	1,280	17	12	52	87	6	2,296
Dist. of Columbia	54	199	718	1,318	42	31	70	179	21	2,632
Florida	115	1,326	3,154	10,142	330	196	567	1,269	186	17,285
Georgia	20	175	383	1,270	82	58	158	277	66	2,498
Hawaii	3	17	55	78	7	5	17	173	6	361
Idaho	1	25	75	205	62	55	802	4,032	141	5,398
Illinois	109	642	2,180	41,016	2,060	734	1,568	2,492	216	51,017
Indiana	59	356	714	18,246	459	279	586	811	131	21,641
Iowa	16	108	255	9,837	1,320	746	720	1,185	110	14,297
Kansas	9	70	200	2,050	636	326	567	1,106	81	5,045
Kentucky	9	75	174	2,645	66	53	127	187	36	3,372
Louisiana	17	89	220	729	82	58	225	323	83	1,826
Maine	483	21,641	12,485	1,279	37	14	47	79	17	36,082
Maryland	214	830	2,438	6,805	94	79	211	348	41	11,060
Massachusetts	3,237	24,632	36,083	14,789	106	65	271	555	62	79,800
Michigan	116	1,032	2,224	265,365	1,225	591	1,230	2,026	304	274,113
Minnesota	18	135	439	29,445	8,568	1,930	1,324	2,142	199	44,200
Mississippi	8	86	212	634	69	45	79	253	31	1,417
Missouri	25	114	283	3,906	467	234	570	793	98	6,490
Montana	—	16	47	254	243	2,939	6,251	2,758	126	12,634
Nebraska	9	50	133	1,931	816	436	493	861	58	4,787
Nevada	1	8	33	197	23	20	135	935	40	1,392
New Hampshire	293	2,709	13,564	1,570	15	20	53	81	23	18,328
New Jersey	999	4,258	16,508	25,195	213	120	454	790	85	48,622
New Mexico	7	27	127	293	42	40	232	508	62	1,338
New York	1,897	8,448	55,675	230,668	374	177	926	1,372	162	299,699
North Carolina	51	236	607	1,999	59	39	142	228	48	3,409
North Dakota	3	24	92	1,402	8,863	4,148	311	539	37	15,419
Ohio	242	1,290	3,154	105,327	568	293	1,072	1,431	276	113,653
Oklahoma	6	45	136	1,047	195	165	464	667	89	2,814
Oregon	3	60	129	495	166	141	657	19,665	405	21,721
Pennsylvania	741	3,204	9,083	69,960	316	211	699	1,024	221	85,459
Rhode Island	179	1,586	6,364	2,087	10	9	49	76	6	10,366
South Carolina	14	94	298	661	61	30	81	143	50	1,432
South Dakota	1	19	42	832	801	581	360	454	60	3,150
Tennessee	18	98	226	1,376	123	54	188	318	42	2,443
Texas	21	239	553	2,426	419	314	1,432	2,224	274	7,902
Utah	1	27	36	234	47	53	1,262	2,104	60	3,824
Vermont	74	544	12,188	1,193	10	8	26	62	9	14,114
Virginia	157	657	1,849	4,889	120	77	213	398	57	8,417
Washington	18	80	195	764	214	260	1,262	90,547	496	93,836
West Virginia	10	94	174	2,972	22	12	49	104	14	3,451
Wisconsin	28	185	615	23,041	1,246	575	919	1,701	148	28,458
Wyoming	3	10	76	147	50	125	445	573	64	1,493
Totals U.S.	10,199	83,685	204,476	911,406	32,944	18,091	34,949	219,068	14,219	1,529,037
Not classified ³	281	2,856	4,562	11,551	836	215	438	3,290	91	24,120
Other countries ⁴	11	22	337	460	30	7	38	185	3	1,093
Grand totals	10,491	86,563	209,375	923,417	33,810	18,313	35,425	222,543	14,313	1,554,250

¹ Exclusive of standing (L) permits and extensions.

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

³ Not classified by state or country of registration.

⁴ Other Countries comprise: Arabia 1, Austria 1, Australia 4, Bahamas 30, Belgium 20, Bermuda 21, Bolivia 1, Brazil 1, British Guiana 1, British Honduras 1, Ceylon 1, Chile 1, China 3, Colombia 10, Costa Rica 2, Cuba 9, Cyprus 1, Denmark 13, East Africa 1, England 196, France 145, Germany 306, Gibraltar 3, Greece 1, Guam 7, Guatemala 1, Haiti 1, Hong Kong 1, Hungary 1, Israel 1, Italy 19, Japan 20, Java 2, Jordan 1, Liberia 1, Luxembourg 1, Malaya 1, Mexico 116, Morocco 1, Netherlands 25, Netherlands Antilles 6, New Zealand 2, Nicaragua 1, Norway 11, Okinawa 1, Panama Canal Zone 39, Peru 3, Puerto Rico 5, Salvador 1, St. Pierre & Miquelon 2, Scotland 2, South Africa 3, Spain 8, Sweden 4, Switzerland 12, Tunisia 1, Turkey 2, Venezuela 5, Virgin Islands 3, Wales 1, West Indies Federation 9.

**TABLE 10. Number of Non-resident Automobiles Travelling in Canada on Customs Permits¹
which Departed in the Years 1958 - 62**
(Classified by Selected U.S. Federal States of Registration)

State	1958 ²	1959 ^{2 3}	1960 ⁴	1961 ⁴	1962 ⁴
North Eastern	1, 195, 536	1, 072, 166	1, 214, 035	1, 268, 405	1, 323, 042
Connecticut	49, 929	46, 133	44, 635	46, 759	52, 450
Maine	148, 807	152, 833	91, 831	90, 597	91, 639
Massachusetts	108, 858	98, 349	102, 249	105, 619	111, 459
New Hampshire	33, 157	28, 397	28, 471	29, 828	30, 450
New Jersey	64, 412	60, 477	63, 716	66, 805	71, 033
New York	565, 330	481, 869	702, 935	749, 487	768, 382
Pennsylvania	124, 028	123, 153	113, 129	113, 017	130, 324
Rhode Island	14, 431	13, 200	13, 870	13, 868	15, 049
Vermont	86, 584	67, 755	53, 199	52, 425	52, 256
% of total	47.3	48.2	44.3	43.6	42.7
Great Lakes	732, 166	624, 243	1, 012, 103	1, 076, 434	1, 142, 880
Illinois	66, 885	64, 923	62, 439	67, 645	76, 733
Indiana	29, 918	29, 310	28, 547	29, 925	34, 712
Michigan	457, 983	355, 762	741, 941	789, 165	814, 791
Ohio	145, 673	144, 512	148, 631	152, 289	174, 732
Wisconsin	31, 707	29, 736	30, 545	37, 410	41, 912
% of total	29.0	28.0	36.9	37.0	36.9
North Western	111, 932	102, 556	101, 629	113, 354	115, 038
Minnesota	57, 739	55, 629	58, 079	67, 687	69, 494
Montana	22, 388	18, 886	18, 191	18, 464	19, 618
North Dakota	31, 805	28, 041	25, 359	27, 203	25, 926
% of total	4.4	4.6	3.7	3.9	3.7
West Coast	288, 323	240, 555	238, 188	263, 836	301, 830
California	69, 567	66, 217	65, 837	69, 928	112, 303
Oregon	26, 912	22, 309	25, 315	28, 658	28, 707
Washington	191, 844	152, 029	147, 036	165, 250	160, 820
% of total	11.4	10.8	8.7	9.1	9.8
Other (Remaining states and foreign countries)	199, 616	187, 775	175, 257	186, 134	214, 881
% of total	7.9	8.4	6.4	6.4	6.9
Totals	2, 527, 573	2, 227, 295	2, 741, 212	2, 908, 163	3, 097, 671
Not classified⁵			20, 050	28, 272	24, 120

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

² Includes all entries requiring customs permits but excludes all non-permit entries.

³ January-September inclusive.

⁴ Includes all entries over 24 hours—excludes all entries for 24 hours or less and repeat trips of standing (L) permit holders.

⁵ Not classified by state or country of registration—excluded from totals.

**TABLE 11. Number of Non-resident Travellers¹ Entering Canada from the United States by
Plane, Bus and Rail, 1959 - 62**
(Classified by Selected U.S. Federal States of Origin²)

State	1959	1960	1961	1962
North-Eastern	457,000	398,000	432,000	425,000
Connecticut	37,000	23,000	31,000	32,000
Massachusetts	72,000	55,000	67,000	50,000
New Jersey	55,000	61,000	54,000	61,000
New York	211,000	179,000	208,000	214,000
Pennsylvania	55,000	55,000	54,000	51,000
Other North-Eastern ³	27,000	25,000	18,000	17,000
% of total	42.6	37.3	39.9	37.8
Great Lakes	256,000	264,000	258,000	256,000
Illinois	79,000	81,000	90,000	82,000
Indiana	14,000	15,000	23,000	19,000
Michigan	73,000	79,000	60,000	66,000
Ohio	70,000	72,000	66,000	70,000
Wisconsin	20,000	17,000	19,000	19,000
% of total	23.8	24.8	23.8	22.8
North-Western	49,000	43,000	54,000	52,000
Minnesota	39,000	32,000	33,000	39,000
Other North-Western ³	10,000	11,000	21,000	13,000
% of total	4.6	4.0	4.9	4.6
West-Coast	174,000	193,000	168,000	206,000
California	96,000	101,000	65,000	113,000
Oregon	20,000	23,000	17,000	19,000
Washington	58,000	69,000	86,000	74,000
% of total	16.2	18.1	15.5	18.3
Remaining states	137,000	169,000	172,000	186,000
Colorado	9,000	8,000	11,000	13,000
Florida	11,000	9,000	13,000	9,000
Iowa	7,000	10,000	11,000	9,000
Maryland	10,000	12,000	13,000	9,000
Missouri	20,000	18,000	10,000	20,000
Texas	10,000	24,000	23,000	26,000
Other remaining ³	70,000	88,000	91,000	100,000
% of total	12.8	15.8	15.9	16.5
Totals	1,073,000	1,067,000	1,084,000	1,125,000

¹ Exclusive of in transit traffic.

² State of origin estimated on the basis of the U.S. Department of Commerce survey.

³ Includes states normally below an estimate of 10,000 entries.

TABLE 12. Number of Non-resident Travellers¹ Entering Canada from the United States by Plane, Bus and Rail in 1962, classified by Length of Visit

Estimated days stay	Plane		Bus		Rail	
	Number of persons	% of total persons	Number of persons	% of total persons	Number of persons	% of total persons
1 ²	28,580	6.01	36,054	8.91	15,939	6.52
2	73,406	15.45	45,329	11.20	22,548	9.22
3	91,600	19.28	50,934	12.58	39,021	15.95
4	72,019	15.15	41,795	10.32	30,958	12.66
5	52,088	10.96	31,033	7.67	23,855	9.75
6	34,619	7.28	20,932	5.17	20,347	8.32
7	21,594	4.54	32,162	7.95	20,276	8.29
8	18,563	3.91	35,577	8.79	15,506	6.34
9	13,371	2.81	25,291	6.25	8,226	3.36
10	10,070	2.12	12,576	3.11	9,185	3.76
11	6,900	1.45	6,864	1.70	5,127	2.10
12	6,540	1.38	6,684	1.65	3,659	1.50
13	3,660	0.77	4,502	1.11	4,267	1.74
14	4,930	1.04	5,493	1.36	3,853	1.58
15	6,394	1.35	3,618	0.89	5,755	2.35
16	4,833	1.02	4,439	1.10	1,597	0.65
17	3,174	0.67	8,347	2.06	1,338	0.55
18	1,873	0.39	3,198	0.79	876	0.36
19	1,731	0.36	3,012	0.74	940	0.38
20	1,903	0.40	1,521	0.38	926	0.38
21	1,542	0.33	2,208	0.55	1,193	0.49
22	1,417	0.30	1,305	0.32	763	0.31
23	1,076	0.23	1,996	0.49	556	0.23
24	803	0.17	810	0.20	349	0.14
25- 29	3,252	0.68	4,633	1.14	1,278	0.52
30- 39	4,335	0.91	6,637	1.64	2,594	1.06
40- 59	3,020	0.64	5,371	1.33	2,807	1.15
60- 89	1,912	0.40	2,426	0.60	835	0.34
90-179	—	—	—	—	—	—
180 and over	—	—	—	—	—	—
Totals	475,205	100.00	404,747	100.00	244,574	100.00

¹ Exclusive of in transit traffic.² Persons entering and departing on the same day.

TABLE 13. Number and Expenditures of Canadian Automobiles Returning to Canada in 1962, classified by Length of Visit

Estimated days stay	Number of cars	% of total cars	Number of car days	Estimated expenditures	% of total expenditures	Average expenditure per car	Average expenditure per car per day
				\$		\$	\$
1	6,902,170	84.47	6,902,170	33,480,200	16.49	4.90	4.90
2 ¹	296,472	3.63	592,944	9,996,000	4.92	33.70	16.90
3	437,811	5.36	1,313,433	34,411,100	16.94	78.60	26.20
4	127,255	1.56	509,020	14,243,800	7.01	111.90	28.00
5	75,854	0.93	379,270	8,756,200	4.31	115.40	23.10
6	43,431	0.53	260,586	6,657,200	3.28	153.30	25.50
7	82,133	1.00	574,931	13,418,800	6.61	163.40	23.30
8	17,988	0.22	143,904	3,768,000	1.86	209.50	26.20
9	8,645	0.10	77,805	1,852,000	0.91	214.20	23.80
10	27,571	0.34	275,710	6,337,300	3.12	229.90	23.00
11	4,685	0.06	51,535	1,075,900	0.53	229.60	20.90
12	8,281	0.10	99,372	2,244,100	1.11	271.00	22.60
13	2,587	0.03	33,631	752,600	0.37	290.90	22.40
14	46,895	0.57	656,530	13,838,000	6.81	295.10	21.10
15	7,784	0.09	116,760	2,497,900	1.23	320.90	21.40
16	3,088	0.04	49,408	1,087,300	0.54	352.10	22.00
17	1,979	0.02	33,643	748,400	0.37	378.20	22.20
18	2,848	0.03	51,264	1,124,200	0.55	394.70	21.90
19	733	0.01	13,927	315,500	0.16	430.40	22.70
20	2,403	0.03	48,060	1,100,200	0.54	457.80	22.90
21	21,908	0.27	460,068	9,484,600	4.67	432.90	20.60
22	578	0.01	12,716	270,900	0.13	468.70	21.30
23	577	0.01	13,271	282,100	0.14	488.90	21.30
24	773	0.01	18,552	339,800	0.17	439.60	18.30
25- 29	4,057	0.05	111,081	2,118,600	1.04	522.20	19.10
30- 39	14,444	0.18	453,686	7,788,100	3.83	539.20	17.20
40- 59	7,410	0.09	332,264	4,755,100	2.34	641.70	14.30
60- 89	8,777	0.11	551,371	6,386,000	3.14	727.60	11.60
90-179	8,877	0.11	995,999	9,338,600	4.60	1,052.00	9.40
180 and over	3,012	0.04	618,755	4,626,400	2.28	1,536.00	7.50
Totals	8,171,026	100.00	15,751,666	203,094,900	100.00	24.90	12.90
Average length of stay per car			1.93				

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

**TABLE 14. Number of and Average Expenditure Per Day by Canadian Motorists
Returning to Canada in 1962, classified by Length of Visit**

Estimated days stay	Average persons per car	Estimated number of persons	Number of persons days	Average expenditure per person per day
				\$
1.....	2.69	18,588,029	18,588,029	1.80
2 ¹	2.89	857,611	1,715,222	5.80
3.....	2.99	1,307,683	3,923,049	8.80
4.....	3.00	381,613	1,526,452	9.30
5.....	2.99	226,749	1,133,745	7.70
6.....	2.86	134,417	806,502	8.30
7.....	3.05	250,844	1,755,908	7.60
8.....	3.10	55,711	445,688	8.50
9.....	3.07	26,530	238,770	7.80
10.....	2.97	81,912	819,120	7.70
11.....	3.03	14,198	156,178	6.90
12.....	3.09	25,587	307,044	7.30
13.....	3.28	8,491	110,383	6.80
14.....	3.17	148,775	2,082,850	6.60
15.....	3.30	25,711	385,665	6.50
16.....	3.09	9,556	152,896	7.10
17.....	2.94	5,827	99,059	7.60
18.....	3.00	8,537	153,666	7.30
19.....	2.91	2,135	40,565	7.80
20.....	2.88	6,922	138,440	7.90
21.....	2.98	65,365	1,372,665	6.90
22.....	3.03	1,751	38,522	7.00
23.....	2.52	1,452	33,396	8.40
24.....	2.72	2,102	50,448	6.70
25- 29.....	2.71	10,993	300,988	7.00
30- 39.....	2.62	37,849	1,188,837	6.60
40- 59.....	2.62	19,385	869,223	5.50
60- 89.....	2.49	21,841	1,372,052	4.70
90-179.....	2.26	20,085	2,253,537	4.10
180 and over.....	2.07	6,234	1,280,651	3.60
Totals	2.74	22,353,895	43,339,550	4.70
Average length of stay per person.....			1.94	

¹ Includes motorists abroad more than 24 hours and less than 48 hours.

TABLE 15. Number of Canadian Automobiles Returning to Canada in 1962, 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.	Canada
1	1,728,817	1,024,215	3,010,024	157,880	71,628	58,928	850,680	6,902,170
2 ¹	51,393	62,085	111,103	15,334	3,487	4,656	48,414	296,472
3	32,748	111,661	153,278	27,843	9,726	8,803	93,752	437,811
4	15,720	40,356	41,170	5,359	1,954	2,778	19,918	127,255
5	12,762	29,475	17,086	2,860	1,283	1,599	10,789	75,854
6	6,045	16,256	12,891	1,844	564	805	5,026	43,431
7	3,937	29,262	25,420	5,036	1,147	1,827	15,504	82,133
8	1,873	5,164	6,266	696	553	515	2,921	17,988
9	1,147	2,296	2,525	272	374	304	1,727	8,645
10	2,994	7,545	9,422	1,433	511	691	4,975	27,571
11	536	977	1,340	194	164	133	1,341	4,685
12	1,068	2,499	2,709	280	213	208	1,304	8,281
13	359	507	665	124	102	95	735	2,587
14	1,128	15,684	14,940	3,087	702	1,755	9,599	46,895
15	554	5,267	1,218	74	131	111	429	7,784
16	317	788	1,188	122	41	139	493	3,088
17	91	437	655	107	58	71	560	1,979
18	176	677	1,106	34	52	183	620	2,848
19	52	207	248	14	46	49	117	733
20	203	615	1,124	99	51	107	204	2,403
21	438	6,531	8,117	1,654	375	976	3,817	21,908
22	51	130	268	21	35	24	49	578
23	22	117	246	21	29	26	116	577
24	69	188	346	—	—	33	137	773
25 - 29	63	1,029	1,769	260	120	147	669	4,057
30 - 39	362	3,862	5,866	865	391	691	2,407	14,444
40 - 59	230	1,917	2,999	468	187	306	1,303	7,410
60 - 89	365	1,591	3,183	586	368	1,018	1,666	8,777
90 - 179	316	1,267	3,959	483	442	508	1,902	8,877
180 and over	59	637	1,463	223	136	147	347	3,012
Totals	1,863,895	1,373,242	3,442,594	227,273	94,868	87,633	1,081,521	8,171,026

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

TABLE 16. Number and Expenditures of Canadian Travellers Returning to Canada by Plane in 1962, classified by Length of Visit

Estimated days stay	Number of persons	% of total persons	Number of person days	Estimated expenditures	% of total expenditures	Average expenditure per person	Average expenditure per person per day
				\$		\$	\$
1	17,239	3.6	17,239	1,197,300	1.0	69.50	69.50
2	41,908	8.6	83,816	4,211,400	3.7	100.50	50.30
3	48,152	9.9	144,456	5,590,000	4.9	116.10	38.70
4	46,803	9.7	187,212	6,736,800	5.9	143.90	36.00
5	41,927	8.6	209,635	7,353,300	6.4	175.40	35.10
6	25,340	5.2	152,040	4,866,500	4.2	192.10	32.00
7	28,961	6.0	202,727	5,672,500	4.9	195.90	28.00
8	16,451	3.4	131,608	3,494,900	3.0	212.40	26.60
9	9,934	2.0	89,406	2,208,800	1.9	222.40	24.70
10	29,516	6.1	295,160	7,006,400	6.1	237.40	23.70
11	6,978	1.4	76,758	1,789,300	1.6	256.40	23.30
12	12,843	2.6	154,116	3,479,700	3.0	270.90	22.60
13	6,874	1.4	89,362	1,888,700	1.6	274.80	21.10
14	31,904	6.6	446,656	8,646,100	7.5	271.00	19.40
15	13,582	2.8	203,730	4,189,100	3.6	308.40	20.60
16	7,737	1.6	123,792	2,395,500	2.1	309.60	19.40
17	7,024	1.5	119,408	2,046,700	1.8	291.40	17.10
18	5,772	1.2	103,896	1,944,000	1.7	336.80	18.70
19	3,039	0.6	57,741	1,027,200	0.9	338.00	17.80
20	6,600	1.4	132,000	2,360,300	2.1	357.60	17.90
21	16,447	3.4	345,387	5,810,400	5.1	353.30	16.80
22	2,826	0.6	62,172	984,200	0.9	348.30	15.80
23	2,435	0.5	56,005	892,900	0.8	336.70	15.90
24	2,469	0.5	59,256	946,000	0.8	383.20	16.00
25- 29	10,367	2.1	281,464	4,129,800	3.6	398.40	14.70
30- 39	16,604	3.4	535,645	6,781,200	5.9	408.40	12.70
40- 59	10,110	2.1	471,632	4,971,400	4.3	491.70	10.50
60- 89	7,225	1.5	496,791	4,540,600	4.0	628.50	9.10
90-179	6,610	1.4	796,175	5,737,100	5.0	867.90	7.20
180 and over	1,401	0.3	301,411	1,903,400	1.7	1,358.60	6.30
Totals	485,078	100.0	6,426,696	114,801,500	100.0	236.70	17.90

TABLE 17. Number and Expenditures of Canadian Travellers Returning to Canada by Bus¹ in 1962, classified by Length of Visit

Estimated days stay	Number of persons	% of total persons	Number of person days	Estimated expenditures	% of total expenditures	Average expenditures per person	Average expenditure per person per day
				\$		\$	\$
1	32,601	8.0	32,601	479,900	1.1	14.70	14.70
2	44,461	10.8	88,922	1,932,200	4.6	43.50	21.70
3	63,193	15.4	189,579	3,545,100	8.4	56.10	18.70
4	40,005	9.8	160,020	2,648,300	6.2	66.20	16.60
5	30,163	7.4	150,815	2,411,000	5.7	80.00	16.00
6	17,598	4.3	105,588	1,571,600	3.7	89.30	14.90
7	27,166	6.6	190,162	2,463,200	5.8	90.70	13.00
8	13,363	3.3	106,904	1,220,400	2.9	91.30	11.40
9	8,135	2.0	73,215	903,400	2.1	111.10	12.30
10	21,722	5.3	217,220	2,378,100	5.6	109.50	11.00
11	4,719	1.1	51,909	622,800	1.5	132.00	12.00
12	7,753	1.9	93,036	1,116,100	2.6	144.00	12.00
13	3,556	0.9	46,228	465,000	1.1	130.80	10.00
14	20,194	4.9	282,716	2,745,700	6.5	136.00	9.70
15	8,208	2.0	123,120	1,165,500	2.7	142.00	9.50
16	4,000	1.0	64,000	673,000	1.6	168.30	10.50
17	2,841	0.7	48,297	466,100	1.1	164.10	9.70
18	3,293	0.8	59,274	624,500	1.5	189.60	10.50
19	1,781	0.4	33,839	312,800	0.7	175.60	9.00
20	3,757	0.9	75,140	750,300	1.8	199.70	10.00
21	8,725	2.1	183,225	1,653,300	3.9	189.50	9.00
22	1,533	0.4	33,726	317,900	0.7	207.40	9.40
23	2,003	0.5	46,069	493,700	1.2	246.50	10.70
24	1,752	0.4	42,048	335,600	0.8	191.60	8.00
25 - 29	6,862	1.7	188,842	1,414,900	3.3	206.20	7.50
30 - 39	10,958	2.7	349,122	2,283,400	5.4	208.40	6.50
40 - 59	7,025	1.7	329,754	1,888,000	4.5	268.80	5.70
60 - 89	5,596	1.4	370,008	1,784,100	4.2	318.82	4.80
90 - 179	4,861	1.2	612,097	2,356,100	5.6	484.70	3.90
180 and over	1,619	0.4	347,016	1,352,400	3.2	835.30	3.90
Totals	409,443	100.0	4,694,492	42,374,400	100.0	103.50	9.00

¹ Exclusive of in transit traffic.

TABLE 18. Number and Expenditures of Canadian Travellers Returning to Canada by Rail¹ in 1962, classified by Length of Visit

Estimated days stay	Number of persons	% of total persons	Number of person days	Estimated expenditures	% of total expenditures	Average expenditure per person	Average expenditure per person per day
				\$		\$	\$
1	7,381	3.1	7,381	372,700	1.0	50.50	50.50
2	18,278	7.7	36,556	1,223,000	3.3	66.90	33.50
3	35,407	15.0	106,221	2,774,900	7.6	78.40	26.00
4	29,226	12.4	116,904	2,651,700	7.2	90.70	22.70
5	19,560	8.3	97,800	2,159,000	5.9	110.40	22.10
6	11,292	4.8	67,752	1,309,800	3.6	116.00	19.30
7	15,188	6.4	106,316	1,782,700	4.9	117.40	16.80
8	9,345	3.9	74,760	1,230,900	3.4	131.70	16.50
9	4,450	1.9	40,050	625,300	1.7	140.50	15.60
10	13,269	5.6	132,690	2,027,800	5.5	152.80	15.30
11	2,425	1.0	26,675	367,200	1.0	151.40	13.80
12	4,955	2.1	59,460	820,400	2.2	165.60	13.80
13	2,633	1.1	34,229	428,600	1.2	162.80	12.50
14	10,851	4.6	151,914	1,699,800	4.6	156.70	11.20
15	4,125	1.7	61,875	797,400	2.2	193.30	12.90
16	2,995	1.3	47,920	599,400	1.6	200.10	12.50
17	1,919	0.8	32,623	406,700	1.1	211.90	12.50
18	2,295	1.0	41,310	556,000	1.5	242.30	13.50
19	1,277	0.5	24,263	269,300	0.7	210.90	11.10
20	2,775	1.2	55,500	640,000	1.8	230.60	11.50
21	5,599	2.4	117,579	1,458,100	4.0	260.40	12.40
22	1,634	0.7	35,948	417,100	1.1	255.30	11.60
23	1,253	0.5	28,819	337,100	0.9	269.00	11.70
24	1,079	0.4	25,896	319,800	0.9	296.40	12.40
25- 29	4,744	2.0	130,128	1,358,800	3.7	286.40	10.40
30- 39	7,970	3.4	257,351	2,437,400	6.7	305.80	9.50
40- 59	4,897	2.1	229,278	1,519,600	4.2	310.30	6.60
60- 89	3,919	1.7	270,293	1,790,600	4.9	456.90	6.60
90-179	4,393	1.9	540,031	3,094,100	8.4	704.30	5.70
180 and over	1,136	0.5	279,740	1,156,000	3.2	1,017.60	4.10
Totals	236,270	100.0	3,237,262	36,631,200	100.0	155.04	11.30

¹ Exclusive of in transit traffic.

**TABLE 19. Number of Foreign Automobiles and Other Vehicles Entering Canada,
by Province and Month of Entry, 1962**

Province of entry	Length of stay in Canada		Repeats and taxis	Commercial vehicles
	24 hours or less	over 24 hours		
Atlantic Provinces	260, 238	162, 791	1, 156, 677	79, 221
Quebec	324, 121	339, 881	172, 565	107, 437
Ontario	3, 049, 399	2, 236, 169	851, 087	201, 168
Manitoba	52, 210	48, 961	52, 056	22, 649
Saskatchewan	25, 304	25, 311	14, 590	9, 652
Alberta	14, 398	46, 230	21, 822	8, 551
British Columbia	195, 588	353, 631	53, 790	58, 299
Yukon Territory	860	17, 623	189	2, 155
Canada	3, 922, 118¹	3, 230, 597²	2, 322, 776	489, 132

Month of entry	Length of stay in Canada		Repeats and taxis	Commercial vehicles
	24 hours or less	over 24 hours		
January	161, 664	82, 376	128, 044	41, 619
February	154, 980	86, 312	115, 202	40, 247
March	216, 295	112, 876	137, 324	44, 173
April	286, 523	148, 027	172, 157	37, 907
May	336, 882	223, 879	203, 097	41, 867
June	422, 162	416, 673	244, 231	40, 383
July	631, 563	662, 234	299, 415	40, 598
August	631, 183	705, 984	314, 263	42, 725
September	375, 739	339, 474	233, 181	37, 240
October	259, 446	190, 266	188, 567	41, 871
November	234, 370	137, 621	157, 486	41, 527
December	211, 311	124, 875	129, 809	38, 975
Totals	3, 922, 118¹	3, 230, 597²	2, 322, 776	489, 132

¹ Includes 304 bicycles, 3,352 motorcycles and 18,236 trailers.

² Includes 302 bicycles, 2,145 motorcycles and 93,218 trailers.

TABLE 20. Number of Foreign Travellers Entering Canada from the United States, by Non-automobile Transportation, by Province of Entry, 1958 - 62

Province of entry	1958	1959	1960	1961	1962
Aeroplane					
Atlantic Provinces	15,400	19,484	19,155	22,871	21,786
Quebec	92,360	112,382	119,301	142,178	136,295
Ontario	156,028	183,362	176,430	212,829	214,511
Manitoba	16,303	17,229	20,350	17,412	17,993
Saskatchewan	2,608	2,452	2,864	4,210	4,102
Alberta	14,617	19,198	16,200	9,232	9,254
British Columbia	61,326	67,148	71,399	69,329	71,264
Yukon Territory ¹	9,395	9,991	9,116	7,458	7,303
Canada	368,037	431,246	434,815	485,519	482,508
Bus²					
Atlantic Provinces	7,523	7,679	8,224	8,914	11,793
Quebec	63,839	66,968	68,844	77,096	88,988
Ontario	245,161	264,605	281,034	266,323	273,073
Manitoba	6,922	7,006	7,988	6,752	9,591
Saskatchewan	167	704	455	374	356
Alberta	7,180	7,491	7,327	7,759	9,345
British Columbia	38,294	36,306	40,036	45,915	60,285
Yukon Territory	915	1,368	1,624	2,237	2,238
Canada	370,001	392,127	415,532	415,370	455,669
Rail³					
Atlantic Provinces	9,213	7,790	3,665	1,298	1,431
Quebec	104,275	97,481	88,307	73,272	76,524
Ontario	147,621	130,747	113,272	96,472	89,671
Manitoba	17,685	17,806	17,962	18,227	27,633
Saskatchewan	6,710	7,429	4,410	3,409	⁴
Alberta	1,763	2,095	1,490	1,517	⁴
British Columbia	48,130	43,437	39,637	33,684	35,141
Yukon Territory	7,464	10,533	10,784	12,460	14,174
Canada	342,861	317,318	279,527	240,339	244,574
Boat					
Atlantic Provinces	4,832	4,451	5,606	4,373	4,490
Quebec	5,734	6,499	7,103	6,675	10,609
Ontario	221,443	268,638	294,444	319,857	347,987
Manitoba	—	—	—	—	—
Saskatchewan	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	99,864	139,757	132,140	134,807	333,409
Yukon Territory ¹	4	7	12	1	3
Canada	331,877	419,352	439,305	465,713	696,498

¹ Yukon Territory traffic is practically all in transit to and from Alaska.² Exclusive of local bus traffic between border communities but including in transit traffic.³ After deducting in transit passengers across Southern Ontario.⁴ No direct entries reported in 1962.

TABLE 21. Number of Foreign Travellers Entering Canada from the United States, by Non-automobile Transportation, by Month of Entry, 1958-62

Month	1958	1959	1960	1961	1962
Aeroplane¹					
January	20,640	21,549	25,235	26,002	28,371
February	19,607	21,082	23,556	21,863	25,613
March	22,795	23,477	25,766	28,301	27,881
April	24,344	29,322	27,858	30,214	33,412
May	33,269	38,024	37,504	40,339	42,976
June	42,833	49,525	52,499	54,701	58,116
July	43,007	53,543	52,068	57,242	56,448
August	46,384	54,407	53,220	66,430	60,000
September	34,902	43,925	47,324	57,892	49,353
October	32,773	37,544	36,532	40,751	40,743
November	24,092	29,910	27,065	30,960	31,471
December	23,391	28,938	26,188	30,824	28,124
Totals	368,037	431,246	434,815	485,519	482,508
Bus²					
January	12,689	12,221	12,793	15,475	13,610
February	9,721	12,858	13,633	18,710	15,986
March	13,718	13,255	13,316	15,789	15,070
April	23,025	25,653	26,543	22,848	26,994
May	35,350	37,105	39,377	36,593	39,723
June	46,726	46,264	48,115	47,360	53,729
July	69,870	75,010	84,406	76,612	83,127
August	74,284	71,477	72,389	72,837	84,550
September	27,807	42,747	40,636	44,138	52,425
October	24,417	22,097	27,840	26,384	29,406
November	16,933	17,483	19,400	20,541	21,529
December	15,461	15,957	17,084	18,083	19,520
Totals	370,001	392,127	415,532	415,370	455,689

See footnotes at end of table.

TABLE 21. Number of Foreign Travellers Entering Canada from the United States, by Non-automobile Transportation, by Month of Entry, 1958 - 62 — Concluded

Month	1958	1959	1960	1961	1962
Rail (Gross entries)					
January	50,607	52,460	46,779	35,777	38,840
February	45,436	39,856	43,475	33,747	31,018
March	35,558	39,730	37,265	31,631	29,286
April	44,950	39,940	42,161	37,161	34,035
May	50,171	47,382	46,280	40,677	36,592
June	69,394	64,180	61,050	51,058	56,773
July	80,513	77,256	73,265	62,909	72,670
August	82,379	74,504	69,347	63,941	65,828
September	51,542	49,280	50,524	44,723	46,292
October	42,922	40,886	39,218	37,843	32,365
November	39,624	41,120	31,827	29,514	30,002
December	57,896	55,655	48,958	43,212	43,069
Totals	650,992	622,249	590,149	512,193	516,770
Rail (Net entries)³					
January	22,276	21,262	17,996	14,420	13,220
February	26,335	18,564	19,110	14,264	13,200
March	17,270	18,736	15,847	13,226	11,399
April	20,148	17,684	17,165	14,011	13,167
May	26,516	24,060	21,899	19,207	16,474
June	40,709	38,859	33,899	26,777	30,787
July	49,657	48,717	41,498	38,129	45,655
August	48,499	43,214	36,231	33,712	35,859
September	26,843	25,623	22,979	20,371	20,529
October	20,396	20,335	17,804	17,272	13,925
November	18,461	17,491	13,499	11,825	12,015
December	25,751	22,773	21,600	17,125	18,344
Totals	342,861	317,318	279,527	240,339	244,574
Boat					
January	1,815	2,395	651	851	277
February	1,691	1,697	1,227	1,476	503
March	2,174	2,952	1,782	236	824
April	3,669	1,579	1,680	1,276	1,369
May	20,406	21,709	17,852	19,759	42,624
June	34,932	59,503	60,599	61,040	112,308
July	90,942	130,830	133,043	138,039	194,106
August	121,662	131,092	140,063	149,699	216,968
September	38,947	53,680	63,290	74,481	103,381
October	10,300	10,905	15,015	15,360	21,605
November	3,007	1,737	3,008	2,796	2,053
December	2,332	1,273	1,095	700	480
Totals	331,877	419,352	439,305	465,713	696,498

¹ Including traffic in transit to and from Alaska.

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

³ After deducting in transit passengers.

TABLE 22. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Province of Re-entry into Canada, 1958-62

Province of re-entry	1958	1959	1960	1961	1962
Length of stay - 24 hours or less					
Atlantic Provinces	1,671,214	1,717,825	1,841,852	1,883,640	1,872,867
Quebec	1,116,431	1,080,609	1,031,255	1,098,335	1,054,946
Ontario	3,019,548	2,999,515	3,092,997	3,038,938	3,057,106
Manitoba	141,089	143,471	158,501	169,244	163,065
Saskatchewan	82,622	78,496	79,151	79,475	72,246
Alberta	44,593	43,520	53,403	59,184	59,933
British Columbia	707,686	789,200	884,711	932,913	862,118
Yukon Territory	1,385	1,271	437	535	2,374
Canada	6,784,568	6,853,907	7,142,307	7,262,264	7,144,655¹
Length of stay - Over 24 hours					
Atlantic Provinces	149,265	167,829	142,266	124,692	135,078
Quebec	367,941	369,228	378,173	381,967	349,027
Ontario	471,324	510,873	535,481	545,361	432,570
Manitoba	73,387	79,138	79,710	79,052	69,393
Saskatchewan	31,911	32,202	33,191	29,542	23,242
Alberta	44,718	42,005	46,410	39,212	28,705
British Columbia	235,323	250,477	268,234	266,314	229,889
Yukon Territory	386	475	607	678	952
Canada	1,374,255	1,452,227	1,484,072	1,466,818	1,268,856
Commercial vehicles					
Atlantic Provinces	115,691	118,302	142,236	129,650	128,626
Quebec	147,609	143,197	160,623	165,244	169,100
Ontario	218,691	255,144	256,356	256,107	249,635
Manitoba	26,559	32,469	34,293	34,078	26,661
Saskatchewan	8,037	8,476	7,927	7,357	7,168
Alberta	11,229	9,435	11,995	9,653	9,804
British Columbia	38,880	41,955	41,659	48,598	38,819
Yukon Territory	511	419	190	260	731
Canada	567,207	609,397	655,279	650,947	630,544

¹ Includes 10,820 motorcycles, 67,185 bicycles and 164,480 taxis in 1962.

TABLE 23. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Month of Re-entry into Canada, 1958-62

Month	1958	1959	1960	1961	1962
Length of stay – 24 hours or less					
January	420,733	403,501	436,748	437,343	436,864
February	374,721	394,839	418,745	426,884	417,895
March	486,951	501,240	464,460	514,888	523,123
April	564,198	541,723	589,616	587,447	612,681
May	611,769	648,348	653,732	638,347	625,092
June	634,245	637,943	648,691	696,779	693,298
July	756,732	857,868	880,880	873,768	833,514
August	812,532	774,985	783,444	792,309	755,937
September	627,393	608,749	639,676	653,087	657,205
October	550,348	543,864	619,552	617,331	574,909
November	477,600	455,063	513,396	511,640	499,772
December	467,346	485,784	493,367	512,441	514,365
Totals	6,784,568	6,853,907	7,142,307	7,262,264	7,144,655¹
Length of stay – Over 24 hours					
January	52,324	51,856	52,940	57,648	54,909
February	43,904	48,679	47,288	50,217	48,633
March	68,268	84,997	56,104	64,298	62,537
April	103,708	86,072	111,585	114,360	112,026
May	100,646	116,685	115,287	113,685	103,162
June	111,402	108,328	112,445	116,070	104,009
July	220,317	242,715	268,408	255,003	207,629
August	264,661	282,549	262,222	248,657	209,881
September	141,916	160,793	162,850	157,137	136,452
October	126,082	124,637	140,106	135,650	106,976
November	77,465	73,674	84,299	81,661	62,320
December	63,562	71,242	70,538	72,432	60,322
Totals	1,374,255	1,452,227	1,484,072	1,466,818	1,268,856
Commercial vehicles					
January	53,973	55,089	65,213	63,709	71,629
February	50,981	49,554	62,903	59,401	64,389
March	48,366	48,310	56,294	51,504	53,617
April	41,696	45,977	44,531	44,649	44,901
May	45,720	48,937	51,639	48,634	50,170
June	44,326	51,730	54,786	52,677	47,701
July	45,251	52,703	52,054	55,663	49,356
August	43,880	49,054	54,604	57,591	51,811
September	46,349	52,545	53,617	52,963	47,309
October	50,309	53,258	54,062	54,854	52,167
November	43,144	47,151	50,702	51,727	47,154
December	53,212	55,089	54,874	57,575	50,340
Totals	567,207	609,397	655,279	650,947	630,544

¹ Includes 10,820 motorcycles, 67,185 bicycles and 164,480 taxis in 1962.

TABLE 24. Number of Canadian Travellers Returning from the United States, by Non-automobile Transportation, by Province of Re-entry into Canada, 1958-62

Province of re-entry	1958	1959	1960	1961	1962
Aeroplane					
Atlantic Provinces.....	11,624	13,892	15,692	18,013	16,914
Quebec.....	102,758	120,259	128,810	130,288	142,136
Ontario.....	180,921	209,493	224,978	239,855	251,614
Manitoba.....	8,016	10,331	11,717	11,684	13,005
Saskatchewan.....	1,164	1,626	853	1,446	1,584
Alberta.....	7,984	12,180	14,370	9,081	8,701
British Columbia.....	47,619	53,929	54,722	47,030	50,696
Yukon Territory.....	1,020	932	386	304	428
Canada.....	361,106	422,642	451,528	457,701	483,078
Bus¹					
Atlantic Provinces.....	10,042	10,284	9,487	9,223	8,597
Quebec.....	77,139	81,697	88,444	82,655	90,395
Ontario.....	223,230	226,642	228,005	216,076	191,272
Manitoba.....	27,385	23,244	21,720	20,920	17,407
Saskatchewan.....	141	145	373	330	340
Alberta.....	4,302	4,652	3,878	3,971	3,684
British Columbia.....	92,846	90,029	93,158	97,412	131,821
Yukon Territory.....	23	—	156	213	143
Canada.....	435,108	436,693	443,221	430,800	443,639
Rail					
Atlantic Provinces.....	12,096	9,766	4,110	1,551	1,534
Quebec.....	129,716	117,452	104,116	91,633	84,481
Ontario.....	180,553	172,955	154,073	120,274	114,938
Manitoba.....	18,716	18,216	16,806	15,670	14,656
Saskatchewan.....	3,154	2,260	2,146	907	—
Alberta.....	—	—	—	79	—
British Columbia.....	60,122	58,546	49,516	34,790	34,258
Yukon Territory.....	1,023	1,323	1,629	1,684	1,056
Canada.....	405,380	380,518	332,396	266,588	250,923
Boat					
Atlantic Provinces.....	16,335	15,031	12,147	8,503	8,276
Quebec.....	3,370	3,351	5,402	4,488	6,401
Ontario.....	65,954	81,293	86,914	80,780	75,296
Manitoba.....	—	—	—	—	—
Saskatchewan.....	—	—	—	—	—
Alberta.....	—	—	—	—	—
British Columbia.....	30,834	24,710	19,053	16,423	24,660
Yukon Territory.....	23	29	37	38	44
Canada.....	116,516	124,414	123,553	110,232	114,677

¹ Exclusive of local bus traffic between border communities.

TABLE 25. Number of Canadian Travellers Returning from the United States, by Non-automobile Transportation, by Month of Re-entry into Canada, 1958-62

Month	1958	1959	1960	1961	1962
Aeroplane					
January	31,634	32,882	40,997	38,746	43,887
February	26,087	29,644	36,164	29,804	38,080
March	33,142	41,929	42,749	47,106	52,289
April	37,011	42,302	46,990	48,466	53,644
May	31,042	37,389	38,820	36,550	44,068
June	27,512	32,701	34,092	35,826	36,683
July	27,060	30,391	33,395	33,995	32,424
August	33,650	36,566	38,397	38,975	39,630
September	27,229	36,968	38,371	36,603	38,831
October	33,550	37,783	39,165	41,473	39,446
November	28,623	32,785	32,267	35,208	34,415
December	24,566	31,302	30,121	34,949	31,681
Totals	361,106	422,642	451,528	457,701	485,078
Bus¹					
January	21,365	23,679	24,306	24,305	23,024
February	19,253	20,529	20,830	22,891	21,242
March	23,868	31,462	24,173	25,545	29,599
April	35,225	32,551	38,820	37,553	39,699
May	38,654	37,806	41,169	38,887	43,706
June	51,728	50,715	52,351	51,940	54,407
July	59,037	55,455	57,540	54,385	58,590
August	67,281	63,717	59,814	55,968	56,110
September	39,566	39,174	40,074	40,249	39,820
October	33,137	34,698	35,175	31,976	34,392
November	23,484	23,339	27,509	22,575	21,187
December	22,510	23,568	23,460	24,526	21,883
Totals	435,108	436,693	445,221	430,800	443,659

See footnote at end of table.

TABLE 25. Number of Canadian Travellers Returning from the United States, by Non-automobile Transportation, by Month of Re-entry into Canada, 1958 - 62 - Concluded

Month	1958	1959	1960	1961	1962
Rail (Gross entries)					
January	32,926	34,258	31,180	25,482	23,164
February	24,971	26,242	25,466	18,782	15,633
March	29,087	36,606	26,556	19,900	17,382
April	39,124	31,447	37,403	28,156	27,229
May	30,075	29,555	24,651	18,258	17,802
June	28,505	25,608	21,803	18,462	19,180
July	40,005	36,596	33,185	27,210	26,436
August	52,799	43,233	37,076	30,873	29,671
September	33,428	30,284	25,873	21,279	20,051
October	34,758	31,418	26,043	21,976	19,768
November	26,451	26,142	19,705	15,536	15,679
December	33,251	29,129	23,455	20,674	18,928
Totals	405,380	380,518	332,396	266,588	250,923
Rail (Net entries)²					
January	32,421	33,920	30,770	25,142	21,877
February	24,613	25,907	25,156	18,413	14,840
March	28,640	36,189	26,255	19,423	16,385
April	38,487	30,920	36,891	27,781	25,749
May	29,541	29,102	24,265	17,891	16,751
June	28,017	25,223	21,488	18,006	17,938
July	39,543	36,065	32,855	26,735	24,725
August	52,336	42,774	36,650	30,199	28,047
September	32,968	29,871	25,434	20,324	18,839
October	34,353	31,009	25,663	21,385	18,717
November	26,050	25,739	19,315	14,786	14,877
December	32,785	28,685	23,107	19,157	17,525
Totals	399,754	375,404	327,849	259,242	236,270
Boat					
January	2,748	2,295	1,370	1,091	774
February	3,647	3,006	1,479	1,247	1,257
March	3,777	4,307	941	765	1,261
April	5,351	2,651	2,089	1,951	3,369
May	5,224	5,719	3,946	4,627	6,160
June	9,430	13,720	12,244	9,783	12,204
July	26,004	33,524	34,914	29,199	23,247
August	34,560	34,107	40,492	36,103	41,915
September	12,868	14,365	17,131	15,549	16,732
October	5,017	6,040	4,211	4,937	5,485
November	4,667	2,888	2,796	2,404	1,468
December	3,223	1,792	1,940	2,576	805
Totals	116,516	124,414	123,553	110,232	114,677

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

