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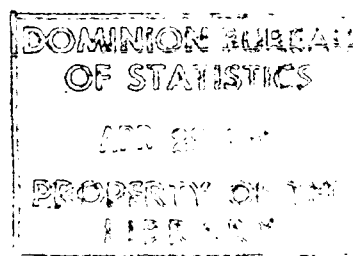
ANNUAL

1963

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TRAVEL BETWEEN CANADA
AND
OTHER COUNTRIES
1963



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.

SYMBOLS

The following standard symbols are used in Dominion Bureau of Statistics publications:

- .. figures not available.
- ... figures not appropriate or not applicable.
- nil or zero.
- amount too small to be expressed.
- Ⓟ preliminary figures.
- Ⓡ revised figures.

TABLE OF CONTENTS

	Page
Introductory Review of Travel Between Canada and Other Countries	9
United States Travel in Canada:	
United States Travel in Canada by Types of Transportation	10
Analysis of United States Motor Traffic by State of Origin	13
Destination Reported by United States Plane, Bus, and Rail Travellers	16
Analysis of United States Motor Traffic by Ports of Entry and Exit	18
Analysis of United States Commuter Traffic to Canada	19
Receipts from United States Travellers by Province of Entry	20
Receipts from United States Travellers in Canada during 1963, classified by Length of Stay in Canada	21
Distribution of Travel Expenditures by Residents of the United States in Foreign Countries	25
Canadian Travel in the United States:	
Canadian Travel in the United States by Type of Transportation	28
Canadian Travel in the United States by Destination	30
Canadian Travel in the United States by Length of Stay	33
Canadian Travel in the United States by Purpose of Trip.....	36
Overseas Visitors to Canada:	
Volume and Expenditures	38
Length of Stay	41
Purpose of Trip	41
Summary of Canadian Travel Overseas (Direct and Via the United States)	42
Canadian Travel Overseas (Direct).....	43
Volume and Expenditures	43
Type of Transportation	43
Destination	45
Length of Stay	47
Purpose of Trip	48
Canadian Travel Overseas (Via the United States)	50
Destination	50
Length of Stay	50
Purpose of Trip	52
Quarterly Distribution of Receipts and Payments for International Travel	52
Supplementary Analysis of International Travel	53
Definitions of Automobile Classifications.....	87

TABLE OF CONTENTS – Continued

STATEMENTS

	Page
1. Number and Expenditures of United States Travellers in Canada, 1960-63	10
2. Number of Non-residents Entering Canada from the United States, Quarterly, 1963	11
3. Expenditures of Non-residents Entering Canada from the United States, Quarterly, 1963	11
4. Pleasure Craft Entering Canada on Cruising Permits classified by Length of Stay, July-December, 1963	13
5. Province of Destination of United States Travellers Entering by Plane, Bus and Rail, 1959-63	17
6. Province of Destination of United States Travellers Entering Canada by Plane, Bus and Rail, Quarterly, 1963	17
7. Provincial Percentage Distribution by Province of Exit for Non-resident Automobiles Travelling in Canada on Customs Permits, Three Days or Over, 1963	18
8. Distribution of United States Travel Expenditures in Canada, by Province of Entry, 1959-63	21
9. Expenditures of United States Travellers in Canada, by Length of Stay, 1963	22
10. Non-resident Persons Entering Canada from the United States, Length of Stay, by Selected Types of Transportation, 1963	23
11. Non-resident Persons Entering Canada from the United States, Percentage of Volume, by Selected Types of Transportation, 1963	23
12. Percentage Distribution of Non-resident Automobiles, classified by Length of Visit, by Province of Exit, 1963	23
13. Non-resident Automobiles, by Province of Exit, by Length of Stay in Canada, 1963	24
14. Expenditures for Foreign Travel by Residents of the United States, 1959-63	27
15. Number and Expenditures of Canadian Travellers in the United States, 1960-63	28
16. Number of Canadian Travellers Returning from the United States, Quarterly, 1963	29
17. Expenditures of Canadian Travellers Returning from the United States, Quarterly, 1963	29
18. Destination of Canadian Travellers Returning from the United States, by Plane, Bus and Rail, by Geographic Regions, Quarterly, 1963	32
19. Destination of Canadian Travellers Returning from the United States, by Plane, Bus and Rail, by Geographic Regions, 1959-63	32
20. Expenditures of Canadian Travellers in the United States, by Length of Stay, 1963	33
21. Canadian Travellers Returning to Canada from the United States, Length of Stay, by Selected Types of Transportation, 1963	34
22. Canadian Travellers Returning to Canada from the United States, Percentage of Volume, by Selected Types of Transportation, 1963	35
23. Purpose of Trip Reported by Canadians Returning from the United States, Quarterly, Questionnaire Survey, 1963	36
24. Purpose of Trip Reported by Canadians Returning from the United States, by Province of Re-entry, Questionnaire Survey, 1963	37
25. Purpose of Trip Reported by Canadians Returning from the United States, by Types of Transportation, Questionnaire Survey, 1963	38
26. Balance of Payments on Travel Account Between Canada and Overseas Countries, 1962 and 1963	39
27. Non-immigrant Visitors Entering Canada Direct from Overseas Countries, Principal Countries, Compiled Quarterly, April-December, 1963	40
28. Non-immigrant Visitors Entering Canada Direct from Overseas Countries, Principal Ports of Entry, Compiled Quarterly, April-December, 1963	41

TABLE OF CONTENTS – Continued

STATEMENTS – Concluded

	Page
29. Purpose of Trip Reported by Overseas Visitors to Canada, Compiled by Area of Residence, 1963	42
30. Residents of Canada Returning Direct from Overseas Countries, Principal Ports of Re-entry, 1959-63	44
31. Residents of Canada Returning Direct from Overseas Countries, Principal Ports of Re-entry, Quarterly, 1963	44
32. Destination Reported by Canadians Returning Direct from Overseas Countries, Quarterly by Type of Transportation, 1963	45
33. Average Length of Stay reported by Canadians Returning Direct from Overseas Countries, by Destination and Type of Transportation, 1962-63	47
34. Average Length of Stay reported by Canadians Returning Direct from Overseas Countries, Quarterly by Destination and Type of Transportation, 1963	47
35. Purpose of Trip reported by Canadians Returning Direct from Overseas Countries, Quarterly by Type of Transportation, 1963	48
36. Purpose of Trip reported by Canadians Returning Direct from Overseas Countries, by Destination, 1963	49
37. Purpose of Trip reported by Canadians Returning from Overseas Countries via the United States, by Destination, 1963	51
38. Purpose of Trip reported by Canadians Returning from Overseas Countries via the United States, Quarterly, 1963	51
39. Number and Expenditures of United States Travellers in Canada and Canadian Travellers in the United States, 1963	54
40. Estimated Tourist Nights of United States Travellers in Canada and Canadian Travellers in the United States, 1963	56

CHARTS

1. Receipts and Payments on Travel Account Between Canada and Other Countries, 1954-1963	9
2. Distribution of Travel Expenditures in Foreign Countries by Residents of the United States 1954-1963	26
3. Receipts and Payments on Travel Account Between Canada and Overseas Countries, 1954-1963	39
4. Distribution of Receipts and Payments on Travel Account Between Canada and Other Countries, Quarterly, 1962-1963	53
5. Average Length of Stay for United States Travellers in Canada and Canadian Travellers in the United States, Monthly, 1963	55

MAPS

1. Non-resident Automobiles Travelling on Customs Permits in Canada, as Percentage of Passenger Car Registrations, 1962-1963	14
2. Destination of Canadians in the United States, Visits of More than 48 Hours, Questionnaire Survey, 1962-1963	31

TABLE OF CONTENTS – Concluded

STATISTICAL TABLES

	Page
1. Balance of Payments on Travel Account Between Canada and Other Countries, 1926 - 63	58
2. Quarterly Estimates of the Balance of Payments on Travel Account Between Canada and Other Countries, 1954 - 63	59
3. Number of Non-resident Automobiles Travelling on Customs Permits which Departed from Canada in 1963, grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit	60
4. Number of Non-resident Motorists Travelling on Customs Permits who Departed from Canada in 1963, classified by Length of Visit	63
5. Number of Non-resident Automobiles Travelling on Customs Permits which Departed from Canada in 1963, classified by Length of Visit, by Province of Exit	64
6. Percentage Distribution of Non-resident Automobiles, Length of Visit, by Province of Exit, 1963	65
7. Number of Non-resident Persons Travelling in Automobiles on Customs Permits who Departed from Canada in 1963, classified by Length of Visit, by Province of Exit	66
8. Non-resident Automobiles which Entered Canada on Customs Permits and which Departed in the Year 1963, After Remaining Two Days or Over, by United States Federal States or Countries of Registration	67
9. Non-resident Automobiles which Entered Canada on Customs Permits and which Departed in the Year 1963, After Remaining Three Days or Over, by United States Federal States or Countries of Registration	68
10. Number of Non-resident Automobiles Travelling in Canada on Customs Permits which Departed in the Years 1959 - 63	69
11. Number of Non-resident Travellers Entering Canada from the United States by Plane, Bus and Rail, 1959 - 63	70
12. Number of Non-resident Travellers Entering Canada from the United States by Plane, Bus and Rail, in 1963, classified by Length of Visit	71
13. Number and Expenditures of Canadian Automobiles Returning to Canada in 1963	72
14. Number of and Average Expenditure per Day by Canadian Motorists Returning to Canada in 1963	73
15. Number of Canadian Automobiles Returning to Canada in 1963, by Province of Re-entry	74
16. Number and Expenditures of Canadian Travellers Returning to Canada by Plane in 1963	75
17. Number and Expenditures of Canadian Travellers Returning to Canada by Bus in 1963	76
18. Number and Expenditures of Canadian Travellers Returning to Canada by Rail in 1963	77
19. Number of Foreign Automobiles and Other Vehicles Entering Canada, by Province and Month of Entry, 1963	78
20. Number of Foreign Travellers Entering Canada from the United States, by Non-automobile Transportation, by Province of Entry, 1959 - 63	79
21. Number of Foreign Travellers Entering Canada from the United States, by Non-automobile Transportation, by Month of Entry, 1959 - 63	80
22. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Province of Re-entry into Canada, 1959 - 63	82
23. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Month of Re-entry into Canada, 1959 - 63	83
24. Number of Canadian Travellers Returning from the United States, by Non-automobile Transportation, by Province of Re-entry into Canada, 1959 - 63	84
25. Number of Canadian Travellers Returning from the United States, by Non-automobile Transportation, by Month of Re-entry into Canada, 1959 - 63	85

Introductory Review of Travel Between Canada and Other Countries

The most significant aspect of travel between Canada and other countries during 1963 was the appearance of a balance of payments surplus on travel account, the first surplus since 1950. It seems apparent, therefore, that both the devaluation of the Canadian dollar in terms of United States currency and the reduction in the value of merchandise exempt from customs duties still had considerable effect on travel between Canada and other countries in 1963. These two measures, which were introduced in May and June of 1962, respectively, continued to influence international travel, especially between Canada and the United States.

The aggregate of receipts from residents of other countries travelling in Canada during 1963 amounted to \$609 million, an increase of \$47 million or 8.4 per cent from last year's total of \$562 million. The total comprised \$549 million from residents of the United States and \$60 million from residents of other countries, both increases over the figures for 1962. The greater part of the over-all increase in receipts was due to a \$37 million or 7.2 per cent gain in receipts from United States travellers. However, receipts from overseas visitors also experienced a substantial increase, rising from \$50 million in 1962 to \$60 million in 1963.

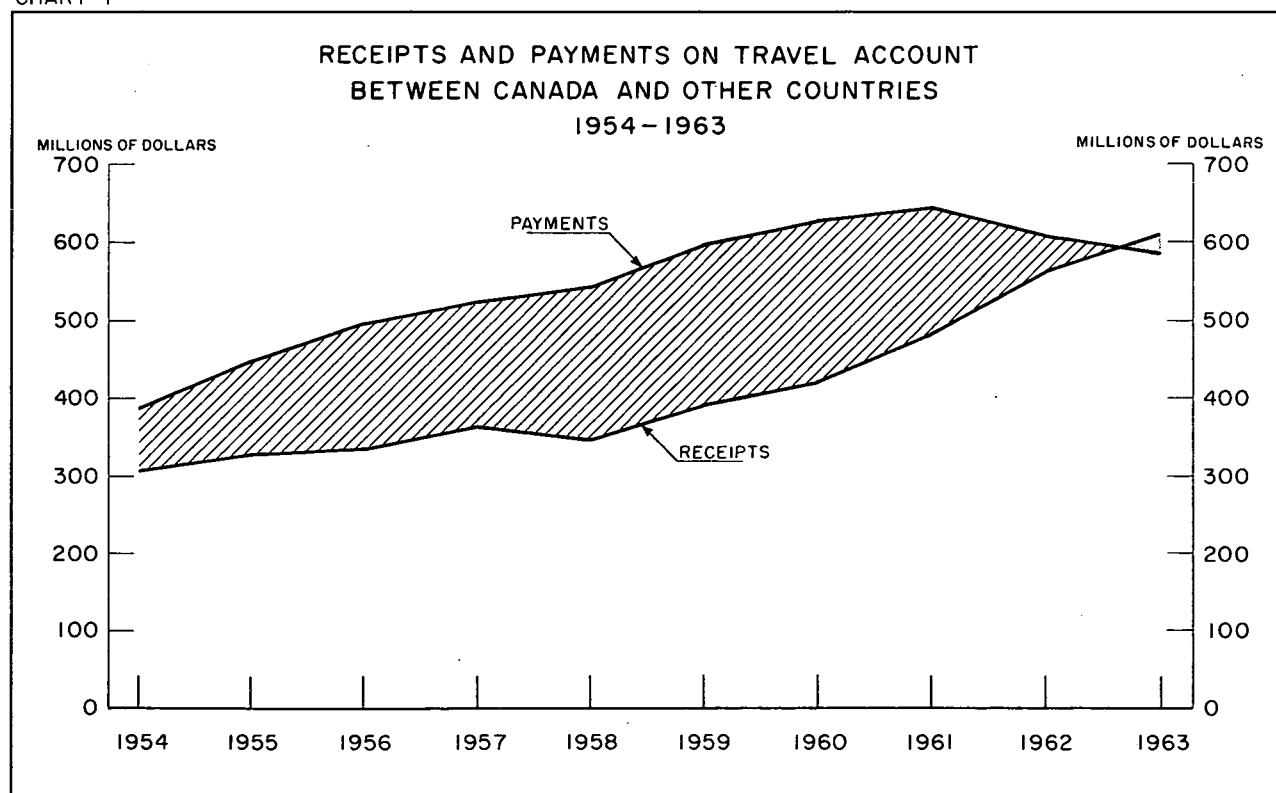
At the same time, Canadian expenditures on foreign travel dropped from \$605 million in 1962 to

\$585 million in 1963, a decline of \$20 million or 3.3 per cent. This marks the second year in a row that aggregate expenditures by Canadians on foreign travel have declined. Between the years 1949 and 1961, Canadian expenditures on travel in other countries had experienced an uninterrupted upward trend. This continuity was broken in 1962 when the first decrease since 1948 was recorded.

Payments for travel in the United States (including Hawaii) in 1963 came to \$388 million, a drop of \$31 million or 7.4 per cent in comparison with 1962. Travel expenditures in countries other than the United States, however, rose by \$11 million or 5.9 per cent to a new high of \$197 million.

As already mentioned, in 1963 Canada experienced the first balance of payments surplus on travel account since 1950. This surplus, amounting to \$24 million, represents a net increase in receipts of some \$67 million from last year's deficit of \$43 million. The surplus on travel account with the United States, a record \$161 million, represented an increase of \$68 million or 73.1 per cent from the surplus in 1962. However, this surplus with the United States was somewhat offset by a deficit of \$137 million with other countries, resulting in the net surplus of \$24 million.

CHART - I



United States Travel in Canada

United States residents travelling in Canada during 1963 spent a record \$548.9 million, representing an increase of \$36.5 million or 7.1 per cent in comparison with 1962. Gains were recorded in each of the four quarters, with the largest gain appearing in the third quarter when visitor spending rose by \$21.3 million or 7.6 per cent. Sizeable gains were registered in the remaining quarters as well, amounting to \$3.2 million or 7.6 per cent in the first, \$3 million or 2.8 per cent in the second and \$9 million or 10.8 per cent in the fourth quarter.

As the number of United States travellers to Canada increased only slightly from the 1962 volume, most of the increase in receipts from United States residents can be attributed to the 6.4 per cent

increase in the average expenditure per United States resident visiting Canada. The number of trips made by United States residents in 1963 stood at 31.9 million, a very slight increase of 0.2 million or 0.6 per cent in comparison with 1962 data. A quarterly analysis of the volume of traffic shows that entries declined in the first half but increased during the second half of 1963. Entries during the first quarter were 90,000 or 2.4 per cent less than in the same quarter of 1962, while the number of United States residents entering Canada during the second quarter fell by 158,000 or 2 per cent to 7,555,000. On the other hand, some 15,271,000 United States residents visited Canada during the third quarter, 158,000 or 1 per cent more than in 1962. Furthermore, fourth quarter entries, at 5,353,000, represented an increase of 299,000 or 5.9 per cent.

STATEMENT 1. Number and Expenditures of United States Travellers in Canada, 1960-63

Type of transportation	Number of persons				Expenditures			
	1960	1961	1962	1963 ¹	1960	1961	1962	1963 ¹
	thousands				millions of dollars			
Automobile:								
One or more nights in Canada	7,581	8,006	8,559	9,014	194.6	242.2	293.0	328.8
Entering and leaving same day	10,763	11,288	11,733	12,379	25.3	24.9	30.0	32.1
Repeat trips on standing (L) permits	4,927	4,694	4,309	3,737	—	—	—	—
Totals	23,271	23,988	24,601	25,130	219.9	267.1	323.0	360.9
Non-automobile:								
Plane	435	486	483	487	52.7	63.4	65.5	68.5
Bus	416	415	456	512	31.6	34.3	41.1	54.4
Rail	590	512	517	445	30.7	29.1	31.4	30.2
Boat	439	466	696	508	18.2	20.4	26.1	10.4
Other	4,504	4,607	4,903	4,783	22.0	21.0	25.3	24.5
Totals	6,384	6,486	7,055	6,735	155.2	168.2	189.4	188.0
Grand totals	29,655	30,474	31,656	31,865	375.1	435.3	512.4	548.9

¹ Subject to revision.

United States Travel in Canada by Types of Transportation

Data on United States automobile traffic shown in Statements 1, 2, and 3 are presented in a revised format for 1963. The volume of automobile traffic has been classified and is shown under the headings of "one or more nights in Canada", "entering and leaving the same day" and "repeat trips on standing (L) permits". In order to facilitate comparisons with previous years, data on the volume of United States automobile traffic for the years 1960-1962 have been revised for presentation in the new format.

As in previous years, non-residents entering Canada by automobile constitute the largest group of visitors by type of transportation. Furthermore, this group of travellers also accounts for most of the

receipts. During 1963, the number of visits by United States residents who travelled to Canada by car amounted to 25,130,000, representing an increase of 529,000 or 2.2 per cent over the 1962 volume. Besides the higher volume, a larger average outlay per person resulted in a total expenditure of \$360.9 million, an increase of \$37.9 million or 11.7 per cent. In comparison with 1962, increases were noted in all four quarters. The largest increase, amounting to \$25.8 million or 14.5 per cent, occurred in the third quarter, while the first quarter experienced a rise of \$3.7 million or 15.8 per cent. Increases in the second and fourth quarters amounted to \$3.0 million or 4.7 per cent and \$5.4 million or 9.5 per cent, respectively. The volume of automobile

visitors reached a peak in the third quarter of 1963, amounting to some 12,373,000 entries, 181,000 or 1.5 per cent more than in the same period last year. Increases were also noted for the second and fourth quarters. Entries during the second quarter advanced by 201,000 or 3.4 per cent, while the number of

automobile visitors during the fourth quarter represented an increase of 162,000 or 4.3 per cent in comparison with 1962. The first quarter was the only quarter to register a decline in the volume of automobile visitors, as entries were some 15,000 or 0.6 per cent below the corresponding 1962 volume.

**STATEMENT 2. Number of Non-residents Entering Canada from the United States,
compiled Quarterly, 1963**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	thousands				
Automobile:					
One or more nights in Canada	706	1,846	5,247	1,215	9,014
Entering and leaving same day	1,383	3,349	5,732	1,915	12,379
Repeat trips on standing (L) permits	567	950	1,394	826	3,737
Totals	2,656	6,145	12,373	3,956	25,130
Non-automobile:					
Plane	87	128	165	107	487
Bus	49	135	259	69	512
Rail	89	109	152	95	445
Boat	1	96	384	27	508
Other	803	942	1,939	1,099	4,783
Totals	1,029	1,410	2,899	1,397	6,735
Grand totals	3,685	7,555	15,272	5,353	31,865

United States residents who travelled to Canada by plane in 1963 numbered 487,000, compared with 483,000 in 1962, an increase of 4,000 or 0.8 per cent. These travellers spent \$68.5 million, representing an increase of \$3.0 million or 4.6 per cent over 1962. Receipts in the third quarter advanced by \$1.4 million or almost 5 per cent and the fourth quarter showed a gain of \$1.3 million, or between 11 and 12 per cent. Similarly, expenditures by plane travellers in the first quarter increased by \$0.9 million or close to 11 per cent. However, receipts

in the second quarter experienced a decline of \$0.6 million or 3.4 per cent in comparison with the same period of last year. The fourth quarter registered the most significant gain in volume, accounting for 7,000 or 7 per cent more arrivals than in the same period of 1962. Entries were also higher during the first quarter, rising from 82,000 to 87,000, an increase of about 6 per cent. The volume of plane travel experienced a drop of 7,000 or 5.2 per cent in the second quarter and a decline of 1,000 or 0.6 per cent in the third.

**STATEMENT 3. Expenditures of Non-residents Entering Canada from the United States,
compiled Quarterly, 1963¹**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	millions of dollars				
Automobile:					
One or more nights in Canada	23.4	58.8	190.7	56.0	328.9
Entering and leaving same day	3.7	8.5	13.4	6.4	32.0
Totals	27.1	67.3	204.1	62.4	360.9
Non-automobile:					
Plane	9.3	16.8	29.7	12.7	68.5
Bus	2.5	13.9	32.0	6.0	54.4
Rail	3.2	6.4	15.7	4.9	30.2
Boat	0.1	1.6	8.0	0.7	10.4
Other ²	3.3	4.8	10.8	5.6	24.5
Totals	18.4	43.5	96.2	29.9	188.0
Grand totals	45.5	110.8	300.3	92.3	548.9

¹ Subject to revision.

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

United States residents travelling to Canada by bus in 1963 numbered 512,000, marking an increase in volume of 56,000 persons or 12.3 per cent. Their expenditures also showed a substantial increase, rising from \$41.1 million in 1962 to \$54.4 million in 1963, an advance of \$13.3 million or 32.4 per cent. Receipts recorded gains in each quarter except the first, when payments by bus travellers declined by \$0.5 million or 16.7 per cent to \$2.5 million. The second quarter recorded the largest percentage increase in receipts, amounting to \$6.1 million or 78.2 per cent, while payments by bus travellers in the third quarter increased some \$6.5 million or 25.5 per cent. Moreover, the fourth quarter also experienced a gain of \$1.2 million or 25 per cent. The largest increase in the volume of travel by bus occurred in the third quarter when entries by this means of transportation increased by some 39,000 or 17.7 per cent. Entries were also higher in the first half of the year — 4,000 or nearly 9 per cent in the first quarter and 15,000 or between 12 and 13 per cent in the second quarter. However, the number of non-residents entering Canada by bus during the fourth quarter represented a decline of 2,000 or 2.8 per cent when compared with 1962 data.

Non-resident entries from the United States by rail came to 445,000 in 1963 (inclusive of 228,000 in transit passengers across Southern Ontario), a drop of 72,000 persons or close to 14 per cent below the 1962 figure. Net entries by rail (excluding in transit passengers across Southern Ontario) amounted to 217,000 as compared to 245,000 in 1962, a decrease of 28,000 or 11.4 per cent. Expenditures by this group of travellers amounted to \$30.2 million, a decline of \$1.2 million or 3.8 per cent. A quarterly examination of receipts reveals that the second quarter experienced a gain of \$0.6 million or 10.3 per cent, while the fourth quarter registered a rise of \$1.2 million or 32.4 per cent. However, expenditures were lower in the other two quarters, with a decrease of \$0.6 million or 15.8 per cent in the first quarter and \$2.4 million or 13.3 per cent in the third. On the other hand, the volume of travel by rail registered decreases in all four quarters. The first quarter experienced a drop of 10,000 persons or 10.1 per cent, while the number of persons travelling to Canada by rail during the second quarter declined by 18,000 or 14.2 per cent. The third quarter displayed the most significant drop in volume, accounting for 33,000 or nearly 18 per cent fewer arrivals than in the same quarter of 1962. Entries by rail also experienced a drop of 11,000 or 10.4 per cent during the fourth quarter.

Travellers from the United States who entered Canada by boat amounted to 508,000 in 1963, representing a substantial decline of 188,000 persons or 27 per cent below last year's volume. This large decline should be viewed with some reservation, however, as last year's volume of 696,000 included many boat trips to Victoria, on Vancouver Island, by United States residents who were visiting the World's Fair in Seattle, Washington

during 1962. Expenditures by boat travellers in 1963 came to \$10.4 million, a reduction of \$15.7 million from 1962. The most pronounced declines in receipts from boat travellers appeared in the second and third quarters when payments dropped \$4.9 million and \$10.2 million, respectively. Similarly, the largest reductions in the volume of boat travel occurred during the second and third quarters. Entries by boat in the second quarter declined by about 60,000 or 38.5 per cent, while the number of boat travellers during the third quarter represented a drop of 130,000 persons or 25.3 per cent. Entries were also lower by 1,000 or 50 per cent in the first quarter. The only quarter to register an increase in volume was the fourth quarter. Arrivals by boat in this quarter increased by some 3,000 or between 12 and 13 per cent.

Entries of non-residents into Canada from the United States by "other" modes of transportation declined from 4,903,000 in 1962 to 4,783,000 in 1963, a drop of 120,000 or between 2 and 3 per cent. Their payments showed a decrease of \$0.8 million or 3.2 per cent in comparison with 1962. In the first quarter, the volume of travel by these means experienced a drop of 73,000 persons or 8.3 per cent and spending was down some \$0.2 million or 5.7 per cent. Visits in the second quarter declined by 289,000 persons or between 23 and 24 per cent, and receipts fell by \$1.2 million or 20 per cent. Although travel by "other" means increased by 102,000 or 5.6 per cent in the third quarter and 140,000 or 14.6 per cent in the fourth, expenditures did not increase sufficiently to bring about a gain for the year. "Other" travellers spent only \$0.2 million or about 2 per cent more during the third quarter and \$0.4 million or 7.7 per cent more in the fourth quarter.

In summary, total entries of non-residents by rail (excluding in transit passengers across Southern Ontario), boat, bus, plane, and "other" forms of transportation for the year 1963 came to 6,507,000, a decline of 276,000 or approximately 4 per cent from 1962. Expenditures by this group of non-automobile travellers totalled \$188 million, a slight drop of \$1.4 million or 0.7 per cent from the 1962 total. Receipts and volume both experienced declines during the first quarter, amounting to \$0.5 million or 2.6 per cent and 75,000 or 6.8 per cent, respectively. Although the volume of non-automobile visitors declined by 359,000 or 20.3 per cent in the second quarter, expenditures by this group during this period represented no change from the previous year.

Expenditures as well as volume experienced a decline during the third quarter. The former decreased by \$4.5 million or between 4 and 5 per cent while the latter declined by some 23,000 or 0.8 per cent. On the other hand, the fourth quarter showed gains over 1962 data, as non-automobile entries advanced by 137,000 or close to 11 per cent, and payments rose by \$3.6 million or 13.7 per cent.

**STATEMENT 4. Pleasure Craft Entering Canada on Cruising Permits,¹
classified by Length of Stay, July - December, 1963**

Province of entry	Third quarter			Fourth quarter		
	Entering and leaving same day	One or more nights in Canada	Total	Entering and leaving same day	One or more nights in Canada	Total
Atlantic Provinces	17	99	116	8	3	11
Quebec	2,050	482	2,532	431	—	431
Ontario	26,935	16,551	43,486	2,795	688	3,483
British Columbia.....	113	5,332	5,445	12	63	75
Canada	29,115	22,464	51,579	3,246	754	4,000

¹ A cruising permit is issued to each foreign pleasure craft entering Canada on own power.

During 1963, an attempt was made to secure information as to the number of pleasure craft entering Canada on their own power from the United States. Data in Statement 4 show the number of pleasure craft entering Canada on cruising permits during the last half of 1963. It will be noted that of

the total number of pleasure craft entering Canada in the second half of 1963, close to 60 per cent were classified as short-term. Furthermore, a large percentage of pleasure craft entered Canada by way of Quebec and Ontario ports.

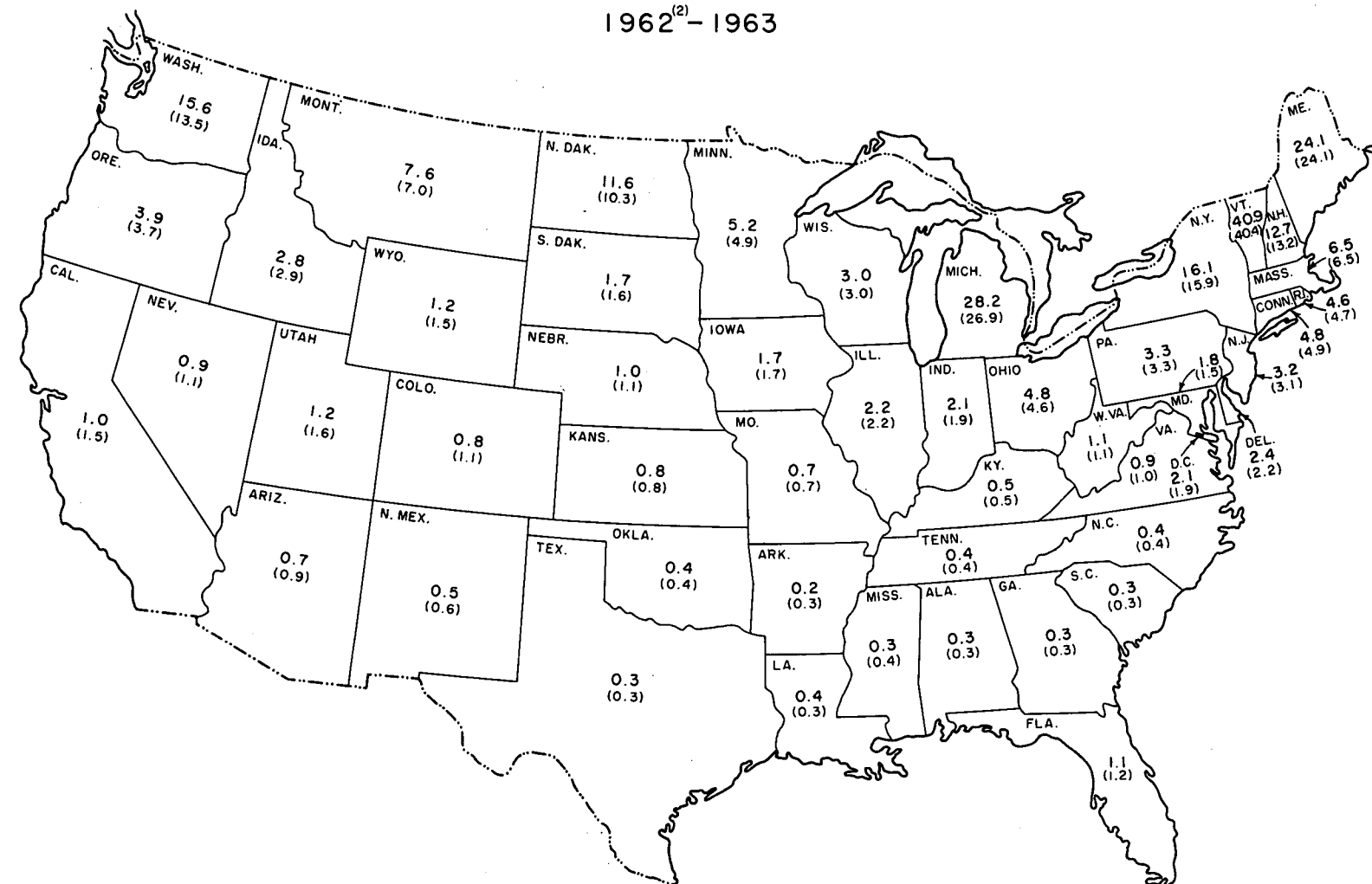
Analysis of United States Motor Traffic by State of Origin

Passenger car registrations in the United States during 1963 amounted to 68,683,005, a gain of 3,034,044 or 4.6 per cent over the 1962 total. In Map 1, the number of non-resident vehicles remaining in Canada for one or more nights are presented as a percentage of the number of automobiles registered in that state. During 1963, the over-all proportion of entries to registrations in the United States amounted to 4.7 per cent, the same as in 1962. Once again, Vermont showed the highest ratio of entries to registrations with 40.9 per cent, about 0.5 per cent higher than in 1962. Other states showing relatively high ratios were Maine and New York, with 24.1 and 16.1 per cent, respectively, about the same as in 1962. There were notable changes, in 1963, in a number of states, all of which were border states. Thus, the ratio of entries to registrations increased from 26.9 per cent to 28.2 per cent for Michigan, from 13.5 per cent to 15.6 per cent for Washington, from 10.3 per cent to 11.6 per cent for North Dakota, from 7.0 per cent to 7.6 per cent for Montana, and from 4.9 per cent to 5.2 per cent for Minnesota. On the other hand, the ratio of entries to registrations decreased from 13.2 per cent to 12.7 per cent for New Hampshire. The remaining states maintained roughly the same ratio, with the lowest being 0.2 per cent for both Arkansas and Hawaii.

United States automobile traffic entering Canada is classified according to state of origin and grouped by regions. Data for 1963 are shown in

Table 10. It should be noted that this data pertain to long-term visits of one or more nights in Canada. Compilations show that there were 3,272,599 entries in 1963, with the largest group originating in the North-Eastern region of the United States. In 1963, some 1,375,265 foreign entries or 42 per cent of the total originated in this area. Although this marked a slight gain in volume over the 1962 figure, it was about 0.7 per cent lower as a percentage of the total. Some of the more important states included in this region are New York with 798,606 entries, Pennsylvania with 136,864 entries, and Massachusetts with 114,954 entries. The Great Lakes region accounted for 1,247,475 entries or 38 per cent of the total, a rise in both cases over comparable 1962 data. The state of Michigan, with 891,905 entries, comprises a major part of this figure. Next in order was Ohio, with 192,676 entries. Foreign automobiles originating from the West Coast region numbered 303,153, a slight increase in volume of 1,323 but a decrease in percentage (of total entries) of 0.5 per cent. Non-resident automobiles registered in the West Coast region of the United States were chiefly from Washington, numbering 191,185 in 1963, while cars from California numbered 79,603. Some 127,033 vehicles were from the North-Western area of the United States, representing an increase of 11,995 in volume while, in percentage, it remained at about the same level as in 1962, i.e., 3.9 per cent of total entries compared with 3.7 per cent in 1962. The bulk of the entries in

NON-RESIDENT AUTOMOBILES TRAVELLING ON CUSTOMS PERMITS⁽¹⁾ IN CANADA
AS PERCENTAGE OF PASSENGER CAR REGISTRATIONS
1962⁽²⁾ - 1963



ALASKA 23.8 (22.3)

TOTAL STATES 4.7 (4.7)

HAWAII 0.2 (0.3)

(1) ONE OR MORE NIGHTS IN CANADA.

(2) 1962 FIGURE IN BRACKET.

that region originated in Minnesota, with 74,827 entries reported. Finally, cars from remaining states and foreign countries not specified amounted to 219,672, a slight gain in volume of 4,791 over 1962 but representing 6.7 per cent of the total entries as compared with 6.9 per cent in 1962.

A more detailed analysis of non-resident automobile traffic in Canada for one or more nights (excluding standing (L) permits and extensions) is given in Table 8, by province of entry as well as state of origin. Vehicles originating in the state of Michigan continued to account for the largest proportion, i.e., 27.3 per cent of total entries, a slight increase as compared with 1962. Close to 99 per cent of these automobiles entered via Ontario ports and accounted for 37.7 per cent of the total long-term traffic entering that province. The second largest group of entries originated in the state of New York, i.e., 24.2 per cent, roughly the same proportion as in 1962. The majority (86 per cent) of New York cars entered via ports in Ontario. Furthermore, these cars represented 29.2 per cent of all foreign vehicles entering that province in 1963. In addition, about 12 per cent of the cars from New York State entered Canada at border points in Quebec and accounted for 28.4 per cent of the foreign cars entering through that province. Next, in order of importance, were automobiles from the state of Ohio, amounting to 5.9 per cent of the total entries into Canada. Most of these (95 per cent) entered via ports in Ontario. Vehicles from the state of Washington accounted for 5.8 per cent of total car entries, with 96 per cent entering via British Columbia ports. Vehicles from Pennsylvania represented 4.2 per cent of the total traffic, with 86 per cent of the cars crossing at Ontario border points. Cars from Massachusetts accounted for 3.5 per cent of all cars entering Canada but the entries were distributed more evenly with 41 per cent entering via Quebec ports, 30 per cent via Ontario ports, and 25 per cent via New Brunswick ports.

Data on non-resident automobile traffic (exclusive of standing (L) permits and extensions) remaining in Canada two or more nights are shown in Table 9. These data reveal that cars from the state of New York represented 19.1 per cent of the total traffic, that vehicles from Michigan accounted for 18.2 per cent, that Ohio cars amounted to 7.4 per cent, that cars from Washington state represented some 7.1 per cent of the total, and those from Pennsylvania 5.5 per cent. The above percentages were all approximately the same as in 1962, except for the state of Washington which showed an increase of 1.1 per cent.

A provincial breakdown of three-days and over traffic also reveals that 61.2 per cent of the total entries were recorded in Ontario, 13 per cent in Quebec, 12.6 per cent in British Columbia, and 5.7 per cent in New Brunswick. The percentage gain made by Ontario amounted to about 2 per cent in comparison with 1962 data.

An analysis, by province of entry, for three-days and over traffic reveals that 28.9 per cent of the automobiles which crossed into Canada via Ontario ports were from the state of Michigan, 24.3 per cent were from the state of New York, 11.4 per cent from the state of Ohio, and 7.5 per cent were from Pennsylvania. In each case, percentages were about the same as in 1962 except for New York which declined by about one percentage point. The largest group of foreign cars entering Quebec originated in the state of New York (26.4 per cent), with 17.2 per cent coming from Massachusetts, 8.3 per cent from Connecticut, and 8 per cent from New Jersey, about the same percentages as in 1962. Data for New Brunswick reveal that 28.2 per cent of foreign vehicles originated in Massachusetts, 23.7 per cent in Maine, 10.1 per cent in New York, and 8.2 per cent in Connecticut. Percentages were the same as in 1962 except for Maine, which was 1.3 percentage points higher in 1962.

Most of the United States vehicles entering Canada originate in the states forming the northern boundary with Canada, which in 1963 accounted for nearly 78.5 per cent of the total two-days and over traffic, compared with 77 per cent in 1962. When the Pacific Coast States of California and Oregon and the Atlantic Seaboard States of Massachusetts, Rhode Island, Connecticut, and New Jersey are considered in addition to the border states mentioned above, the percentage of entries rises to some 90 per cent, about the same as in 1962.

Data were also compiled on the average length of stay according to state of origin for vehicles remaining in Canada over 24 hours during 1963. Compilations show that vehicles from the North-Eastern States stayed 4.3 days on the average. In 1962, the length of stay averaged 4.4 days. A breakdown by states in this region shows the following averages: Maine and Massachusetts 6.0 days; Connecticut and Pennsylvania 5.4 days; Rhode Island 5.2 days; New Hampshire 4.8 days; New York 3.6 days; and Vermont 3.4 days.

Non-resident vehicles registered in the states forming the Great Lakes region remained an average of 3.9 days in Canada during 1963, about the same length of time as in 1962. Cars from Illinois stayed an average of 5.7 days, Ohio 5.6 days, Indiana 5.3 days, Wisconsin 5.1 days, and those from Michigan 3.3 days. These averages were reasonably comparable to those of 1962.

Foreign automobiles from the North-Western region stayed an average of 5.4 days in 1963, a drop of 0.5 days from 1962. A breakdown of states within this grouping reveals that automobiles from Montana remained 5.9 days, from Minnesota 5.4 days, and those from North Dakota 4.8 days. In 1962, corresponding figures were 6.2 days for Montana, 6.0 days for Minnesota, and 5.2 days for North Dakota.

Non-resident automobiles which averaged the longest stay were those from the West Coast area. They averaged 5.5 days, a slight rise of 0.2 days

over 1962. Cars from California recorded the longest stay of any state within this region with an average of 8.1 days in Canada, while the averages for Oregon and Washington were 6.2 days and 4.3 days, respectively. The average for California for 1963 was longer by 1.7 days from 1962, while cars from Oregon and Washington remained the same length of time. Non-resident cars registered in other remaining states averaged a stay lasting 6.4 days in 1963, the same as in 1962.

Information on the state of origin of non-resident travellers entering Canada from the United States by plane, bus, and rail (exclusive of in transit traffic) is given in Table 11. This was made possible through the utilization of a United States Department of Commerce survey. It should be noted that states with an estimate of fewer than 10,000 visitors are not listed separately but are included in the "other" category of their respective regions.

The largest proportion of non-automobile visitors (exclusive of boat) originated in the North-Eastern region of the United States, representing 445,000 or 38.3 per cent of the total entries. Similar data for 1962 are 425,000 entries and 37.8 per cent, respectively. Visitors from the state of New York accounted for the greatest volume within this region with 217,000 entries, up 3,000 from the 1962 figure. Next in importance were visitors from Pennsylvania, at 64,000, representing a substantial increase of 13,000 over 1962.

Non-automobile visitors from the Great Lakes area amounted to 262,000 in 1963, an increase of 6,000 over 1962. These visitors represented 22.6 per cent of the total entries, about the same as in

1962. Illinois accounted for the largest number of entries from this area with some 91,000 visitors, an increase of 9,000 in comparison with 1962. Ohio followed with 77,000 entries, 7,000 more than in 1962, and Michigan came next with 61,000 entries, a decrease of about 5,000 visitors from the corresponding 1962 total.

United States visitors to Canada from the West Coast States are estimated at 195,000, a marked decline of 11,000 from the 1962 figure of 206,000. These 195,000 visitors represented 16.8 per cent of the total entries in 1963. California led the way with 94,000 visitors. This, however, was a decrease of 19,000 entries from the previous year. On the other hand, the number of visitors from the state of Washington increased from 74,000 in 1962 to 79,000 in 1963.

The majority of entries into Canada from the states comprising the North-Western region were from Minnesota, which accounted for 63,000 of the 83,000 visitors originating in this area. The latter figure represents a substantial increase from the 1962 corresponding figure of 52,000 entries. Percentage-wise, visitors from the North-Western region in 1963 represented 7.1 per cent of the total entries, compared with 4.6 per cent in 1962.

Remaining states accounted for an estimated 175,000 visitors or 15.1 per cent of the plane, bus, and rail travellers in 1963, a drop of some 11,000 entries in comparison with 1962 data. Some 25,000 entries from Texas were recorded, a drop of 1,000 visitors over 1962, while Missouri accounted for 17,000 visitors and Colorado for 13,000.

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

Data on the province of destination of visitors from the United States entering Canada by plane, bus, and rail (exclusive of in transit) are obtained from a survey made available by the United States Department of Commerce. Results are presented in Statement 5 for the five years 1959-63 and Statement 6 on a quarterly basis for 1963.

Total entries into Canada by the aforementioned means of transportation were estimated at 1,160,000, a slight increase of 35,000 over the previous year. Survey results show that 455,000 or 39.2 per cent of the entries were destined for the province of Ontario; in 1962, corresponding figures were 421,000 or 37 per cent. The next largest number, 214,000 or 18.4 per cent, had destinations in Quebec, slightly below the corresponding 1962 percentage. Some 171,000 or 14.7 per cent of these non-automobile visitors were estimated to have travelled to British Columbia, compared with 227,000 or 20.2 per cent in 1962. Estimates for the remaining provinces show that 138,000 or 11.9 per cent had been destined for

Alberta, 95,000 or 8.2 per cent for Manitoba, 65,000 or 5.4 per cent for the Atlantic Provinces, and 22,000 or 1.9 per cent for Saskatchewan. The most notable changes among these latter mentioned provinces were in the case of Manitoba and Alberta which increased their share of non-automobile visitors by about 3 and 2 per cent, respectively, over the 1962 percentage.

An analysis of non-resident entries by plane, bus, and rail according to destination, on a quarterly basis for 1963, was also made from data supplied by the United States Department of Commerce survey. The heaviest concentration appeared in the third quarter, with 486,000 or 41.9 per cent of the total arrivals. Some 31.3 per cent of this number had destinations in Ontario, 19.1 per cent in Quebec, 18.5 per cent in Alberta, 14.2 per cent in British Columbia, 8.2 per cent in the Atlantic Provinces, 7.2 per cent in Manitoba, and 1.5 per cent in Saskatchewan.

STATEMENT 5. Province of Destination¹ of United States Travellers² Entering Canada by Plane, Bus, and Rail, 1959 - 63

Province of destination	1959	1960	1961	1962	1963
Atlantic Provinces	64,000	58,000	85,000	75,000	65,000
Quebec	262,000	232,000	237,000	218,000	214,000
Ontario	451,000	463,000	458,000	421,000	455,000
Manitoba	55,000	40,000	55,000	60,000	95,000
Saskatchewan	15,000	10,000	12,000	14,000	22,000
Alberta	66,000	78,000	83,000	110,000	138,000
British Columbia ³	160,000	186,000	154,000	227,000	171,000
Canada	1,073,000	1,067,000	1,084,000	1,125,000	1,160,000

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

² Exclusive of in transit traffic.

³ Includes destinations in the Yukon and Northwest Territories.

STATEMENT 6. Province of Destination¹ of United States Travellers² Entering Canada by Plane, Bus, and Rail, compiled Quarterly, 1963

Province of destination	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Atlantic Provinces	2,000	19,000	40,000	4,000	65,000
Quebec	35,000	49,000	93,000	37,000	214,000
Ontario	77,000	123,000	152,000	103,000	455,000
Manitoba	15,000	30,000	35,000	15,000	95,000
Saskatchewan	3,000	7,000	7,000	5,000	22,000
Alberta	6,000	26,000	90,000	16,000	138,000
British Columbia ³	27,000	45,000	69,000	30,000	171,000
Canada	165,000	299,000	486,000	210,000	1,160,000

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

² Exclusive of in transit traffic.

³ Includes destinations in the Yukon and Northwest Territories.

Next in importance was the second quarter which accounted for 299,000 or 25.8 per cent of the total entries. A breakdown according to province of destination reveals that Ontario received 41.1 per cent, Quebec 16.4 per cent, British Columbia 15.1 per cent, Manitoba 10 per cent, Alberta 8.7 per cent, the Atlantic Provinces 6.4 per cent, and Saskatchewan 2.3 per cent.

In the fourth quarter, there were 210,000 entries of American travellers by plane, bus, and rail. This represented 18.1 per cent of the total entries for Canada. Ontario was the destination of 49.1 per cent of these travellers while Quebec accounted for 17.6 per cent and British Columbia for 14.3 per cent.

A breakdown of destinations reported to other provinces shows: 7.6 per cent for Alberta, 7.1 per cent for Manitoba, 2.4 per cent for Saskatchewan, and 1.9 per cent for the Atlantic Provinces.

The lowest proportion of plane, bus, and rail travellers entered Canada during the first quarter, amounting to 165,000 or 14.2 per cent of the total. Survey data show that 46.7 per cent of these were destined to Ontario. Quebec was specified by 21.2 per cent and British Columbia by 16.4 per cent. Manitoba accounted for 9.1 per cent of the first quarter figures, Alberta for 3.6 per cent, Saskatchewan for 1.8 per cent, and the Atlantic Provinces for 1.2 per cent.

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

An analysis of the ports of entry and exit as stamped on surrendered travellers' vehicle permits yielded valuable information on preferred travel routes within Canada. This information, summarized in Table 3 and Statement 7, must be considered as minimal because it is not possible to determine what proportion of cars which enter and leave Canada through the same port have, in the interval, visited one or more of the other provinces.

In 1963, some 49,028 non-resident automobiles entered Canada via ports in the Atlantic Provinces and returned to the United States the day following date of entry, while 100,081 cars remained two or more nights. This makes a total of 149,109 non-resident automobiles which remained in Canada one or more nights after entering through ports in the Atlantic Provinces, an increase of 8,632 or about 6 per cent over 1962. Of this total, some 137,642 or 92.3 per cent returned to the United States by way of the Atlantic Provinces. Another 5,948 made the return journey via Quebec ports, while 5,406 exited via Ontario ports. The volume of traffic in the opposite direction was considerably greater, as 8,789 comparable entries at Ontario ports and 8,678 through Quebec ports returned to the United States via ports in the Atlantic Provinces.

As was the case in preceding years, the heaviest inter-provincial non-resident traffic movement occurs between Ontario and Quebec. During 1963, out of 329,461 vehicles which entered through ports in Quebec and remained one or more nights in Canada, 34,513 returned to the United States via Ontario ports. Similarly, 53,654 of the 2,317,810 non-resident automobiles which entered through Ontario ports departed from Canada by way of ports in Quebec. Non-resident automobiles entering via ports in Quebec and returning the next day totalled 122,328, while some 207,133 spent two or more nights in Canada. A total of 329,461 non-resident automobiles thus entered through ports in Quebec and remained in Canada for one or more nights; this is a slight decrease of 1,150 or 0.4 per cent from comparable 1962 figures. About 285,600 or 87 per cent of the total vehicles entering Quebec returned to the United States via ports in Quebec.

Section 1 of Table 3 presents a more detailed breakdown of non-resident automobile traffic within the province of Ontario in 1963. During 1963, 1,334,054 non-resident automobiles entered through Ontario ports and stayed in Canada one night, while 983,756 remained two nights or more before returning to the United States. Of the total traffic entering Ontario and remaining one or more nights in Canada, 2,241,955 or 96.7 per cent returned to the United States through ports in Ontario, the remainder leaving for the most part through ports in Quebec.

The most frequently travelled route within Ontario was between Fort Erie and Niagara Falls on the east and the St. Clair and Detroit River ports on the west, with 97,697 non-resident vehicles travelling in a westerly direction and 121,285 travelling in an easterly direction. The greater part of this traffic had spent one night in Canada and accounted for 76,305 of the automobiles headed west and 89,633 of those headed east.

The second most popular route taken by non-resident automobiles is that between the St. Lawrence River ports, and Fort Erie and Niagara Falls. Some 16,940 cars travelled from St. Lawrence River ports to Fort Erie and Niagara Falls, with traffic in the opposite direction amounting to 32,208. It is significant to note that of the total number of non-resident automobiles travelling this route, 36,617 or about 75 per cent remained in Canada two or more nights before returning to the United States.

Non-resident automobiles travelling the route between Sault Ste. Marie and ports in Western Ontario totalled 39,691, with 19,159 automobiles entering Canada at Sault Ste. Marie and returning via ports in Western Ontario, and 20,532 journeying in the opposite direction. Thus, this route is the third commonly used route in the province. Again, the greater proportion of traffic travelling this route remained in Canada two or more nights, amounting to 13,249 of the cars heading west from Sault Ste. Marie and 14,502 of those travelling east from Western Ontario ports.

STATEMENT 7. Provincial Percentage Distribution by Province of Exit for Non-resident Automobiles Travelling in Canada on Customs Permits,¹ Three Days or Over, 1963

Province of entry	Province of exit							
	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Yukon Territory
	per cent							
Atlantic Provinces	89.91	5.30	4.68			0.11		
Quebec	3.90	81.61	14.17			0.32		
Ontario	0.85	4.76	93.15	0.48	0.07	0.21	0.41	0.07
Manitoba	0.35		13.38	70.11	3.02	3.84	7.15	2.15
Saskatchewan	0.26		3.80	6.09	61.52	8.12	11.00	9.21
Alberta	0.39		6.28	4.03	4.54	33.10	38.70	12.96
British Columbia	0.37		1.54	0.94	0.93	6.11	86.54	3.57
Yukon Territory	0.45		4.66	5.06	9.83	26.16	44.00	9.84

¹ Exclusive of standing (L) permits and extensions.

Non-resident automobile traffic between Ontario and Manitoba takes place mainly through the Western Ontario ports of Fort Frances, Pigeon River and Rainy River. During 1963, foreign automobiles entering through Ontario ports and exiting via Manitoba ports after one or more nights in Canada numbered 5,764, of which 4,552 entered through Western Ontario ports. Traffic in the opposite direction totalled 5,762, with 4,849 cars exiting by way of Western Ontario ports. About 83 per cent of the total foreign traffic interchange between Ontario and Manitoba stayed in Canada two or more nights, while the remaining 17 per cent spent one night only. The total number of foreign automobiles which entered through Manitoba ports and remained in Canada for one or more nights during 1963 was 51,050, of which 38,962 or approximately 76 per cent returned to the United States via ports in Manitoba.

Non-resident automobiles entering via Saskatchewan ports and remaining in Canada one or more nights numbered 27,443 in 1963, an increase of 4,211 or about 18 per cent over 1962. An analysis of traffic between Saskatchewan and Manitoba reveals that 1,284 foreign vehicles entered through ports in Manitoba and returned through ports in Saskatchewan, while traffic in the opposite direction amounted to 1,437. The majority of the traffic between these two provinces stayed two or more nights in Canada. A further examination of the foreign vehicles that entered Saskatchewan shows that 1,843 left via ports in Alberta, 2,359 left through ports in British Columbia, and 1,945 exited through ports in the Yukon Territory. A high percentage of these cars remained in Canada two or more nights.

In 1963, out of the 45,410 non-resident vehicles which entered Alberta and stayed one or more nights in Canada, 18,580 returned to the United States via the same province, 15,841 exited via British Columbia, 4,925 left through Yukon Territory ports, and 1,910 returned by way of Saskatchewan. In each case, visits lasting two nights or more were most frequent, representing 12,581 of the exits via the same province, 14,707 of the cars leaving

through British Columbia, the 4,925 departures through Yukon Territory ports, and 1,724 of the vehicles leaving by way of Saskatchewan.

Non-resident automobile traffic between British Columbia and Alberta amounted to some 28,859 automobiles during 1963. This is a drop of 3,589 cars or 11 per cent from the 1962 total of 32,448. This decline probably represents a return to a more normal rate of traffic between the two provinces, as the 1962 total of 32,448 cars included a heavy inflow of visitors into Canada from the World's Fair being held in Seattle, Washington. An examination of the 1963 traffic between the two provinces indicates that 15,841 automobiles entered Canada through ports in Alberta and left via ports in British Columbia, with 14,707 cars staying two or more nights in Canada. Traffic in the opposite direction amounted to 13,018, with 12,331 remaining in Canada two or more nights. An analysis of traffic between British Columbia and other provinces shows that 4,344 cars travelled between British Columbia and Saskatchewan, 4,631 travelled the route between British Columbia and Manitoba, and 7,186 foreign vehicles journeyed between Ontario and British Columbia. As might be expected, the majority of this traffic spent two or more nights in Canada.

An examination of the long-term traffic entering Canada via ports in the Yukon Territory indicates that of the 17,773 foreign vehicles which entered the Yukon Territory during 1963, 5,098 left by way of ports in the Yukon Territory, 6,184 exited via British Columbia ports, and 3,677 cars left Canada through ports in Alberta. All of the cars which entered the Yukon Territory and exited through ports in British Columbia and Alberta remained in Canada two or more nights. This, of course, reflects the distance involved in travelling between the Yukon Territory and the United States south of the International Boundary. Attention should be given to the fact that the port of Pleasant Camp, British Columbia 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.

Analysis of United States Commuter Traffic to Canada

United States 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. During 1962 and 1963, surveys on this commuter traffic were made in order to obtain more information on United States travellers making frequent trips to Canada under standing (L) permits.

From the 1962 survey, it is estimated that during that year, some 31,900 standing (L) permit holders made 2.2 million repeat trips to Canada, which represents an average of about 68 repeat trips on each permit. The survey also reveals that there was an average of nearly 2 persons per car per trip, or roughly 4.3 million persons. In 1963, some 28,200 standing (L) permits were issued, a decrease of about 12 per cent from the previous year. The number of repeat trips made by permit holders totalled

approximately 2 million due to an increase in the average number of trips per permit, i.e., from 68 in 1962 to 72 in 1963. The survey also indicates the number of persons crossing with these permits. There were 3.7 million crossings by Americans commuting to Canada in 1963, as there was an average of about 1.8 persons per car per trip.

A breakdown on a provincial basis indicates that the majority of standing (L) travel took place in New Brunswick and Ontario. In 1962 and 1963, these two provinces accounted for more than 90 per cent of the total commuter traffic recorded in Canada.

Data were also compiled on the purpose of trip. The survey in 1962, revealed that 1.1 million crossings to Canada were made for the purpose of visiting friends or relatives; these trips represented 26.5 per cent of the total commuters in that year. Persons commuting daily or weekly to a cottage or other residence accounted for 1.0 million crossings or 24 per cent, while those coming for recreation and shopping numbered 0.9 million (20.7 per cent) and 0.8 million (17.3 per cent), respectively. Employment accounted for 0.2 million entries or 4.7 per cent of the total commuting trips. Furthermore, sample results disclosed that 0.3 million crossings (6.8 per cent of the total) came to Canada for various other reasons. In 1963, it is estimated that 1.1 million entries (28.4 per cent of the total commuters in that year) travelled to Canada to a cottage or other residence, 0.9 million (24.1 per cent) visited friends or relatives, 0.8 million (21.4 per cent) for recreation, 0.5 million (14.9 per cent) for shopping, 0.1 million (3.8 per cent) for employment, and 0.3 million (7.4 per cent) for all other purposes.

An analysis on a provincial basis was completed for New Brunswick and Ontario. In 1962, survey results indicate that visiting friends or relatives accounted for 0.7 million crossings or 46.7 per cent, and was the most popular reason for commuters entering the province of New Brunswick. Recreation was next, with slightly over 0.3 million or 23.2 per cent, while estimates show that 0.3

million (22 per cent) commuted mainly for shopping. However, in Ontario, the largest number of crossings indicated daily or weekly trips to a cottage or other residence. Recreation accounted for the second largest proportion (0.5 million entries or 18.1 per cent), followed by visiting friends or relatives, with 0.3 million or 11.2 per cent.

In 1963, 0.4 million crossings (41.2 per cent) of the standing (L) entries into New Brunswick were for visiting friends or relatives, 0.3 million (29.2 per cent) for recreational purposes, and 0.2 million (21.2 per cent) for shopping. At the same time, in Ontario, 1.2 million (55.1 per cent) of the standing (L) entries crossed into Canada to go to a cottage or other residence, 0.3 million (15.2 per cent) for recreation, and 0.2 million (11.5 per cent) to visit friends or relatives.

The surveys also gave some indication of the length of time spent in Canada on trips made by commuters from the United States. It is estimated that, in 1962, 1.1 million trips (25.5 per cent of the total commuter trips) lasted 3 hours or less, 1.4 million trips (32.2 per cent) lasted between 4 and 11 hours, 1.3 million trips (30.7 per cent) lasted between 12 and 24 hours, and that 0.5 million trips (11.6 per cent) lasted more than 24 hours. Similar compilations for 1963, show that trips which lasted less than 3 hours numbered 0.9 million (23.9 per cent of the total), trips of between 4 and 11 hours by 1.0 million (27.9 per cent of the entries), those lasting between 12 and 24 hours by 1.4 million (36.3 per cent), while it is estimated that trips of more than 24 hours were made by 0.4 million (11.9 per cent), of the standing (L) entries.

On a provincial basis, both the surveys showed that, in New Brunswick, about 61 per cent of the trips lasted less than 3 hours, about 28 per cent averaged 4 to 11 hours, about 8 per cent lasted from 12 to 24 hours, and about 3 per cent lasted more than 24 hours. For Ontario, figures are 7 per cent for the "3 hours or less" category, 27 per cent for the "4 to 11 hours" category, 50 per cent for the "12 to 24 hours" category, and 16 per cent for trips over 24 hours.

Receipts from United States Travellers by Province of Entry

The distribution of receipts from United States travellers according to province of entry for the years 1959-63 is presented in Statement 8. It should be pointed out that the data shown in Statement 8 are estimates based on the province of entry into Canada and, therefore, are not intended to portray an exact breakdown within any of the provinces. However, past experience has shown that, with the exception of certain types of transportation into some provinces, inter-provincial movements do not have much effect on such a breakdown of receipts.

The estimated provincial distribution of receipts from United States travellers does not vary much from year to year, and the provinces, generally, have continued in their relative order of importance. The most noticeable change in 1963 from the previous year was a drop of 3.2 percentage points in the proportion of travel receipts attributed to British Columbia. This decline may be explained by way of the fact that the high proportion (14.9 per cent) in 1962 reflected a large influx of United States visitors who had been to the World's Fair held in Seattle, Washington.

STATEMENT 8. Distribution of United States Travel Expenditures in Canada, by Province of Entry, 1959-63

Province of entry	Percentage of total				
	1959	1960	1961	1962	1963 ¹
Atlantic Provinces ²	8.0	8.0	7.9	8.0	8.5
Quebec	16.4	16.9	17.1	16.5	17.5
Ontario	52.7	55.6	56.0	53.5	55.2
Manitoba	2.8	3.0	2.7	2.9	3.0
Saskatchewan	1.5	1.1	1.1	1.0	1.0
Alberta	3.0	2.4	1.9	2.1	1.9
British Columbia	15.6	12.2	12.4	14.9	11.7
Yukon Territory		0.8	0.9	1.1	1.2
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.

However, as in previous years, the majority of receipts were still attributed to non-resident spending in Ontario which in 1963 received 55.2 per cent, a gain of 1.7 points over the 1962 percentage. Quebec received the second largest proportion, amounting to 17.5 per cent, an increase of 1 percentage point, while the Atlantic Provinces received 8.5 per cent, a moderate gain of 0.5 percentage

points over 1962. The only other province, besides British Columbia, to show a decrease in the proportion of the total was Alberta, where receipts dropped 0.2 per cent in comparison with 1962. The proportions attributed to Manitoba, Saskatchewan and the Yukon Territory in 1963 remained relatively unchanged from 1962.

**Receipts from United States Travellers in Canada During 1963
Classified by Length of Stay in Canada**

In the statistical tables and statements compiled on travel, all entries from the United States into Canada are divided according to length of stay into two classifications. Short-term entries include all persons entering and leaving Canada on the same day, while the long-term category comprises all visits of one or more nights in Canada. Each year the majority of entries are for visits classified as short-term. In 1963, some 21,498,800 United States residents entered Canada and left on the same day. This represents 67.47 per cent of the total number of United States visitors to Canada. The balance, 10,366,000 or 32.53 per cent, were classified as long-term entries in 1963. An analysis of receipts from these two groups of travellers reveals a completely different trend. Whereas the short-term entries contributed only \$59.8 million or about 11 per cent, United States visitors in the long-term classification spent \$489 million, thereby accounting for 89 per cent of the receipts from United States travellers in Canada.

A breakdown of automobile traffic according to length of stay shows that short-term motorists accounted for 16.1 million visits in 1963, representing between 50 and 51 per cent of the total

volume, about the same proportion as in 1962. Their expenditures in Canada, at \$32.1 million, represented close to 6 per cent of the total receipts for the year, the same percentage as in 1962. Motorists remaining in Canada over 24 hours in 1963 numbered 9 million or more than 28 per cent of the total visits, a slightly higher proportion than in 1962. Receipts attributable to this group amounted to \$328.8 million or close to 60 per cent of the total, compared to 57 per cent in 1962.

Short-term non-automobile entries in 1963 totalled 5.4 million and accounted for nearly 17 per cent of all visits, a slight drop from the corresponding 1962 percentage. A similar comparison of receipts from these travellers, which amounted to \$27.7 million or about 5 per cent of the total, shows a drop of about one-half per cent from the 1962 proportion. Long-term arrivals by non-automobile numbered 1.4 million or slightly more than 4 per cent of the total volume, marking a decrease of about one-half percentage point from the proportion in 1962. Their expenditures, which came to \$160.2 million, represented about 29 per cent of all receipts compared to between 31 and 32 per cent in 1962.

STATEMENT 9. Expenditures of United States Travellers in Canada, by Length of Stay, 1963

Mode of travel	Number of persons	Per cent of grand total	Estimated expenditures ¹	Per cent of grand total
		%	\$	%
Short-term traffic (entering and leaving same day)				
Automobile:				
Entering and leaving same day.....	12, 379, 100	38.85	32, 095, 000	5.85
Repeat trips on standing (L) permits.....	3, 737, 200	11.73	—	—
Totals, automobile	16, 116, 300	50.58	32, 095, 000	5.85
Non-automobile:				
Plane	25, 300	0.08	766, 000	0.14
Bus	46, 500	0.14	710, 000	0.13
Rail	15, 800	0.05	359, 000	0.07
Boat	228, 600	0.72	1, 227, 000	0.22
Plane in transit.....	2, 800	0.01	8, 000	0.00
Bus in transit	52, 900	0.17	158, 000	0.03
Rail in transit	227, 800	0.71	—	—
Other travellers (pedestrians, local bus, etc.)	4, 782, 800	15.01	24, 507, 000	4.46
Totals, non-automobile	5, 382, 500	16.89	27, 735, 000	5.03
Totals (short-term)	21, 498, 800	67.47	59, 830, 000	10.90
Long-term traffic (one or more nights in Canada)				
Automobile:				
One or more nights in Canada.....	8, 939, 100	28.06	308, 739, 000	56.25
Standing (L) permits.....	51, 700	0.16	12, 201, 000	2.22
Extensions.....	23, 100	0.07	7, 905, 000	1.44
Totals, automobile	9, 013, 900	28.29	328, 845, 000	59.91
Non-automobile:				
Plane	459, 000	1.44	67, 726, 000	12.34
Bus	412, 800	1.29	53, 501, 000	9.75
Rail	200, 900	0.63	29, 805, 000	5.43
Boat	279, 400	0.88	9, 164, 000	1.67
Totals, non-automobile	1, 352, 100	4.24	160, 196, 000	29.19
Totals (long-term).....	10, 366, 000	32.53	489, 041, 000	89.10
Grand totals.....	31, 864, 800	100.00	548, 871, 000	100.00

¹ Subject to revision.

A more detailed analysis of non-resident automobile traffic by length of stay (exclusive of standing (L) permits and extensions) is presented in Tables 4, 5, 6, and 7. It should be noted that the one-day group comprises all motorists who enter and leave Canada on the same day, thereby including many visits of less than 24 hours. As this group of visitors do not require overnight lodging, their

expenditures are generally much lower than those of the motorists who remain in Canada for one or more nights. The two-day class consists of those visiting motorists who enter at any time on one day and depart at any time on the following day, thereby spending one night in Canada. Subsequent day groups are determined in the same manner, i.e., by the number of nights spent in Canada.

STATEMENT 10. Non-resident Persons Entering Canada from the United States, classified according to Length of Stay, by Selected Types of Transportation, 1963

Days stay in Canada	Number of persons			
	Automobile ¹	Plane ²	Bus ²	Rail ²
1 ³	12,379,143	25,280	46,515	15,795
2	4,374,194	82,603	49,139	20,542
3 - 7	3,320,843	274,581	179,823	111,509
8-14	886,344	64,935	118,143	46,136
15-21	175,350	18,005	33,942	12,042
22 and over	117,702	18,919	31,787	10,716
Totals	21,253,576	484,323	459,349	216,740

¹ Excluding standing (L) permits, extensions and 64,680 entries not classified by length of stay.

² Excluding in transit.

³ Persons entering and leaving on the same day.

STATEMENT 11. Non-resident Persons Entering Canada from the United States, Percentage of Volume, classified according to Length of Stay, by Selected Types of Transportation, 1963

Days stay in Canada	Percentage of volume			
	Automobile ¹	Plane ²	Bus ²	Rail ²
	per cent			
1 ³	58.2	5.2	10.1	7.3
2	20.6	17.1	10.7	9.5
3 - 7	15.6	56.7	39.2	51.4
8-14	4.2	13.4	25.7	21.3
15-21	0.8	3.7	7.4	5.6
22 and over	0.6	3.9	6.9	4.9
Totals	100.0	100.0	100.0	100.0

¹ Excluding standing (L) permits, extensions and 64,680 entries not classified by length of stay.

² Excluding in transit.

³ Persons entering and leaving on the same day.

STATEMENT 12. Summary of Percentage Distribution of Non-resident Automobiles Travelling on Customs Permits,¹ classified by Length of Visit, by Province of Exit, 1963

Days stay in Canada	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia and Yukon Territory	Canada
1 ²	63.9	48.3	58.2	52.1	52.3	26.5	37.0	55.7
2	11.1	18.2	24.2	13.5	11.5	12.2	19.2	22.1
3 - 7	13.2	26.5	13.2	23.5	22.3	39.9	32.4	16.2
8-14	7.4	4.6	3.2	7.0	8.6	14.8	7.7	4.1
15-21	1.8	0.8	0.6	1.7	2.2	3.1	1.7	0.9
22 and over	1.9	0.8	0.4	1.5	2.5	2.6	1.3	0.7
Not classified ³	0.7	0.8	0.2	0.7	0.6	0.9	0.7	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.

An estimate of the number of visitors according to transportation used to enter Canada is presented in Statement 10. The statement shows that motorists entering and leaving Canada on the same day numbered 12,379,143 or 58.2 per cent of the total volume, the same proportion as in 1962. Those that remained for two days amounted to 4,374,194, or 20.6 per cent of the total, a slight increase from the 1962 proportion. Some 3,320,843 motorists remained in Canada from 3 to 7 days. They represented 15.6 per cent of the total, a drop of 0.2 points in comparison with 1962. The proportion of motorists in the group staying from 8-14 days in Canada came to 4.2 per cent in 1963, the same as in 1962. Similarly, both the proportion of motorists who stayed from 15-21 days in Canada and the percentage who stayed 22 days and over, represented no change from the corresponding proportions in 1962.

Statements 12 and 13 show that there is considerable variation between the provinces in so far as the length of stay of non-resident automobiles is concerned. To illustrate, the one-day length of stay accounted for 64 per cent of the non-resident automobile traffic returning to the United States via ports in the Atlantic Provinces but only 26.5 per cent of the total which left through ports in Alberta. Similarly, the two-day group of traffic represented about 24 per cent of the departures from Ontario, in comparison with only 11 per cent leaving the Atlantic region. Combining the one and two-day groups, Ontario with between 82 and 83 per cent had

the highest proportion, while of the cars leaving through Alberta roughly 39 per cent had been in Canada either one or two days. In comparison with comparable 1962 data, the proportions of one-day and two-day traffic leaving by each province showed only minor variations.

Close to 76 per cent of the non-resident traffic leaving Canada via ports in the Yukon Territory had been in Canada for two nights or more, the highest proportion on a provincial basis. Comparable data for Ontario show that only about 18 per cent had remained a similar length of time. Vehicles remaining in Canada two nights or more amounted to 33.5 per cent of the departures via Quebec and 25 per cent from the Atlantic Provinces. There was little change between 1963 and 1962 proportions, with the exception of the Yukon Territory. Data, on a provincial basis, in Statement 12 also reveal that there is a pronounced decrease in the number of vehicles which remain 8 or more days in Canada. Non-resident traffic remaining 8 days and over during 1963 accounted for only 4.2 per cent of the departures via Ontario, 6.2 per cent from Quebec and 10.2 per cent from Manitoba. Slightly higher percentages were recorded for British Columbia and the Yukon Territory (10.7 per cent), Atlantic Provinces (11.1 per cent), Saskatchewan (13.3 per cent), and Alberta (between 20 and 21 per cent). Percentagewise, there was little change from 1962 visits lasting 8 days or more.

STATEMENT 13. Summary of Non-resident Automobiles,¹ by Province of Exit, classified by Length of Stay in Canada, 1963

Province of exit	Total vehicles	Length of stay			Percentage distribution		
		One day	Two days	Three days and over ²	One day	Two days	Three days and over ²
		number			per cent		
Atlantic Provinces	437,982	279,679	48,687	109,616	63.9	11.1	25.0
Quebec	679,309	328,208	124,057	227,044	48.3	18.3	33.4
Ontario	5,513,257	3,205,988	1,332,341	974,928	58.1	24.2	17.7
Manitoba	106,967	55,719	14,466	36,782	52.1	13.5	34.4
Saskatchewan	55,829	29,180	6,446	20,203	52.3	11.5	36.2
Alberta	56,278	14,915	6,894	34,469	26.5	12.2	61.3
British Columbia	491,686	188,498	94,896	208,292	38.3	19.3	42.4
Yukon Territory	22,504	1,711	3,723	17,070	7.6	16.5	75.9
Canada	7,363,812	4,103,898	1,631,510	1,628,404	55.7	22.2	22.1

¹ Exclusive of standing (L) permits and extensions.

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

Estimates on the length of stay for non-resident travel in Canada by plane, bus, and rail (excluding in transit passengers) may be found in Table 12. The same method as that used in classifying the length of stay for automobile visitors was applied to the non-automobile traffic. Results show that the number of persons travelling by plane, bus, and rail, entering and leaving Canada on the same day,

amounted to 87,590, representing 7.5 per cent of the total non-automobile visits, while those staying one night only numbered 152,284 persons and accounted for 13 per cent of the total. Non-residents who entered Canada by non-automobile and stayed for two or more nights amounted to 920,538, some 79 per cent of the total movement and a slight decrease from the corresponding 1962 proportion. Data in

Statements 10 and 11 show that the proportions of non-automobile traffic at certain lengths of stay varied considerably with the type of transportation used to enter Canada. In 1963, one-day visits accounted for just over 5 per cent of the plane entries, about 10 per cent of the bus arrivals and between 7 and 8 per cent of the rail. Similarly, the proportions remaining two days came to about 17 per cent in the case of plane arrivals, nearly 11 per cent for bus visitors and between 9 and 10 per cent of the travellers by rail. Some variation also occurred in the proportions staying three days and over, amounting to nearly 78 per cent of the visitors by plane, just over 79 per cent of the bus traffic and about 83

per cent of the rail. A further analysis of data shown in Statements 10 and 11 points out the notable difference between the non-automobile and automobile groups with regard to their lengths of stay in Canada. The majority of automobile visits last either one or two days whereas non-automobile visits appear to be concentrated in the period lasting from 3 to 14 days. Non-automobile visits are in general longer because greater distances are involved and many of the trips are undertaken for business reasons or to visit friends or relatives. Such trips normally require more time than the casual crossing of an automobile traveller who may stay in Canada only a few hours.

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

Expenditures on travel to other countries by residents of the United States reached a record high in 1963. Data released by the United States Department of Commerce show that payments in 1963 totalled \$3,190 million compared with \$2,882 million in 1962, an increase of \$308 million or 10.7 per cent. A breakdown of total expenditures shows that \$2,070 million involved expenses within foreign countries, while \$1,120 million was payments for transoceanic transportation. A further analysis of the transportation costs reveals \$625 million for fares to foreign carriers and \$495 million to United States carriers. Total payments within foreign countries represented an increase of \$178 million or 9.4 per cent in comparison with 1962, while the aggregate transportation costs represented an advance of \$130 million or just over 13 per cent. Percentage-wise, foreign carriers received around 56 per cent of the payments for overseas transportation and United States carriers 44 per cent, compared with 58 per cent and 42 per cent, respectively, in 1962.

The number of United States residents travelling abroad (exclusive of travel to Canada, Mexico and cruise travellers) rose from 1,767,000 in 1962 to 1,990,000 in 1963, an increase of 223,000 or between 12 and 13 per cent. The number of air travellers increased by 12 per cent to 1,672,000 in 1963, while those travelling by sea numbered 318,000, which is 38,000 or about 14 per cent more than in 1962. The proportion of travel by air and sea, amounting to 84 per cent and 16 per cent, respectively, in 1963 represented no change from the 1962 ratio.

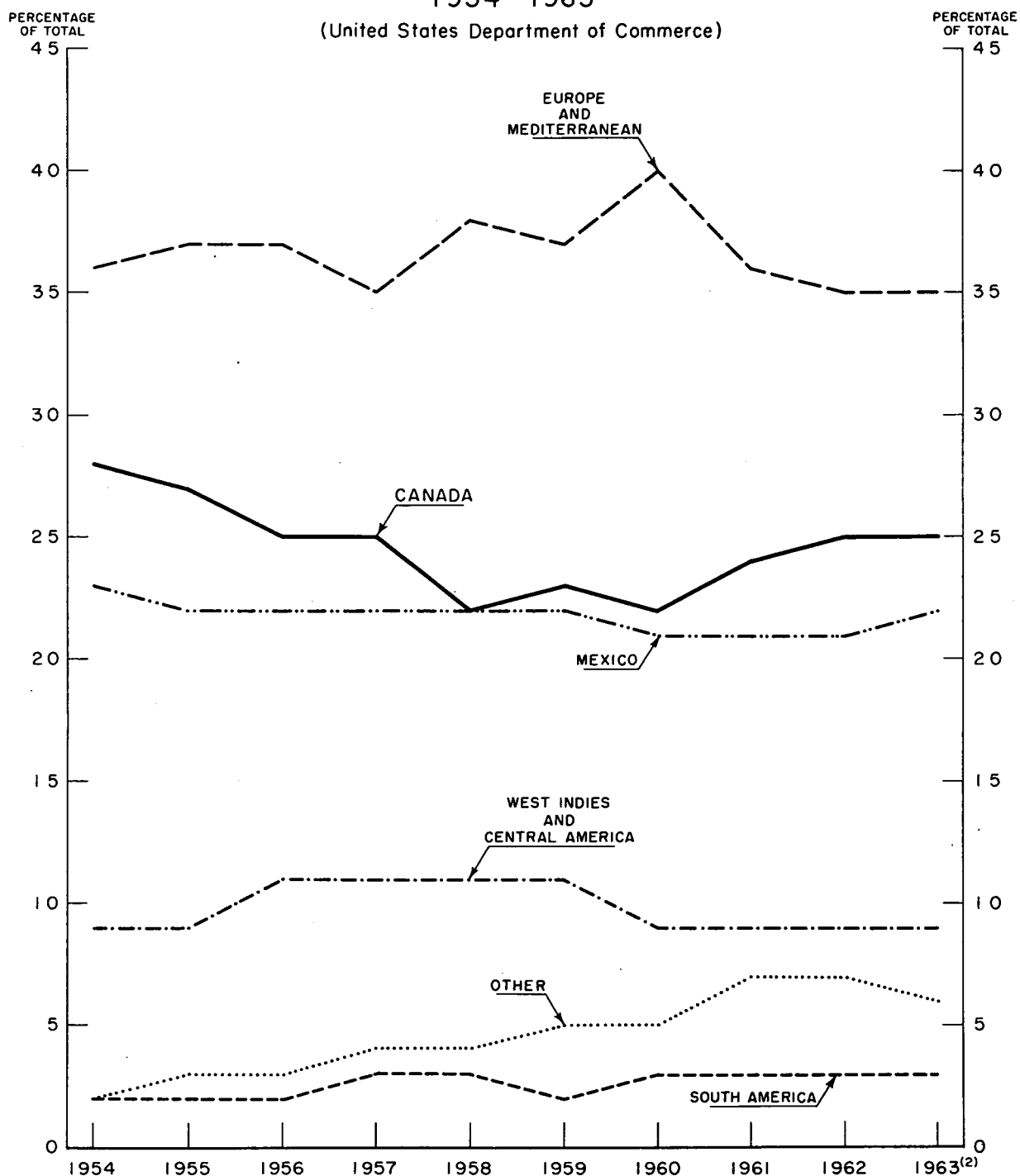
Of interest, was the increase in cruise travel during 1963. About 322,000 Americans took cruises in 1963, some 56,000 or 21 per cent more than in 1962. Much of this rise reflects the increased popularity of short cruises to the Caribbean area. Although the number of Americans taking cruises experienced an increase in 1963, United States cruise ships actually carried fewer passengers and their share of the cruise market dropped from 15 per cent of the total to 10 per cent in 1963.

Expenditures for travel to foreign countries were higher in all areas in 1963. Europe and the Mediterranean area is usually the largest recipient of United States travel expenditures and 1963 was no exception. Americans spent \$735 million in the Europe and Mediterranean area as compared to \$660 million in 1962, an advance of 11 per cent. Expenditures in this area considered as a proportion of the total amounted to 35 per cent, the same as last year. The number of travellers to this region rose more markedly from 930,000 to 1,100,000 or by 18 per cent, as both the volume of sea and air travel experienced increases. The cost of a European trip for the average American traveller declined from \$1,300 in 1962 to \$1,200 in 1963. Lower transoceanic transportation costs were a major factor behind this decline in total trip costs for Americans travelling to Europe and the Mediterranean area. Furthermore, the average outlay per person also experienced a decline in 1963. Transportation to Europe and return amounted to \$550 for the average American traveller, a decline of 10 per cent from 1962, while expenses within this region averaged \$670 per person compared with \$705 last year. This decline in the average outlay per person in 1963 represented a continuation of a downward trend that has been in progress since 1956. Perhaps, the most important factor behind this continued decline in the average per capita outlay, may be the growing number of United States travellers in the middle income groups who now find foreign travel within their reach but who tend to spend more moderately. Furthermore, the reduced duty-free customs allowance, effective in 1961, may have helped maintain lower average expenditures for American travellers. Another factor, that may have contributed toward lower average expenditures, is the increasing proportion travelling by air, whose visits are normally shorter and who spend less than those travelling by sea. In 1963, for instance, air travellers paid an average of \$530 each for transportation to and from Europe and spent \$615 in Europe, while sea travellers paid an average of \$630 for transportation to and from Europe and the Mediterranean area, and spent \$850 while in this area.

CHART - 2

**DISTRIBUTION OF TRAVEL EXPENDITURES⁽¹⁾
IN FOREIGN COUNTRIES
BY RESIDENTS OF THE UNITED STATES
1954-1963**

(United States Department of Commerce)



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

(2) DATA FOR 1963 ARE SUBJECT TO REVISION.

STATEMENT 14. Expenditures for Foreign Travel by Residents of the United States, 1959-63
In terms of United States currency

	1959	1960	1961	1962	1963
	millions of dollars				
Transportation	770	865	865	990	1,120
Foreign—flag carriers	380	505	507	575	625
United States—flag carriers	390	360	358	415	495
Expenditures abroad	1,610	1,745	1,747	1,892	2,070
Canada	365	380	425	479	522
Mexico	350	365	370	395	448
Europe and Mediterranean	604	704	630	660	735
West Indies and Central America	174	166	160	178	180
South America	41	45	48	55	56
Other oversea areas	76	85	114	125	129
Grand totals	2,380	2,610	2,612	2,882	3,190

Source: United States Department of Commerce, Office of Business Economics.

American travellers to the West Indies and Caribbean area spent \$180 million within this area in 1963, a slight increase of \$2 million or 1.1 per cent in comparison with 1962. The number of visitors to this region increased by 22,000 or nearly 4 per cent to 631,000. This increase in volume, as well as the strong growth of cruise travel in this area, helped offset lower average expenditures.

Approximately 97,000 United States residents visited South America in 1963, some 12,000 or about 14 per cent more than in 1962. Their spendings, amounting to \$56 million, represented only a \$1 million or 1.8 per cent increase, as lower average expenditures per visit were recorded. American

travellers to Mexico spent an estimated \$448 million, an increase of \$53 million or between 13 and 14 per cent in comparison with 1962. Spending in the border area, which increased from \$280 million to \$322 million in 1963, accounted for 72 per cent of the total expenditures in Mexico.

The number of United States residents visiting other areas, principally the Far East, amounted to 160,000 in 1963, about 18,000 or almost 13 per cent more than in 1962. However, average expenditure per trip diminished for this group of travellers, as total spending in this region rose by only \$4 million or 3 per cent to \$129 million. Japan and Hong Kong were the main countries visited in this area.

Canadian Travel in the United States

When examining 1963 data on Canadian travel in the United States consideration must be given to the devaluation in the second quarter of 1962 of the Canadian dollar in terms of U.S. currency and the reduction in value of merchandise exempt from customs duties from \$100 to \$25 every four months. These two measures which became effective in May and June 1962, respectively, continued to have considerable influence on travel by Canadians to the United States, and particularly to affect comparisons of the first half of 1962 and 1963. Although the volume of Canadian visits to the United States increased some 5 per cent over 1962, expenditures by this group experienced a substantial decline.

The number of residents re-entering Canada after trips to the United States increased from 28 million in 1962 to 29.4 million in 1963. In comparison with 1962, increases were recorded in all

four quarters, ranging from 15,000 or 0.3 per cent in the first to 643,000 or 8.6 per cent in the third quarter.

Canadian travel expenditures in the Continental United States during 1963 are estimated at \$383.6 million, a decline of \$30.5 million or 7.4 per cent in comparison with 1962 data. Payments in the first quarter, amounting to \$77.2 million, represented a decline of \$16.4 million or 17.5 per cent while expenditures in the second quarter totalled \$109.1 million, a reduction of between 17 and 18 per cent from comparable 1962 data. On the other hand, in the third quarter payments by Canadians for travel in the United States advanced from \$122.6 million in 1962 to \$128.9 million in 1963, an increase of 5.1 per cent. Moreover, expenditures in the fourth quarter, at \$68.4 million, represented an increase of \$2.8 million or about 4.3 per cent over the same period of last year.

STATEMENT 15. Number and Expenditures of Canadian Travellers in the United States,¹ 1960-63

Type of transportation	Number of persons				Expenditures			
	1960	1961	1962	1963	1960	1961	1962	1963 ²
	thousands				millions of dollars			
Automobile.....	23,358	23,339	22,354	23,046	232.0	237.6	203.1	195.0
Non-automobile:								
Plane	452	458	485	491	103.0	108.6	114.8	99.2
Bus	445	431	431	400	49.7	46.3	42.4	40.8
Rail	332	267	251	240	46.6	38.9	36.6	29.9
Boat	124	110	115	115	5.6	3.9	4.0	2.4
Other.....	4,335	4,684	4,309	5,098	20.4	19.4	13.2	16.3
Totals, non-automobile	5,688	5,950	5,591	6,344	225.3	217.1	211.0	188.6
Grand totals.....	29,046	29,289	27,945	29,390	457.3	454.7	414.1	383.6

¹ Exclusive of Hawaii.² Subject to revision.**Canadian Travel in the United States by Type of Transportation**

Passenger car registrations in Canada continue to increase and in 1963 amounted to 4,788,896, some 5.7 per cent more than in 1962. The 1962 figure of 4,531,384 had represented an increase of 4.75 per cent over the 1961 total. On a per capita basis, the number of car registrations in 1963 imply that there was one automobile for every 4 persons in Canada, compared with one automobile for every 4.1 persons in 1962, and for every 4.2 persons in 1961.

During 1963, some 8,545,473 Canadian automobiles re-entered Canada from the United States. This represents an increase of about 4.6 per cent in comparison with 1962 data. No doubt, the 5.7 per cent increase in passenger car registrations in Canada in 1963 contributed to the increase in border crossings to the United States. On a quarterly basis, all quarters registered increases, ranging from an increase of 1.9 per cent or 28,967 re-entries in the first quarter to a gain of 8.3 per cent or 147,833 re-entries in the fourth.

The number of Canadian residents returning to Canada after trips to the United States by automobile rose to 23.0 million in 1963, an increase of about 3.1 per cent over comparable data for 1962. Furthermore, these automobile travellers constitute about 78.4 per cent of the aggregate of re-entries from the United States, a slight drop of about 1.6 percentage points from the proportion in the previous year. An examination, on a quarterly basis, of automobile travellers to the United States shows increases in each quarter of the year. In comparison with 1962, the second, third, and fourth quarters recorded significant percentage increases, amounting to 3 per cent, 3.3 per cent and 4.3 per cent, respectively. On the other hand, the increase in the first quarter was rather moderate, as automobile re-entries

during this quarter came to 3,894,000, some 1.5 per cent more than in the same period of the previous year.

In 1963, Canadians returning from trips to the United States by automobile spent an estimated \$195 million. This is a decrease of \$8.1 million or 4 per cent from the corresponding 1962 figure. Furthermore, this \$195 million represented 50.8 per cent of all Canadian travel payments to the United States in 1963, compared with 49 per cent in 1962. An examination of the above expenditures, on a quarterly basis, reveals that substantial declines occurred in the first and second quarters of the year. In the first quarter, estimated expenditures by automobile travellers declined by \$9.3 million or between 23 and 24 per cent from the corresponding quarter of 1962. In the second quarter, the decline amounted to \$8.8 million or 14.5 per cent. On the other hand, increases in expenditures were registered in the third and fourth quarters when the exchange rate and customs regulations were comparable. The third quarter estimate of \$81.8 million was \$7.6 million or 10.2 per cent higher than in 1962, while expenditures in the fourth quarter, at \$31.3 million, show an increase of \$2.4 million or 8.3 per cent over the same period of 1962.

The number of Canadians returning by transportation other than automobile increased from a total of 5,591,000 in 1962 to 6,344,000 in 1963, an advance of about 13.5 per cent. All of the increase can be attributed to persons classified in the category termed "other", which consists mainly of local traffic between border communities and accounts for roughly 80 per cent of the non-auto traffic. Re-entries by this group amounted to 5,098,000, an increase of 789,000 or 18.3 per cent over corresponding data for 1962.

**STATEMENT 16. Number of Canadian Travellers Returning from the United States,¹
compiled Quarterly, 1963**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	thousands				
Automobile:					
24 hours or less	3,493	5,143	6,583	3,973	19,192
Over 24 hours	401	775	1,900	778	3,854
Totals, automobile	3,894	5,918	8,483	4,751	23,046
Non-automobile:					
Plane	129	129	116	117	491
Bus	69	117	140	74	400
Rail	55	60	70	55	240
Boat	3	17	84	11	115
Other	627	1,949	1,609	913	5,098
Totals, non-automobile	883	2,272	2,019	1,170	6,344
Grand totals	4,777	8,190	10,502	5,921	29,390

¹ Exclusive of Hawaii.

Re-entries by plane amounted to 491,000, up 6,000 or about 1.2 per cent over 1962. A quarterly breakdown of the volume of plane travel reveals an increase in the third quarter of 5,000 or between 4 and 5 per cent over the same period in 1962, and a gain of 11,000 persons or 10.4 per cent in the fourth quarter. Canadian re-entries by plane were lower at other times of the year, however, with 5,000 or 3.7 per cent fewer in both the first and second quarters. Canadians returning from the United States by plane in 1963 spent an estimated \$99.2 million, compared with \$114.8 million in 1962. Expenditures were lower in each quarter but the fourth, which recorded an increase of \$1.2 million or close to 6 per cent from the previous year. The most significant decrease in payments by plane travellers occurred in the second quarter, amounting to \$10.6 million or 27.3 per cent. At the same time, first quarter payments were down by \$5.9 million or close to 17 per cent, while the third quarter experienced a decline of \$0.3 million or between 1 and 2 per cent. Expenditures of Canadians returning from the United

States by plane accounted for approximately 26 per cent of the total payments in the Continental United States during 1963, compared with close to 28 per cent in 1962.

The number of residents returning from trips to the United States by bus declined from 431,000 in 1962 to 400,000 in 1963, a drop of about 7.2 per cent. Lower volumes were recorded throughout all four quarters of the year, with 5,000 or 6.8 per cent fewer re-entries in the first quarter, some 8,000 or 6.4 per cent less in the second, down 15,000 or close to 10 per cent in the third quarter, while the fourth quarter showed a reduction of 3,000 or about 3.9 per cent from 1962 data. Payments by residents who returned from the United States by bus in 1963 came to \$40.8 million, marking a decline of \$1.6 million or 3.8 per cent in comparison with 1962. Decreases were recorded in all four quarters of the year, with the greatest decline, \$0.9 million or 6.4 per cent, occurring in the second quarter.

**STATEMENT 17. Expenditures of Canadian Travellers Returning from the United States,¹
compiled Quarterly, 1963²**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	millions of dollars				
Automobile:					
24 hours or less	6.4	9.7	11.7	7.0	34.8
Over 24 hours	23.8	42.0	70.1	24.3	160.2
Totals, automobile	30.2	51.7	81.8	31.3	195.0
Non-automobile:					
Plane	29.1	28.3	20.3	21.5	99.2
Bus	8.3	13.2	12.8	6.5	40.8
Rail	7.4	9.3	7.1	6.1	29.9
Boat	0.1	0.5	1.5	0.3	2.4
Other	2.1	6.1	5.4	2.7	16.3
Totals, non-automobile	47.0	57.4	47.1	37.1	188.6
Grand totals	77.2	109.1	128.9	68.4	383.6

¹ Exclusive of Hawaii.

² Subject to revision.

Re-entries by rail, amounting to 240,000 persons in 1963, represented a drop of some 11,000 persons or 4.4 per cent from the 1962 total of 251,000 persons. All quarters registered decreases except the fourth which remained unchanged from the previous year. Re-entries in the first quarter dropped by 1,000, followed by declines of 4,000 and 6,000 persons in the second and third quarters, respectively. Percentage-wise, the decline in the first quarter came to 1.8 per cent, followed by 6.3 per cent in the second, and 7.9 per cent in the third quarter. Payments for travel in the United States by persons returning to Canada by rail in 1963 amounted to \$29.9 million, a drop of \$6.7 million or 18.3 per cent from the corresponding 1962 figure. Expenditures by persons returning by rail represented 7.8 per cent of the total 1963 payments by Canadians travelling in the United States, a drop of 1 percentage point from the 1962 proportion. In comparison with 1962 data, all quarters registered declines. The second quarter experienced the greatest decrease, as expenditures by rail travellers in this quarter dropped some 29 per cent to \$9.3 million. Payments in the first quarter fell from \$8 million in 1962 to \$7.4 million in 1963, while third quarter expenditures, at \$7.1 million, represented a decline of 19.3 per cent in comparison with the same period of the previous year. Fourth quarter expenditures amounted to \$6.1 million, a decrease of 9 per cent from the corresponding 1962 figure.

Some 115,000 Canadians returned from the United States by boat in 1963, about the same number as in 1962. On a quarterly basis, there were 5,000 or 22.7 per cent fewer re-entries by boat in the second quarter, while the first quarter total of 3,000 persons represented no change from 1962. On the other hand, boat travel in the third and fourth quarters registered increases in comparison with 1962, amounting to 2,000 (2.4 per cent) and 3,000 (37.5 per cent) re-entries, respectively. Canadians making

the return trip from the United States by boat in 1963 spent an estimated \$2.4 million, representing a decline of \$1.6 million or 40 per cent from the comparable 1962 sum. These expenditures, when taken as a proportion of the total payments in the United States for the year, dropped from about 1 per cent in 1962 to 0.6 per cent. A comparison with 1962 on a quarterly basis reveals that decreases were recorded in each quarter except the fourth which remained unchanged.

Canadians making the return journey from the United States as pedestrians or by local bus, etc., are classified under the heading "other travellers". In 1963, this category accounted for 5,098,000 persons, a considerable increase of 789,000 or 18.3 per cent in comparison with 1962 data. A quarterly breakdown of the volume of "other travellers" reveals an increase in the second quarter of 528,000 persons or 37.2 per cent over the same period in 1962, and 343,000 more persons or an increase of 27.1 per cent in the third quarter. However, the volume of re-entries in the other two quarters was lower, with 29,000 or between 4 and 5 per cent fewer in the first quarter and 53,000 or 5.5 per cent less during the fourth. Expenditures of "other travellers" totalled \$16.3 million in 1963, up \$3.1 million or 23.5 per cent from the 1962 total. Expenditures were higher in each quarter but the first which recorded a decline of \$0.1 million or 4.5 per cent from the previous year. The most significant increase in payments by "other travellers" occurred in the second quarter, amounting to \$1.8 million or almost 42 per cent. At the same time, third quarter expenditures were up by \$1.3 million or 31.7 per cent, while the fourth quarter experienced a rise of \$0.1 million or close to 4 per cent. Expenditures of Canadians classified under this heading of "other travellers" accounted for about 4.2 per cent of the total payments compared with 3.2 per cent in 1962.

Canadian Travel in the United States by Destination

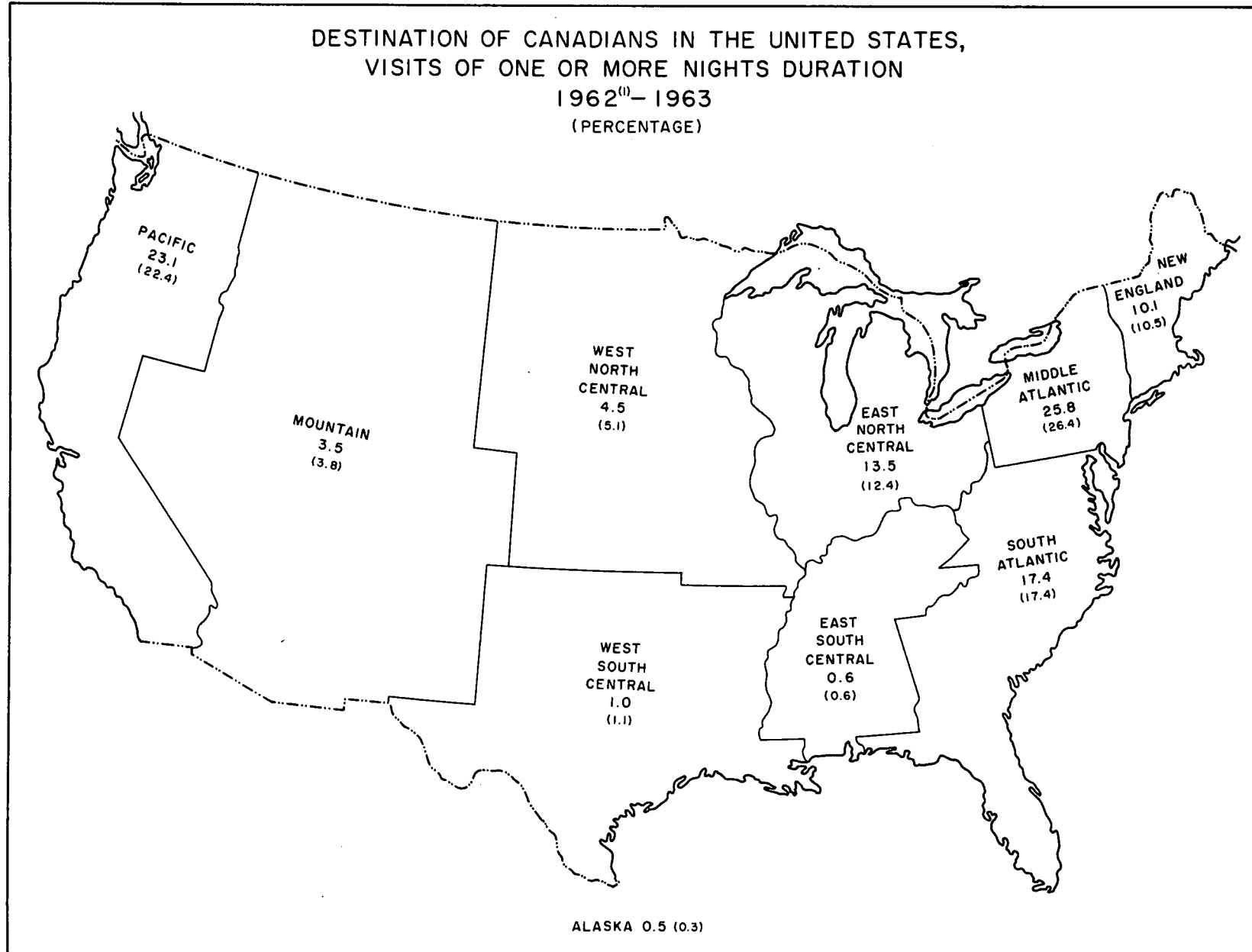
Information on the characteristics of Canadian travel in the United States was obtained, on a monthly basis, from the response to the mail questionnaire which is sent to a sample group of Canadians returning from visits to that country. It should be noted, however, that all data compiled from this survey refer only to the long-term category of travel. For this reason, survey results cannot be used to generalize on the total volume of travel to the United States, which includes a large proportion of same day travel, i.e., visits by persons leaving and returning on the same day.

The destination reported by the respondents was used to compile the data presented in Map 2 showing the general area visited in the United States. When more than one destination was specified on a completed questionnaire, the one farthest from the International Boundary was chosen. Therefore, 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.

In 1963, the response showed 25.8 per cent of the long-term travellers were destined for the Middle Atlantic States of New York, New Jersey, and Pennsylvania, compared with 26.4 per cent in 1962. The second most popular region recorded was the Pacific Coast, comprising the states of Washington, California, and Oregon, which accounted for 23.1 per cent of the destinations reported in 1963, compared with 22.4 per cent in 1962. Third in importance was the South Atlantic area, (including Florida). In 1963, some 17.4 per cent of Canadian travellers returning from the United States reported destinations in that area, the same proportion as in 1962. States comprising the East-North Central region were listed by 13.5 per cent of the respondents to the 1963 survey questionnaire; this was

DESTINATION OF CANADIANS IN THE UNITED STATES,
VISITS OF ONE OR MORE NIGHTS DURATION
1962⁽¹⁾ - 1963
(PERCENTAGE)



(1) 1962 FIGURE IN BRACKET.

1.1 per cent more than the corresponding 1962 proportion. On the other hand, a slightly lower percentage had indicated destinations in the New England States (10.1 per cent), the West-North Central area (4.5 per cent), the Mountain region (3.5 per cent), and the West-South Central area (1 per cent). There was a moderate increase in the percentage of Canadians travelling to Alaska while the percentage going to the East-South Central States (0.6 per cent) was the same as in 1962.

A quarterly compilation of data on destination in the United States shows that, in the first two quarters of 1963, the highest proportion of travellers returning to Canada had been to the South Atlantic States (mainly Florida). Destinations in this region were reported by about 30 per cent of the respondents returning in the first quarter and by 25.4 per cent in the second quarter. Next in importance were the Middle Atlantic States, with close to 23 per cent in the first quarter and 24 per cent in the second quarter. The Pacific States also accounted for moderate percentages during the first half of the year, with 20 and 22 per cent for the first and second

quarters, respectively. In the third and fourth quarters of 1963, the heaviest concentration of travel was attributed to the Middle Atlantic States, which was the destination specified by 26.5 and 30 per cent, respectively, of the respondents. Destinations in the Pacific States came next, accounting for about 25.7 per cent in the third quarter and 23.4 per cent in the fourth quarter. In the third quarter, travel to the New England States amounted to 15.2 per cent, the third largest proportion while, in the fourth quarter, travel to the East-North Central area was third in importance, also with about 15 per cent of the total for the quarter.

The destination of Canadian travellers returning from the United States by plane, bus, and rail is presented in Statement 19 for the five years 1959-63 and in statement 18 by quarters for the year 1963. 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 aforementioned types of transportation.

STATEMENT 18. Destination of Canadian Travellers Returning from the United States¹ by Plane, Bus, and Rail, by Geographic Regions, compiled Quarterly, 1963

Geographic region of destination ²	First quarter	Second quarter	Third quarter	Fourth quarter	Year
North-Eastern States	80,000	106,000	124,000	95,000	405,000
Great Lakes States	28,000	33,000	39,000	35,000	135,000
North-Western States	7,000	8,000	11,000	10,000	36,000
West Coast States	47,000	61,000	97,000	64,000	269,000
Other remaining states	89,000	95,000	57,000	45,000	286,000
Totals, United States	251,000	303,000	328,000	249,000	1,131,000

¹ Exclusive of Hawaii.

² See Table 10 for states comprising regions.

STATEMENT 19. Destination of Canadian Travellers Returning from the United States¹ by Plane, Bus, and Rail, by Geographic Regions, 1959-63

Geographic region of destination ²	1959	1960	1961	1962	1963
North-Eastern States	549,000	498,000	454,000	451,000	405,000
Great Lakes States	124,000	127,000	129,000	123,000	135,000
North-Western States	31,000	28,000	40,000	34,000	36,000
West Coast States	269,000	282,000	250,000	267,000	269,000
Other remaining states	267,000	295,000	282,000	292,000	286,000
Totals, United States	1,240,000	1,230,000	1,155,000	1,167,000	1,131,000

¹ Exclusive of Hawaii.

² See Table 10 for states comprising regions.

Results based on the response to the questionnaire survey show (Statement 19) that the number of non-automobile travellers who were destined for the North-Eastern States declined by approximately 10.4 per cent in 1963, as compared with 1962, while the frequency of destinations in the Great Lakes area registered a gain of about 9.8 per cent. At the same time, travel to the North-Western States experienced an increase of close to 6 per cent, whereas travel to the West Coast region and to other non-specified states declined slightly by 0.4 per cent and 0.7 per cent, respectively. Again in 1963, the largest proportion (404,000 or 35.7 per cent) of the long-term re-entries by plane, bus, and rail had visited the North-Eastern States.

An analysis, on a quarterly basis, of destination (Statement 18) shows that, in the first quarter, Canadians returning by plane, bus, or rail from

visits to "other remaining states" represented about 35.5 per cent of the total re-entries in that period, while those returning from the North-Eastern States and the West Coast States accounted for 32 and 18.7 per cent, respectively. A considerable percentage of the re-entries by plane, bus, and rail in the first quarter are presumably returning from vacations in the southern areas of the United States. In the second quarter, re-entries of Canadians from visits to the North-Eastern region accounted for 35 per cent of the aggregate and visits to "other remaining states" 31 per cent. In the third and fourth quarters, comparable figures were 37.8 and 38.2 per cent, respectively, for the North-Eastern region and 17.4 and 18.1 per cent for the "other remaining states" category. Visits to the West Coast States accounted for 29.6 per cent of the total in the third quarter and 25.7 per cent in the fourth quarter.

Canadian Travel in the United States by Length of Stay

For statistical purposes, Canadian travel to the United States is classified, according to length of stay abroad, into two categories. Short-term traffic comprises only the "same day visits", i.e., leaving

and returning to Canada on the same day. All other visits, i.e., spending one or more nights in the United States, are considered as being long-term.

STATEMENT 20. Expenditures of Canadian Travellers in the United States, by Length of Stay, 1963

Mode of travel	Number of persons	Per cent of grand total	Estimated expenditures ¹	Per cent of grand total
		%	\$	%
Short-term traffic (entering and leaving same day)				
Automobile	19,191,500	65.30	34,838,000	9.08
Plane	29,300	0.10	2,092,000	0.55
Bus	19,700	0.07	260,000	0.07
Rail	7,300	0.03	282,000	0.07
Boat	35,100	0.12	158,000	0.04
Bus in transit	13,000	0.04	—	—
Rail in transit	19,100	0.06	—	—
Other travellers (pedestrians, local bus, etc.)	5,098,300	17.35	16,310,000	4.25
Totals, non-automobile	5,221,800	17.77	19,102,000	4.98
Totals (short-term)	24,413,300	83.07	53,940,000	14.06
Long-term traffic (one or more nights in the United States)				
Automobile:				
One night in the United States	814,500	2.77	9,313,000	2.43
Two or more nights in the United States	3,040,300	10.34	150,865,000	39.32
Totals, automobile	3,854,800	13.11	160,178,000	41.75
Plane	461,300	1.57	97,086,000	25.31
Bus	367,500	1.25	40,536,000	10.57
Rail	213,500	0.73	29,614,000	7.72
Boat	79,400	0.27	2,286,000	0.59
Totals, non-automobile	1,121,700	3.82	169,522,000	44.19
Totals (long-term)	4,976,500	16.93	329,700,000	85.94
Grand totals	29,389,800	100.00	383,640,000	100.00

¹ Subject to revision — Excludes Hawaii.

During 1963, some 24,413,300 re-entries from the United States were classed as short-term visits, an increase of 1,406,300 or 6.1 per cent over the 1962 figure. Furthermore, these short-term visits represent 83.1 per cent of the total re-entries from the United States, as compared with 82.3 per cent in 1962. Expenditures by Canadians returning from short-term visits in 1963 amounted to \$53,940,000, a gain of \$5,152,000 or 10.6 per cent over disbursements in 1962. However, the short-term expenditures make up only 14.1 per cent of the total expenditures on travel in the Continental United States. The proportion in 1962 was 11.8 per cent.

Canadians re-entering after one or more nights in the United States numbered 4,976,500, and accounted for 16.9 per cent of the total, a slight decrease from the 1962 proportion of 17.7 per cent. At the same time, payments of the long-term group, at \$329,700,000, accounted for 85.9 per cent of the total expenditures by Canadian travellers in the United States. The comparable figures in 1962 were expenditures amounting to \$365,325,000 representing 88.2 per cent of the total spent.

A more detailed analysis of travel by Canadian motorists in 1963, according to length of stay, reveals 19,191,500 in the short-term class, having entered the United States and returned to Canada on the same day, and it is estimated that they spent \$34,838,000. This represents an increase of 603,500 or 3.2 per cent in the number of visits and a gain

of \$1,358,000 or 4.1 per cent in expenditures. Short-term motorists spent an average of approximately \$1.80 per trip to the United States, about the same as in 1962.

Canadian automobile travellers returning after spending one night abroad totalled 814,500 in 1963, a decrease of 43,100 or 5 per cent under 1962. These motorists spent \$9,313,000, a decline of \$683,000 or 6.8 per cent in comparison with 1962 data. The average amount spent per person in this category amounted to \$11.43, slightly lower than the 1962 average of \$11.66. Similarly, the average expenditure per car, which in 1963 amounted to \$33.26, represented only a slight decrease from the corresponding average of \$33.71 in 1962. Motorists returning to Canada in 1963 after spending two or more nights in the United States numbered 3,040,300, up 132,000 or 4.5 per cent from the comparable 1962 volume. Their expenditures, however, amounting to \$150,865,000, represented a decline of \$8,754,000 or 5.5 per cent under 1962. The average amount spent per person per day in this classification declined to \$6.05 from \$6.93 in 1962, and the average outlay per car per day fell to \$17.02 from \$19.33. Although the number of travellers in this category represented only 10.3 per cent of the total traffic returning from the United States, their payments accounted for 39.3 per cent of the total expenditures for the year. Corresponding percentages for 1962 were 10.4 per cent and 38.5 per cent, respectively.

STATEMENT 21. Canadian Travellers Returning to Canada from the United States, classified according to Length of Stay, by Selected Types of Transportation, 1963

Estimated days stay in the United States	Number of persons			
	Automobile	Plane	Bus ¹	Rail
1 ²	19,191,478	29,287	19,669	7,285
2.....	814,490	52,834	42,203	19,163
3 - 7.....	2,190,430	182,342	163,196	97,403
8 - 14.....	484,014	116,117	79,139	49,099
15 - 21.....	219,935	59,505	37,286	20,134
22 and over.....	145,967	50,479	45,686	27,684
Totals.....	23,046,314	490,564	387,179	220,768

¹ Excluding in transit.

² Persons leaving and returning on the same day.

Further information on returning Canadian automobile traffic in 1963, according to length of stay and province of re-entry into Canada, may be found in Tables 13, 14 and 15. One-day visits comprise all trips entering and returning from the United States on the same day, while the two-day class includes vehicles staying outside Canada for one night. Both these groups have already been discussed. For presentation in a simplified form, the length of stay in the United States by Canadian travellers is grouped and shown by mode of transportation used in Statement 21. Resident motorists

returning from trips lasting 3 to 7 days totalled 2,190,430 or 9.5 per cent of the returning automobile traffic. Those staying from 8 - 14 days amounted to 484,014 or 2.1 per cent of the total returning motorists. Canadian motorists who spent from 15 to 21 days in the United States numbered 219,935 or 1 per cent of the total, while longer lengths of stay were recorded by 145,967. However, within each of these groupings over two days the visits which are of one week, two weeks, or three weeks duration are more numerous. Contrariwise, the number of United States motorists travelling in Canada decreases more or

less uniformly as the length of stay increases. As there is no reason to question the length of stay for United States motorists which is compiled from the dates of entry and exit recorded by Canadian Customs officers, it could be that some over-estimation does occur in the groups of Canadians staying 7 days, 14 days, and 21 days from visits being reported in terms of weeks rather than days.

Short-term travellers returning to Canada by means of transportation other than automobile in 1963 numbered 5,221,800, an increase of 802,800 or 18.2 per cent over the comparable 1962 volume. Their expenditures, which amounted to \$19,102,000, represented an increase of \$3,794,000 or 24.8 per cent. The volume of short-term non-automobile travel represented 17.8 per cent of the total re-entries in 1963 while their payments accounted for 4.9 per cent of the total expenditures. At the same time, both these proportions represented increases compared with corresponding 1962 figures. Long-term non-automobile travel returning from the United States numbered 1,121,700 persons in 1963, a decline of 50,000 or 4.3 per cent below the 1962 volume. Moreover, expenditures of this group totalled \$169,522,000, compared with \$195,710,000 in 1962, a decrease of 13.4 per cent. Long-term non-automobile travel accounted for only 3.8 per cent of the total traffic whereas their expenditures represented 44.2 per cent of the total payments. Corresponding percentages for 1962 were 4.2 per cent and 47.3 per cent, respectively. Additional data on non-automobile travel in the United States according to length of stay are presented in Tables 16, 17, and 18.

Canadians returning from the United States by plane after a short-term visit numbered 29,300 in 1963, an increase of 12,100 over 1962. Payments by this group amounted to \$2,092,000, a gain of \$894,000 over the previous year. On the other hand, the volume of long-term travel by plane declined by 6,600 persons or 1.4 per cent to 461,300 and payments of \$97,086,000 represented a decrease of \$16,518,000 or 14.5 per cent from 1962. The number of Canadians returning by plane estimated according to length of stay in Statement 21 shows that visits

lasting from 3 to 7 days accounted for 182,342 or 37.2 per cent of the return trips by this means of travel. Furthermore, some 116,117 persons or 23.7 per cent of the total remained in the United States from 8 to 14 days. Plane travellers who took trips to the United States lasting from 15 to 21 days numbered 59,505, about 12 per cent of the total number of Canadians returning by plane. The average expenditure for Canadian plane travellers to the United States in 1963 was \$202.20, compared with \$236.70 in 1962, while the average expenditure per person per day came to \$16.60, a drop of \$1.30 from the 1962 average. The highest average outlay per person per day in 1963 (\$71.50) appears for plane travellers who remained in the United States one day only. No doubt the cost of transportation is a factor contributing to higher expenditures per day for the shorter lengths of stay.

Persons returning to Canada by bus in 1963 after having entered the United States on the same day (excluding in transit) numbered 19,700, a decrease of 12,900 re-entries or 39.6 per cent in comparison with 1962. Expenditures of this group of short-term bus travellers also experienced a substantial drop, declining by \$220,000 or 45.8 per cent to \$260,000. Long-term re-entries by bus in 1963 amounted to 367,500, marking a decrease of 9,300 or 2.5 per cent in comparison with the 1962 figure, while expenditures by this group, which amounted to \$40,536,000, represented a decline of \$1,358,000 or 3.2 per cent. Canadians returning by bus after visits of from 3 to 7 days amounted to 163,196, accounting for 42.2 per cent of the total re-entries by this means. Visits lasting from 8 to 14 days accounted for 79,139 of the return trips by bus, or 20.4 per cent of the total, while 37,286 or 9.6 per cent had remained from 15 to 21 days. The average expenditure per person returning by bus in 1963 came to \$105.40, an increase of \$1.90 or 1.8 per cent in comparison with 1962. However, the average expenditure per person per day, amounting to \$8.40, represents a decline of \$0.60 from comparable 1962 data. Bus travellers who stayed in the United States 5 days recorded the highest average expenditure per person per day (\$14.90).

STATEMENT 22. Canadian Travellers Returning to Canada from the United States; Percentage of Volume, classified according to Length of Stay, by Selected Types of Transportation, 1963

Estimated days stay in the United States	Percentage of volume			
	Automobile	Plane	Bus ¹	Rail
1 ²	83.3	5.9	5.1	3.3
2	3.5	10.8	10.9	8.7
3 - 7	9.5	37.2	42.2	44.1
8 - 14	2.1	23.7	20.4	22.3
15 - 21	1.0	12.1	9.6	9.1
22 and over	0.6	10.3	11.8	12.5
Totals	100.0	100.0	100.0	100.0

¹ Excluding in transit.

² Persons leaving and returning on the same day.

Short-term Canadian re-entries from the United States by rail (exclusive of in transit) came to 7,300 persons in 1963, a slight decrease of 100 persons or 1.4 per cent from the corresponding 1962 volume. Their expenditures, amounting to an estimated \$282,000, represented a reduction of \$91,000 or 24.4 per cent. Long-term visits by rail numbered 213,500, a decline of 15,400 or 6.7 per cent and payments of \$29,614,000 by this group of travellers were some \$6,644,000 or 18.3 per cent less than in 1962. Statement 21 reveals that residents who re-entered by rail after visits lasting from 3 to 7 days numbered 97,403 in 1963, representing 44 per cent of the total re-entries by this means. The rail travellers who remained from 8 to 14 days in the United States amounted to 49,099 or 22.3 per cent of the total. The average expenditure per rail traveller to the United States in 1963 was \$135.42, a drop of \$19.62 or 12.7 per cent from the 1962 average of \$155.04. Furthermore, the average outlay per person per day came to \$10.20 which was \$1.10 less than the corresponding average for 1962. As in 1962, the highest average expenditure on a per day basis was attributed to rail travellers remaining 24 hours or less, who in 1963 averaged \$38.70.

Residents leaving and returning to Canada on the same day by boat numbered 35,100 in 1963, a rise in volume of 18,500, and it is estimated that they spent \$158,000, an increase of \$86,000 over the previous year. On the other hand, there were 79,400 long-term re-entries by boat in 1963, some

18,700 or 19.1 per cent less than in 1962. Their expenditures of \$2,286,000 were some \$1,668,000 less than the corresponding figure for 1962.

Included in the expenditures of Canadian travellers remaining 48 hours and over in the United States is the value of merchandise declared under the customs exemption privilege. The customs exemption on Canadian purchases of merchandise in the United States was reduced in value from \$100 to \$25 every four months, effective June 25, 1962 and influenced the value of purchases declared during the last half of that year. However, this reduction, being in effect the whole year, had considerable influence during 1963, when the value of merchandise declared by Canadians returning from trips to the United States totalled \$21,810,276, a substantial decrease of \$12,550,689 or 36.5 per cent from the total of \$34,360,965 in 1962. Furthermore, 1962 and 1963 both show the effect of the reduced exemption privilege when compared with 1961, at which time purchases declared amounted to some \$59.7 million. The average value per declaration in 1963 amounted to \$20.21 compared to \$33.63 in 1962. The number of declarations made by Canadians returning from the United States totalled 1,079,069 in 1963, an increase of 57,258 or 5.6 per cent from the year 1962. The value of declared merchandise taken as a proportion of total expenditures dropped from 8.3 per cent in 1962 to 5.7 per cent in 1963.

Canadian Travel in the United States by Purpose of Trip

Data on purpose of trip compiled from the response to the mail questionnaire survey is summarized in Statements 23, 24, and 25. These statements and the following text concerning data obtained from the survey are based on compilations from the completed questionnaires reporting one purpose of trip only. On the whole, the purpose of trip reported by Canadians travelling to the United States in 1963 showed little significant change from 1962. Recreation, once again, was the most popular reason for visiting the United States as 47.4 per cent of the respondents specified this purpose, a

drop of 1.9 percentage points below 1962. Visits to friends or relatives represented 34.2 per cent of the persons compared with 32.1 per cent in the previous year. Business trips were listed by 11.9 per cent of the respondents, a slight advance over the 1962 percentage, while shopping excursions accounted for 1.4 per cent, a drop of 1 point from the 2.4 per cent in 1962. The proportion specifying formal study was the same as in 1962, but travel for health reasons recorded an increase, accounting for 3.1 per cent of the respondents in 1963 compared with 2.5 per cent in the previous year.

STATEMENT 23. Purpose of Trip¹ Reported by Canadians Returning from the United States, compiled Quarterly, Questionnaire Survey, 1963

Period of re-entry	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other
	per cent						
First quarter.....	12.0	0.5	0.6	40.9	40.4	4.9	0.7
Second quarter.....	15.7	0.5	1.5	44.5	30.7	6.1	1.0
Third quarter.....	7.1	0.6	1.4	55.7	32.3	0.7	2.2
Fourth quarter.....	17.2	0.2	2.4	41.3	35.4	1.6	1.9
Year.....	11.9	0.5	1.4	47.4	34.2	3.1	1.5

¹ Questionnaires reporting one purpose only.

Statement 23 presents purpose of trip data on a quarterly basis for the year 1963. The popularity of recreation appeared highest during the third quarter, amounting to 55.7 per cent of the travel in that period compared with 57.2 per cent in 1962. The most notable change over comparable 1962 data occurred during the first and second quarters when the proportion of respondents specifying recreation dropped 3.8 and 4.5 percentage points, respectively. Visiting friends or relatives again appeared more frequently during the first quarter, representing 40.4 per cent of the respondents in that period. This probably reflects the fact that persons who visit friends or relatives in the United States during the Christmas season returned to Canada in the month of January. In comparison with 1962, the proportion of travel for the purpose of visiting friends or relatives experienced slight increases in all four quarters. Travel for business reasons showed

marked quarterly variation ranging from 7.1 per cent of the respondents in the third quarter to 17.2 per cent in the fourth. The percentage of respondents specifying health was highest during the first half of the year, amounting to 4.9 per cent of the persons in the first quarter and 6.1 per cent of the respondents in the second. Although this follows the same pattern as in previous years, the proportion of travel for health in the first two quarters of 1963 was considerably higher than in the first two quarters of 1962. An examination of questionnaires indicating shopping as the main purpose of trip revealed that travel for this purpose was highest during the second and fourth quarters of the year. Here, the influence of the Easter and Christmas seasons is reflected. In comparison with similar data for 1962, the proportion of respondents specifying shopping decreased in the second quarter but increased during the fourth.

STATEMENT 24. Purpose of Trip¹ Reported by Canadians Returning from the United States, by Province of Re-entry, Questionnaire Survey, 1963

Province of re-entry	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other
	per cent						
Atlantic Provinces	6.9	0.8	1.0	36.2	47.8	3.4	3.9
Quebec	12.3	0.4	0.4	55.7	26.1	4.5	0.6
Ontario	14.3	0.4	1.3	41.7	37.9	2.8	1.6
Manitoba	14.2	1.4	2.3	41.4	32.4	3.5	4.8
Saskatchewan	6.1	2.2	3.1	54.2	23.6	4.0	6.8
Alberta	24.3	1.6	0.8	36.6	33.3	2.4	1.0
British Columbia and Yukon Territory	6.0	0.4	2.8	53.2	34.4	1.9	1.3
Canada	11.9	0.5	1.4	47.4	34.2	3.1	1.5

¹ Questionnaires reporting one purpose only.

Purpose of trip reported by Canadians returning from the United States was also compiled according to province of re-entry for presentation in Statement 24. Survey results showed that once more, a higher proportion of Canadian residents returning via the province of Alberta had been to the United States for business reasons than residents returning by way of any other province. In 1963, business trips accounted for 24.3 per cent of all entries through Alberta compared with 25.3 per cent in 1962. This same purpose was listed by 14.3 per cent of the respondents returning through Ontario, 14.2 per cent of the re-entries via Manitoba and 12.3 per cent of the Canadians returning through ports in Quebec. Travel to the United States for the purpose of formal study was most frequent among residents of Saskatchewan as 2.2 per cent of the respondents returning via this province indicated this reason. Residents of Alberta followed with 1.6 per cent. Comparable figures for 1962 came to 0.5 per cent and 0.9 per cent, respectively. On the whole, higher proportions of returning residents through the Western Provinces indicated formal study than did residents re-entering in Eastern Canada. Shopping trips to the United States were also evident among residents of the

Western Provinces. Residents of Saskatchewan registered the highest proportion, amounting to 3.1 per cent, while 2.8 per cent of the respondents returning in British Columbia and the Yukon Territory had indicated a similar reason. Both these percentages represented declines from the corresponding proportions in 1962. Recreation as a purpose of visit was reported most frequently by Canadians returning via Quebec ports and was specified by 55.7 per cent of the respondents re-entering that province, about the same percentage as in 1962. Some 54.2 per cent of the re-entries through Saskatchewan indicated recreation as did 53.2 per cent of those re-entering via British Columbia and the Yukon Territory. Visits to friends or relatives was a popular purpose of trip with residents of all provinces, especially the Atlantic Provinces which registered 47.8 per cent or 5.4 percentage points more than in 1962. Visiting friends or relatives was the purpose of trip for 37.9 per cent of the re-entries through Ontario, and 34.4 per cent through British Columbia and the Yukon Territory, representing increases of 1.6 and 6.2 percentage points, respectively, over comparable 1962 data. Health as a reason for travel to the United States was most

prevalent amongst Canadians re-entering by ports in Quebec in 1963, accounting for 4.5 per cent of the re-entries in that province, an increase of 2 percentage points over the previous year. Travel for health reasons was specified by 4 per cent of the respondents returning by way of Saskatchewan, 3.4

per cent of those returning through the Atlantic Provinces and 2.8 per cent of the re-entries via Ontario. "Other" reasons given for travel south of the border ranged from 0.6 per cent of the re-entries through Quebec to 6.8 per cent of those returning in Saskatchewan.

**STATEMENT 25. Purpose of Trip¹ Reported by Canadians Returning from the United States,
by Type of Transportation, Questionnaire Survey, 1963**

Type of transportation	Percentage of persons reporting main purpose of trip						
	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other
Plane	27.3	0.7	0.2	37.2	29.7	4.0	0.9
Bus	4.3	0.7	3.1	40.0	47.0	3.9	1.0
Rail	10.0	0.8	2.0	25.2	57.5	3.8	0.7
Boat	1.4	0.2	5.2	53.1	37.8	0.6	1.7
Totals, non-automobile	21.8	0.7	0.8	36.0	35.8	4.0	0.9
Automobile	4.9	0.3	1.9	55.5	33.0	2.4	2.0
Grand totals	11.9	0.5	1.4	47.4	34.2	3.1	1.5

¹ Aggregate of questionnaires reporting one purpose only.

The purpose of visit (reported by Canadians returning from the United States) by type of transportation used is presented in Statement 25. During 1963, 36 in every 100 Canadians who travelled to the United States by transportation other than automobile, did so for recreational purposes. This marked a decline of 3.3 percentage points from the 1962 figure. Visiting friends or relatives accounted for 35.8 per cent of the non-automobile travel, 1.6 percentage points more than in the previous year. Business trips accounted for 21.8 per cent of the non-automobile respondents in comparison with 20.8 per cent in 1962. Moreover, Statement 25 also shows the relatively high proportion of business trips by plane, with 27.3 per cent of the plane travellers specifying this purpose in 1963. Shopping trips were indicated by only 0.8 per cent of the non-automobile re-entries, a slight decrease from the 1962 proportion of 1.1 per cent. The highest proportion of plane and boat traffic consisted of persons

travelling for recreation, whereas the majority of rail and bus travel was for the purpose of visiting friends or relatives.

The proportion of respondents travelling by automobile who indicated recreation as their purpose for travelling to the United States in 1963 amounted to 55.5 per cent, a slight decline from the 1962 percentage. Those who specified visiting friends or relatives rose from 30.7 per cent of the automobile re-entries in 1962 to 33.0 per cent in 1963. On the other hand, shopping trips taken as a percentage of the total experienced a decline of 1.4 percentage points and travel for business reasons fell by 0.3 points in comparison with 1962 data. Travel for health was up slightly, while the percentages of automobile travellers who reported formal study or other purposes experienced slight declines from similar data for 1962.

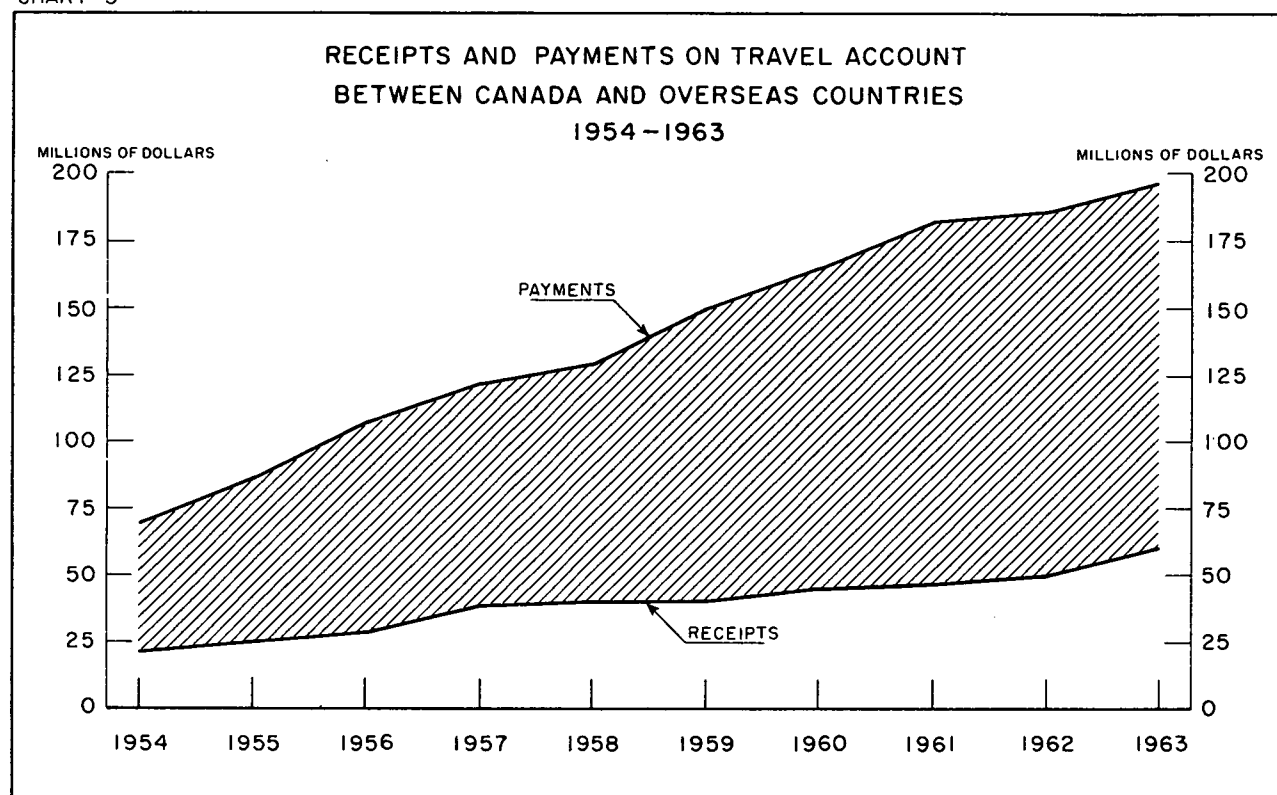
Overseas Visitors to Canada

Volume and Expenditures

Non-resident visitors (other than immigrants) entering Canada direct from overseas countries during the last nine months of 1963 numbered 76,370. These are the first figures on this traffic movement that have become available through the Department of Citizenship and Immigration since 1960.

Receipts from residents of overseas countries travelling in Canada during 1963 are estimated at \$60 million, representing a \$10 million or 20 per cent increase over corresponding data for 1962. An estimate of the receipts by area indicates that some \$28 million or 46.7 per cent of the total can be credited to visitors from the United Kingdom, an increase of \$6 million or 27.3 per cent over 1962. Visitors from other "Sterling Area" countries are

CHART-3



**STATEMENT 26. Balance of Payments on Travel Account Between Canada
and Overseas Countries,¹ 1962 and 1963²**

	All overseas countries		United Kingdom		Other sterling area		Other O.E.C.D. countries		All other countries	
	1962	1963	1962	1963	1962	1963	1962	1963	1962	1963
	millions of dollars									
Receipts	50	60	22	28	8	8	14	16	6	8
Payments	186	197	71	70	21	21	75	86	19	20
Net balance	- 136	- 137	- 49	- 42	- 13	- 13	- 61	- 70	- 13	- 12

¹ Exclusive of Hawaii.

² Subject to revision.

estimated to have spent \$8 million, the same amount as in the previous year. Estimated expenditures by residents of other European countries advanced by \$2 million or 14.3 per cent to \$16 million, while receipts attributed to visitors from areas not already specified totalled \$8 million, \$2 million or 33.3 per cent more than in 1962. A quarterly examination of receipts shows that payments by overseas visitors were greatest during the third quarter, amounting to \$25 million. Receipts during the second quarter totalled \$18 million, while the estimated amount spent by overseas visitors in Canada during the

first and fourth quarters came to \$5 million and \$12 million, respectively.

Data available for the April-December period of 1963 show that the aeroplane was the chosen form of transportation for the majority of the overseas visitors travelling to Canada. The number of overseas visitors entering Canada direct by plane during the last three quarters of 1963 amounted to 59,244 or 77.6 per cent of the total volume. On the other hand, direct arrivals by boat, at 17,126, represented 22.4 per cent of the total.

**STATEMENT 27. Non-immigrant Visitors Entering Canada Direct from Overseas Countries,
Principal Countries, compiled Quarterly, April - December, 1963¹**

Country of residence	Second quarter	Third quarter	Fourth quarter	April - December
United Kingdom	13,007	17,370	6,385	36,762
Commonwealth countries (n.e.s.).....	2,124	2,935	1,221	6,280
Australia	761	646	292	1,699
Bahamas	57	76	9	142
Barbados	63	143	50	256
Bermuda	98	262	143	503
Hong Kong.....	109	169	102	380
India	120	220	108	448
Jamaica	326	801	290	1,417
New Zealand	343	343	118	804
Pakistan	32	97	14	143
Trinidad and Tobago	215	178	95	488
O.E.C.D. countries (n.e.s.)	10,324	7,446	5,162	22,932
Austria	128	189	150	467
Belgium	463	292	202	957
Denmark	464	278	141	883
France	963	1,306	1,226	3,495
Germany (West).....	2,994	2,155	1,021	6,170
Greece	191	202	235	628
Ireland (Republic)	108	196	79	383
Italy	893	612	564	2,069
Netherlands, The	3,128	1,340	716	5,184
Norway	256	253	163	672
Portugal	57	43	78	178
Spain	89	91	92	272
Sweden	248	143	307	698
Switzerland	342	346	188	876
Europe (n.e.s.)	808	1,032	822	2,662
Czechoslovakia	39	88	102	229
Finland	92	85	38	215
Poland	196	304	207	707
U.S.S.R.	62	61	51	174
Yugoslavia	82	101	87	270
Other European countries	337	393	337	1,067
Africa	259	273	138	670
South Africa (Republic).....	167	93	46	306
Other African countries	92	180	92	364
Asia (n.e.s.)	839	941	388	2,168
China	119	124	65	308
Japan	626	517	260	1,403
Other Asian countries	94	300	63	457
Middle East	277	311	170	758
Israel	160	159	68	387
Other Middle East countries	117	152	102	371
Central America	865	872	628	2,365
Mexico	765	795	500	2,060
Other Central American countries	100	77	128	305
South America	439	192	146	777
Argentina	118	72	34	224
Other South American countries	321	120	112	553
West Indies (n.e.s.)	60	96	76	232
Other Countries	156	470	138	764
Grand totals	29,158	31,938	15,274	76,370

¹ Data for first quarter not available.

Visitors arriving directly from the United Kingdom accounted for the largest number of non-immigrant entries from overseas countries. Arrivals from this area totalled 36,762, which is 48.2 per cent of the total travellers entering Canada direct from overseas countries. Visitors originating in other Commonwealth countries numbered 6,280, accounting for 8.2 per cent of the total volume,

while some 22,932 or 30 per cent of the direct entries indicated other European countries as their country of residence. The majority of direct arrivals from the latter region were from West Germany, The Netherlands and France. Overseas arrivals originating in countries not already specified numbered 10,396 which amounts to 13.6 per cent of the total.

**STATEMENT 28. Non-immigrant Visitors Entering Canada Direct from Overseas Countries,
Principal Ports of Entry, compiled Quarterly, April-December, 1963¹**

Port of entry	Second quarter	Third quarter	Fourth quarter	April - December
Gander, Nfld.	523	659	566	1,748
Halifax Airport, N.S.	896	892	612	2,400
Montreal Airport, Que.	8,529	9,767	7,856	26,152
Toronto Airport, Ont.	6,801	11,194	2,867	20,862
Winnipeg, Man.	680	962	248	1,890
Edmonton, Alta.	488	335	159	982
Vancouver Airport, B.C.	1,748	2,096	936	4,780
Totals	19,665	25,905	13,244	58,814
Halifax, N.S. (vessel)	83	49	214	346
Montreal, Que. (vessel)	673	534	303	1,510
Quebec, Que.	7,614	4,708	1,202	13,524
Vancouver, B.C. (vessel)	708	245	100	1,053
Totals	9,078	5,536	1,819	16,433
Other ports (aeroplane and vessel)	415	497	211	1,123
Grand totals	29,158	31,938	15,274	76,370

¹ Data for first quarter not available.

Length of Stay

Data compiled from the response to questionnaires distributed by port officials to overseas visitors to Canada showed that persons from other European countries remained in Canada an average of 69 days. Respondents to the survey who were residents of the United Kingdom remained about 42 days, while the average length of stay reported by visitors from other Commonwealth countries amounted to between 22 and 23 days. Visitors from areas not already specified averaged about 19 days in Canada. Respondents who reported that they travelled to Canada by boat remained on the average much longer than air travellers. However, it is possible that some persons travelling by boat may have included the number of days en route to North America, although they were asked to report only the length of stay in Canada. Then too, the very fact that people travel by boat indicates that they are less hurried than plane travellers, and will probably remain at their destination a longer period of time.

Purpose of Trip

Data on the purpose of trip reported by overseas visitors to Canada are presented by country of residence in Statement 29. The majority of trips to Canada by all overseas visitors are for the stated purpose of visiting friends or relatives. In 1963, 78.8 per cent of the visitors from the United Kingdom came to Canada to visit friends or relatives. The proportion of entrants from other European countries, other Commonwealth countries and all other countries who specified this same purpose amounted to 77.0, 53.1 and 41.9 per cent, respectively. Business was the next most frequently reported purpose for travelling to Canada, followed by recreation. Travel for business reasons accounted for 35.3 per cent of the visitors originating in other countries, while recreation was reported by 27.3 per cent of the travellers from other Commonwealth countries. Recreation was also an important consideration in trips to Canada by arrivals from other countries.

**STATEMENT 29. Purpose of Trip reported by Overseas Visitors to Canada,
compiled by Area of Residence, 1963**

Area of residence	Business	Formal study	Recreation	Visiting friends or relatives	Government services
	per cent				
Aeroplane and vessel:					
United Kingdom	12.6	0.1	7.4	78.8	1.1
Other European countries	14.0	2.2	6.3	77.0	0.5
Other Commonwealth countries	17.0	1.4	27.3	53.1	1.2
All other countries	35.3	1.7	21.1	41.9	—
Grand totals	15.1	0.8	10.7	72.5	0.9

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

The total number of Canadian residents who returned from trips to countries other than the United States rose from 311,400 in 1962 to 342,057 in 1963. This represents an increase of 30,657 or about 9.8 per cent. Moreover, a breakdown of Canadians returning from trips to overseas countries reveals that 282,057 returned direct to Canada, while an estimated 60,000 returned via the United States. This may be compared with 253,400 returning direct and 58,000 returning via the United States during 1962. The gross expenditures by Canadians who returned from trips to overseas countries are estimated at \$277 million, up \$26 million or 10.4 per cent over 1962. Of this \$277 million, \$139 million was allocated for expenditures in overseas countries and \$138 million for oceanic transportation costs. Similar figures for 1962 are \$130 million and \$121 million, respectively. Incorporated in the cost of transportation are payments of \$72 million to Canadian carriers and \$8 million to United States transportation companies. Payments to Canadian and United States carriers are not included in the data presented in Statement 26 or other data concerning payments for overseas travel. Payments to Canadian carriers do not involve a transfer of funds to overseas countries and, consequently, are not included in balance of payments data, while payments to United States carriers are debited to the travel account between Canada and the United States. The resultant net of \$197 million constitutes the debit side of the travel account between Canada and overseas countries. This debit of \$197 million represents an increase of \$11 million or almost 6 per cent over 1962.

An examination of the debits shows the United Kingdom received \$70 million or 35 per cent, other sterling areas \$21 million or 11 per cent, other O.E.C.D. countries \$86 million or 44 per cent, and all other countries accounted for \$20 million or 10 per cent. In comparison with 1962, Canadian payments in other O.E.C.D. countries showed the

greatest increase—\$11 million, all other countries an increase of \$1 million, while payments in other sterling areas remained unchanged. On the other hand, payments by Canadians returning from trips to the United Kingdom declined from \$71 million to \$70 million in 1963.

Based on survey material, estimates on some of the main destinations of Canadians travelling to overseas countries were made. From data on hand, it can be assumed that some 150,000 trips were taken to the United Kingdom and 146,000 to O.E.C.D. countries. However, it should be noted that included in each of these amounts, there is a duplication of about 70,000 trips to both areas. Comparable data for 1962 are 144,000 and 131,000 trips, respectively, with a duplication of 64,500 trips to both areas. The number of Canadian residents estimated to have visited other Commonwealth countries rose from 55,000 in 1962 to 58,000 in 1963, a gain of 3,000 or 5.5 per cent, while an estimated 42,000 Canadians visited areas not already specified, a substantial increase of 16,000 or between 61 and 62 per cent when compared with similar data for 1962. In addition, some 16,000 Canadian travellers are estimated to have visited two or more areas, down 4,000 or 20 per cent from the figures for 1962.

Using the survey as a basis, estimates on the number of trips to some of the European countries visited most frequently by Canadians returning both direct and via the United States are as follows: some 75,000 visits were made to France; 55,000 visits to Germany; 55,000 visits to Italy; 45,000 visits to Switzerland; and about 40,000 visits to The Netherlands. Comparable data for 1962 showed 70,000 visits to France; 45,000 visits to Germany; 45,000 visits to Italy; 40,000 visits to Switzerland; and 35,000 visits to The Netherlands. The above estimates for both years do not include 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 amounted to 282,057 in 1963, an increase of some 28,657 or 11.3 per cent over 1962. However, both the increase in the number of trips and the percentage gain are lower than those recorded in 1962 as compared with 1961.

A quarterly analysis in comparison with 1962 reveals that, in the first quarter, re-entries amounted to 60,502, a gain of 5,548 or 10 per cent. Canadians returning direct from overseas countries during the second quarter numbered 59,838, an increase of 3,326 or about 6 per cent, while there were 108,336 re-entries recorded in the third quarter, some 10,883 or 11 per cent more than in the corresponding quarter of the previous year. Similarly, Canadians returning direct from overseas during the fourth quarter totalled 53,381, a substantial rise of 8,900 or 20 per cent over the same quarter of 1962.

Expenditures

Estimated gross expenditures by Canadians returning direct from countries other than the United States amounted to \$228 million in 1963, up \$21 million or about 10 per cent over similar data for 1962. This total includes transportation costs paid to Canadian, United States and all other carriers. An examination of the gross expenditures reveals that Canadians spent approximately \$115 million in overseas countries and paid \$113 million for overseas transportation. Similar data for 1962 are \$108 million and \$99 million, respectively. The transportation costs for 1963 include \$2 million paid to United States companies and \$65 million to Canadian carriers. The \$2 million transportation costs are transferred to the United States travel account while the \$65 million to Canadian carriers does not represent a movement of funds to overseas countries and, therefore, is not included in data on balance of payments. Moreover, it is estimated that 57.8 per cent of the total cost of transportation to overseas countries went to Canadian carriers in 1963, as compared with 51.5 per cent in 1962. Net expenditures by Canadians returning direct from overseas countries, exclusive of transportation costs to Canadian and United States carriers, are thus estimated at \$161 million for 1963, a rise of about \$7 million or slightly more than 4.5 per cent over the 1962 estimate. This \$161 million comprised some \$46 million in overseas transportation costs paid to carriers other than those of United States or Canadian registry. As in previous years, the percentage increase in expenditures is proportionately less than the gain in the number of Canadians visiting overseas countries, although in 1963 the difference between the increases was not as marked as in preceding years. This greater rise in the volume of traffic as compared to the increase in payments reflects the fact that more persons travelled overseas by Canadian carriers in 1963

and, furthermore, overseas visits in some areas were of shorter duration.

When compared with 1962 on a quarterly basis, only slight changes in payments by Canadians for overseas trips (exclusive of transportation costs to United States and Canadian carriers) occurred in the first and third quarters. On the other hand, payments during the second quarter of 1963 rose to \$37 million, an advance of \$3 million or nearly 9 per cent and in the fourth quarter amounted to \$32 million, as compared with \$28 million in the fourth quarter of 1962, an increase of \$4 million or slightly better than 14 per cent.

The distribution, by country or area, of the estimated Canadian payments within overseas countries (excluding transoceanic transportation costs) for the year 1963 was as follows: United Kingdom \$39.1 million; other European countries \$51.7 million; other sterling areas \$14.6 million; and in all other overseas countries \$9.5 million. Increases were recorded in all four areas, with disbursements within other European countries showing the largest advance, climbing from \$46.6 million in 1962 to \$51.7 million in 1963, up \$5.1 million or 11 per cent.

Type of Transportation

The number of Canadians returning direct from overseas countries is shown in Statement 30 by principal ports of re-entry into Canada. Data show that the largest proportion (83 per cent) of the traffic re-entered at the principal airports by either Canadian or foreign air lines. This was approximately the same proportion as in 1962.

The total number of re-entries by air in 1963 marked an advance of 28,679 or 14 per cent more than in the previous year. On the other hand, the number of Canadians returning direct from overseas at principal seaports in 1963 was down 6,791 or about 19 per cent. Other ports (both aeroplane and vessel) not elsewhere specified in the statement accounted for 19,526 re-entries, some 6,769 or 53 per cent more than in 1962.

Nearly all the principal airports recorded gains in the number of direct re-entries, with the exception of Gander, Newfoundland and Greenwood, Nova Scotia. The most significant advance occurred at Toronto airport where direct re-entries increased by 20,106 or 35 per cent over the corresponding 1962 volume. On the other hand, there were fewer direct re-entries at all principal seaports in 1963, with the main declines occurring at Quebec City and Saint John, New Brunswick.

Data on Canadian travellers returning direct from overseas travel by principal ports of re-entry are presented on a quarterly basis in Statement 31. There were more re-entries recorded in each quarter of 1963 than in the corresponding periods of 1962.

**STATEMENT 30. Residents of Canada Returning Direct from Overseas Countries,
Principal Ports of Re-entry, 1959 - 63**

Port of re-entry	1959	1960	1961	1962	1963
Gander, Nfld.	3,578	4,471	6,885	6,962	5,421
Greenwood, N.S.	—	1,298	1,791	1,752	851
Halifax Airport, N.S.	¹	1,588 ¹	5,355	5,817	7,610
Sydney Airport, N.S.	—	656	795	906	1,111
Montreal Airport, Que.	64,938	77,965	96,859	104,184	105,399
Toronto Airport, Ont.	23,765	36,673	44,021	57,472	77,578
Winnipeg, Man.	—	483	3,997	4,357	5,726
Edmonton, Alta.	1,462	2,705	2,575	4,107	6,694
Vancouver Airport, B.C.	12,905	17,040	16,630	19,806	23,652
Totals	106,648	142,879	178,908	203,363	234,042
St. John's, Nfld.	537	430	300	16	15
Halifax, N.S. (vessel)	4,055 ³	4,502 ³	2,789	2,550	2,295
Saint John, N.B.	940	399	510	2,283	233
Quebec, ⁴ Que.	39,704	34,601	30,524	27,713	23,786
Vancouver, B.C. (vessel)	1,493	1,512	2,526	2,718	2,160
Totals	46,729	41,444	36,649	35,280	28,489
Other ports (aeroplane and vessel)	3,428	4,243	7,561	12,757	19,526
Grand totals	156,805	188,566	223,118	253,400	282,057

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 31. Residents of Canada Returning Direct from Overseas Countries,
Principal Ports of Re-entry, compiled Quarterly, 1963**

Port of re-entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Gander, Nfld.	1,208	1,005	1,952	1,256	5,421
Greenwood, N.S.	360	491	—	—	851
Halifax Airport, N.S.	1,291	2,192	2,657	1,470	7,610
Sydney Airport, N.S.	—	76	953	82	1,111
Montreal Airport, Que.	24,241	21,662	37,426	22,070	105,399
Toronto Airport, Ont.	19,138	16,400	31,719	10,321	77,578
Winnipeg, Man.	542	1,413	2,665	1,106	5,726
Edmonton, Alta.	640	1,883	3,345	826	6,694
Vancouver Airport, B.C.	8,941	4,681	6,039	3,991	23,652
Totals	56,361	49,803	86,756	41,122	234,042
St. John's, Nfld.	—	—	15	—	15
Halifax, N.S. (vessel)	1,027	419	238	611	2,295
Saint John, N.B.	110	—	—	123	233
Quebec, ¹ Que.	—	6,410	12,622	4,754	23,786
Vancouver, B.C. (vessel)	784	489	560	327	2,160
Totals	1,921	7,318	13,435	5,815	28,489
Other ports (aeroplane and vessel)	2,220	2,717	8,145	6,444	19,526
Grand totals	60,502	59,838	108,336	53,381	282,057

¹ Many returning residents cleared at Quebec disembark at Montreal.

The most notable gains appeared in the third and fourth quarters, amounting to 10,883 (or 11 per cent) and 8,900 (or 20 per cent), respectively. At the same time, direct re-entries advanced by 5,548 (or 10 per cent) in the first quarter and 3,326 (or 6 per cent) in the second quarter.

Some 37 per cent of the direct re-entries by plane were recorded in the third quarter of 1963, 24 per cent in the first quarter, 21 per cent in the second quarter, and 18 per cent in the fourth quarter. An analysis of re-entries by vessel reveals more pronounced quarterly trends than plane, with about 47 per cent recorded in the third quarter, 26 per cent in the second quarter, 20 per cent in the fourth quarter, and 7 per cent in the first quarter. Decreased traffic by vessel at the St. Lawrence River ports in the winter months is largely responsible for the low volume in the first quarter even though re-entries via Atlantic seaports are highest during that time. Travel by plane is not affected to the same extent by winter conditions and shows less variation on a quarterly basis, as shown in Statement 31.

Destination

As many of the respondents to the survey reported visiting more than one country while overseas, and especially persons visiting Europe, destinations were compiled by area instead of individual countries. Statement 32 shows the destination area by type of transportation, quarterly for 1963. A comparison with 1962 figures reveals that the percentage of travel to the United Kingdom only, showed a slight decline of 2.4 percentage points, while the percentage of visits to both the United Kingdom only, and the United Kingdom in combination with trips to Continental Europe amounted to 50.4 per cent, a reduction of 2.9 percentage points from the 1962 proportion. Based on the information from the survey of Canadians returning direct from overseas countries, about 142,000 Canadians are estimated to have visited the United Kingdom in 1963, an increase of about 7,000 or 5.2 per cent over similar data for 1962. Included in the above total are an estimated 64,000 Canadians who visited both the United Kingdom and one or more other European countries. This may be compared with an estimated

STATEMENT 32. Destination reported by Canadians Returning Direct from Overseas Countries,¹ compiled Quarterly by Type of Transportation, 1963

Destination reported	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	per cent				
Aeroplane:					
United Kingdom only.....	23.3	22.2	29.2	29.6	26.4
United Kingdom and other European countries	7.7	20.1	27.3	25.8	20.9
Other European countries only	18.5	20.4	26.8	29.4	24.0
Other Commonwealth countries	26.9	22.7	8.4	6.6	15.4
All other countries	18.7	10.3	6.1	5.1	9.8
Combined destinations	4.9	4.3	2.2	3.5	3.5
Totals	100.0	100.0	100.0	100.0	100.0
Vessel:					
United Kingdom only.....	46.7	29.5	41.7	41.1	39.9
United Kingdom and other European countries	6.5	39.7	40.4	35.3	37.6
Other European countries only	22.6	16.3	15.6	21.8	17.4
Other Commonwealth countries	—	2.1	—	—	0.3
All other countries	14.5	1.3	1.9	1.2	2.2
Combined destinations	9.7	11.1	0.4	0.6	2.6
Totals	100.0	100.0	100.0	100.0	100.0
Aeroplane and vessel:					
United Kingdom only.....	23.8	22.8	31.2	31.0	27.8
United Kingdom and other European countries	7.7	21.7	29.2	27.0	22.6
Other European countries only	18.6	20.1	25.1	28.4	23.3
Other Commonwealth countries	26.3	21.0	7.1	5.8	13.9
All other countries	18.6	9.6	5.4	4.7	9.0
Combined destinations	5.0	4.8	2.0	3.1	3.4
Grand totals	100.0	100.0	100.0	100.0	100.0

¹ Including Hawaii.

58,500 Canadians who visited both the United Kingdom and other European countries in 1962.

A further analysis of survey data indicates that some 23.3 per cent of the Canadians returning direct from overseas in 1963 had visited countries in Continental Europe only, a slight decrease of 0.5 percentage points from similar data for 1962. The percentage who visited both the United Kingdom and Continental Europe dropped from 23.1 per cent in 1962 to 22.6 per cent in 1963. However, on the basis of the above figures, the number of Canadians who visited Continental Europe in 1963 is estimated at 130,000 persons, including some 64,000 who visited both the United Kingdom and Continental Europe. This represents an increase of some 11,000 or 9.2 per cent over 1962. Furthermore, as many persons include visits to more than one country in their trip, it is estimated that these 130,000 Canadians made 360,000 visits to Continental European countries. Comparable figures for 1962 are 119,000 persons making 325,000 visits. The percentages of persons visiting one or more Continental European countries in 1963 are estimated as follows: one country 40 per cent; two countries 19 per cent; three countries 13 per cent; four countries 8 per cent; five countries 6 per cent; six countries 5 per cent; and seven or more countries 9 per cent. These estimates are based on the results compiled from completed questionnaires covering approximately 6,400 persons who had visited the United Kingdom and Continental Europe. On a percentage basis of visits, survey results indicated that the main countries visited in Continental Europe, in order, were; France, Germany, Italy, Switzerland, and The Netherlands. Moreover, the approximate number of visits to each country by Canadians returning direct in 1963 are estimated as follows: France 71,000; Germany 48,000; Italy 47,000; Switzerland 42,000; and The Netherlands 36,000. Compared with similar 1962 data, Italy received the greatest percentage increase in the number of visits, advancing some 14.6 per cent. Germany, France, Switzerland, and The Netherlands followed closely with percentage increases of 11.6, 10.9, 10.5 and 9.1 per cent, respectively.

The results of the 1963 survey of Canadian residents returning direct from overseas trips also disclosed that some 13.9 per cent had visited Commonwealth countries other than the United Kingdom. Based on this percentage, the number of Canadians returning direct who visited other Commonwealth countries during 1963 is estimated at about 39,000 persons, 3,000 or about 8 per cent more than in 1962. Some of the more popular destinations within the other Commonwealth category were the West Indies Federation, Bermuda, and the Bahamas. These estimates do not include Canadian residents who visited other Commonwealth countries and returned by way of the United States.

The 1963 survey also indicated that 9 per cent of Canadian residents who returned direct from trips to overseas countries had visited areas not already mentioned. This is an increase of some 5.3 percentage points over comparable 1962 data.

Included in the category "other countries" are Mexico, Hawaii, Central and South America, the Far East, etc. Within this group, the most popular destination reported was Mexico, accounting for 4.9 per cent of the direct re-entries. Visits to a combination of several areas declined from 4.9 per cent of the total direct re-entries in 1962 to 3.4 per cent in 1963, a drop of around 1.5 points.

A comparison of destination data for 1963 and 1962 on a quarterly basis shows that the most striking change in the proportion of travel to the United Kingdom only, occurred in the third quarter when re-entries declined some 6.1 percentage points. The percentage of Canadian travellers who specified combined trips to the United Kingdom and Continental Europe showed considerable variation, ranging from 7.7 per cent of the re-entries in the first quarter to about 29 per cent in the third quarter. The percentage of visits to Continental Europe only, declined in the first and second quarters but increased in the third and fourth quarters when compared with 1962. The proportion of visits to other Commonwealth areas varied considerably. Some 26.3 per cent of the total re-entries in the first quarter and 21 per cent in the second quarter had been to other Commonwealth areas in 1963, as compared with approximately 7 per cent and 6 per cent in the third and fourth quarters, respectively. This reflects the popularity of winter vacations in such areas as Bermuda, the Bahamas, and the West Indies Federation. The proportion of visits to the areas "all other countries" and "combined destinations" were also higher during the first and second quarters of the year.

An analysis of destinations reported, by port of re-entry, also showed a higher proportion of visits to some destinations as opposed to others. To illustrate, the percentage of respondents returning via the airports at Halifax, Nova Scotia and Gander, Newfoundland, who had been to the United Kingdom only, amounted to about 44 and 54 per cent, respectively, compared to approximately 24 per cent via Dorval and 27 per cent via Malton. A greater percentage of Canadians returning direct from overseas trips via the latter two airports had been to areas farther south such as Mexico, the West Indies Federation, and the Bahamas. Canadian residents returning direct by way of the airports at Winnipeg, Manitoba and Edmonton, Alberta were, for the most part, returning from visits to European countries, whereas Canadian travellers returning by plane via Vancouver were more evenly distributed according to destination, with about 13 per cent reporting the United Kingdom, 11 per cent the United Kingdom and other European countries, 11 per cent Continental Europe only, between 14 and 15 per cent Mexico, and about 8.5 per cent destinations in a combination of several areas.

An analysis of re-entries by vessel via the seaports of Montreal and Quebec reveals that about 39 per cent had been to the United Kingdom only, 40 per cent to both the United Kingdom and other European areas, and between 17 and 18 per cent had visited Continental Europe only. Comparable

figures for the Atlantic seaports also indicated a high percentage of re-entries reporting Europe as the destination. The majority of respondents returning by ship at Vancouver indicated travel to Australia and New Zealand or to a combination of several areas.

Length of Stay

As indicated by data shown in Statement 33, the length of stay depended on the type of transportation used and country visited. Canadians who

visited the United Kingdom and returned by plane stayed 30 days compared with 38.7 days in 1962, while those returning by boat averaged 60.2 days, about 15 days less on the average than in 1962. Respondents who had returned direct from combined trips to the United Kingdom and other European countries remained 39 days on the average, or about 18 days less than in 1962. The average for boat travellers declined sharply from 94 days to about 52 days, whereas the average trip per plane traveller lasted about 36 days, about 10 days shorter than in 1962.

STATEMENT 33. Average Length of Stay reported by Canadians Returning Direct from Overseas Countries,¹ compiled by Destination and Type of Transportation, 1962 - 63

Destination reported	Aeroplane		Vessel		Aeroplane and vessel	
	1962	1963	1962	1963	1962	1963
	number of days					
United Kingdom only	38.7	30.0	75.2	60.2	44.8	34.4
United Kingdom and other European countries	46.3	36.3	93.8	51.8	56.6	39.0
Other European countries only	42.0	38.9	95.4	71.4	45.0	41.4
Other Commonwealth countries	15.4	17.1	198.4 ³	115.0 ³	17.1	17.3
All other countries ²	30.3	21.7	—	44.2	30.3	22.3

¹ Including Hawaii.

² Excluding travel to more than one area per trip.

³ Mainly trips to Australia and New Zealand.

STATEMENT 34. Average Length of Stay reported by Canadians Returning Direct from Overseas Countries,¹ compiled Quarterly by Destination and Type of Transportation, 1963

Destination reported	Returning to Canada during the				
	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	number of days				
Aeroplane:					
United Kingdom only	26.9	28.3	33.7	32.1	30.0
United Kingdom and other European countries	44.1	29.9	37.2	37.4	36.3
Other European countries only	37.8	36.2	41.1	37.8	38.9
Other Commonwealth countries	15.5	20.2	16.8	14.1	17.1
All other countries ²	22.7	23.4	19.4	18.6	21.7
Vessel:					
United Kingdom only	122.7	91.2	49.9	56.9	60.2
United Kingdom and other European countries	57.5	70.6	44.4	57.6	51.8
Other European countries only	116.0	114.8	52.4	73.2	71.4
Other Commonwealth countries ³	—	115.0	—	—	115.0
All other countries ²	48.4	24.3	51.2	21.8	44.2
Aeroplane and vessel:					
United Kingdom only	30.9	34.9	34.9	36.2	34.4
United Kingdom and other European countries	44.3	36.0	38.7	40.6	39.0
Other European countries only	39.8	41.4	42.2	41.1	41.4
Other Commonwealth countries	15.5	21.0	16.8	14.1	17.3
All other countries ²	23.2	23.4	21.2	18.7	22.3

¹ Including Hawaii.

² Excluding travel to more than one area per trip.

³ Mainly trips to Australia and New Zealand.

Data on residents returning direct from visits to European countries only, show that the average trip lasted between 41 and 42 days, some 3 to 4 days less than in 1962. Re-entries by plane remained 39 days on the average, down 3 days from 1962 data, while the average trip per boat traveller declined from about 95 days in 1962 to 71 days in 1963. Travel to other Commonwealth countries lasted an average of 17 days, representing no change over 1962. The popular countries within this category were Bermuda, the West Indies Federation, Australia and New Zealand. Furthermore, much of the travel to these areas was by plane rather than boat. People taking trips to areas not already specified averaged about 22 days per trip in 1963, a decrease of about 8 days from the 1962 figure. Countries included in this category are Mexico, South America, Middle East, etc. In summary, on the basis of the survey results, the average length of stay reported by Canadians who returned direct from trips to overseas countries in 1963 was less, with a few exceptions, than in the previous year.

Statement 34 illustrates seasonal variations in the length of stay. Canadians who visited the United Kingdom only, reported the longest stays in the fourth quarter (36 days) and the shortest in the first (31 days), while the average for both the second and third quarters was 35 days. The average length of stay by Canadians returning direct from visits to the United Kingdom and other European countries during the first quarter was about 44 days, in the fourth 41 days, in the third about 39 days, and in the second quarter 36 days. Canadian residents returning from visits to Continental Europe only, showed minor quarterly variations in the average length of stay. The average length of stay reported by this group ranged from about 40 days in the first quarter to

about 42 days in the third quarter. The average length of stay reported by Canadians who returned direct from trips to other Commonwealth countries varied from 14 days in the fourth quarter to 21 days in the second. On the whole, the average visit to other Commonwealth countries was not as long as a visit to Europe or other areas. However, this average is heavily weighted by visits to the Caribbean area which usually last from two to three weeks.

Purpose of Trip

The purpose of trip reported by Canadians returning direct from overseas in 1963 was compiled from the aggregate of all questionnaires showing one or more purposes. The information obtained is presented by type of transportation in Statement 35 on a quarterly basis, and by destination in Statement 36. The greatest change in comparison with 1962 was the decline in the proportion of overseas travellers who visited friends or relatives. Only 44.4 per cent of the respondents specified this purpose compared with 47.7 per cent in 1962. The proportion of travel overseas for recreational purposes amounted to 44.2 per cent, representing an increase of almost 3 per cent over the corresponding percentage in 1962.

The proportions of plane and vessel travellers who specified visits to friends or relatives were 43.9 per cent and 48.8 per cent, respectively, while 44.3 per cent of the re-entries by plane travelled for recreation compared with slightly better than 43 per cent of the boat travellers. Close to 9 per cent of the respondents travelling by plane indicated they had gone abroad for business reasons as compared with only 3.4 per cent of the boat travellers.

STATEMENT 35. Purpose of Trip Reported by Canadians Returning Direct from Overseas Countries,¹ compiled Quarterly by Type of Transportation, 1963

Type of transportation by quarter	Business	Formal study	Health	Recreation	Visiting friends or relatives
per cent					
Aeroplane:					
First quarter.....	9.5	0.3	3.5	46.2	40.5
Second quarter.....	11.0	0.7	3.4	47.9	37.0
Third quarter.....	6.0	1.1	1.3	42.3	49.3
Fourth quarter.....	11.6	0.5	1.4	41.1	45.4
Year.....	8.9	0.7	2.2	44.3	43.9
Vessel:					
First quarter.....	3.2	—	2.4	29.9	64.5
Second quarter.....	4.1	1.9	4.9	44.0	45.1
Third quarter.....	2.8	1.5	2.6	44.6	48.5
Fourth quarter.....	4.6	1.2	3.7	41.4	49.1
Year.....	3.4	1.4	3.2	43.2	48.8
Aeroplane and vessel:					
First quarter.....	9.4	0.4	3.4	45.8	41.0
Second quarter.....	10.4	0.8	3.5	47.6	37.7
Third quarter.....	5.5	1.2	1.5	42.6	49.2
Fourth quarter.....	10.7	0.6	1.7	41.2	45.8
Year.....	8.3	0.8	2.3	44.2	44.4

¹ Including Hawaii.

STATEMENT 36. Purpose of Trip Reported by Canadians Returning Direct from Overseas Countries,¹ compiled by Destination, 1963

Destination reported	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
Aeroplane:					
United Kingdom only	6.4	0.3	0.8	18.7	73.8
United Kingdom and other European countries	15.0	1.1	0.5	51.8	31.6
Other European countries only	8.9	1.1	1.7	29.0	59.3
Other Commonwealth countries	3.5	0.1	6.3	78.7	11.4
All other countries	10.4	1.1	4.0	70.7	13.8
Totals	8.9	0.7	2.2	44.3	43.9
Vessel:					
United Kingdom only	2.4	0.3	3.2	25.8	68.3
United Kingdom and other European countries	4.5	1.7	2.0	62.4	29.4
Other European countries only	3.6	3.6	4.5	36.8	51.5
Other Commonwealth countries	—	—	—	40.0	60.0
All other countries	2.9	1.4	8.0	58.7	29.0
Totals	3.4	1.4	3.2	43.2	48.8
Aeroplane and vessel:					
United Kingdom only	5.8	0.3	1.2	19.8	72.9
United Kingdom and other European countries	13.2	1.2	0.8	53.6	31.2
Other European countries only	8.5	1.3	1.9	29.6	58.7
Other Commonwealth countries	3.5	0.1	6.3	78.6	11.5
All other countries	10.1	1.1	4.2	70.2	14.4
Totals	8.3	0.8	2.3	44.2	44.4

¹ Including Hawaii.

Purpose of trip also showed variation according to the destination reported. This is illustrated in Statement 36. The highest percentage (almost 73 per cent) of the overseas travellers to the United Kingdom reported that they had visited friends or relatives. The corresponding 1962 percentage amounted to 75.3 per cent. Recreation was the second most popular reason for visiting the United Kingdom, with nearly 20 per cent of the respondents specifying this purpose. This represents an increase of about 1.2 percentage points over the 1962 figure of 18.6 per cent. Slightly more than 31 per cent of the respondents who had been to both the United Kingdom and other European countries visited friends or relatives, a drop of between 2 and 3 per cent in comparison with the previous year. The proportion indicating travel for business reasons advanced by 1 per cent to 13.2 per cent, while the percentage of respondents who had travelled to both the United Kingdom and Continental Europe for recreation amounted to 53.6 per cent compared with 51.3 per cent in 1962.

Some 58.7 per cent of the respondents who returned from trips to Continental Europe only, specified they had visited friends or relatives,

while the percentage who specified recreation amounted to 29.6 per cent. An examination of the purpose of trip reported by respondents returning from visits to other Commonwealth countries shows that trips for recreation were most popular. Between 78 and 79 per cent of the re-entries who had visited countries in this region during 1963 specified recreation, about the same proportion as in 1962. The proportion reporting visits to friends or relatives declined from 12.3 per cent in 1962 to 11.5 per cent in 1963, while 6.3 per cent specified health as their purpose of visit. The 1963 survey results show that just over 70 per cent of the respondents in the classification of all other countries had been overseas for recreation, while between 14 and 15 per cent specified they had visited friends or relatives.

In 1963, just over 63 per cent of the respondents returning direct from overseas countries indicated that they had travelled in groups of two or more, about the same proportion as in 1962. The highest proportion of group travel occurred during the first quarter with close to 65 per cent, while the lowest proportion, 61.3 per cent, was in the last

quarter. Group travel varied considerably according to purpose of trip. For instance, more than 68 per cent of the respondents returning direct from overseas in 1963 who travelled for health reasons were in groups of two or more. Group travel accounted

for 66.7 per cent of those specifying recreation and 64.7 per cent of the respondents visiting friends or relatives. Persons travelling alone, on the other hand, accounted for 63.6 per cent of the business trips and 60 per cent of the travel for formal study.

Canadian Travel Overseas (Via the United States)

As estimated 60,000 Canadians returned to Canada via the United States from trips to overseas countries during 1963. This represents an increase of about 2,000 or 3.5 per cent over 1962, a relatively smaller percentage increase than in previous years. Estimated expenditures in overseas countries (excluding transoceanic transportation costs) by this group of travellers rose from \$22 million in 1962 to approximately \$24 million in 1963, an advance of \$2 million or about 9 per cent. Payments for transoceanic transportation costs amounted to about \$25 million, up \$3 million or close to 14 per cent over comparable data for 1962. Included in the transportation costs are \$6 million in payments to United States carriers which is transferred to the United States account, and \$7 million to Canadian carriers, which does not involve a transfer of funds from Canada, and is not included in the cost of overseas travel. Total payments by Canadians returning via the United States from trips to overseas countries, exclusive of transportation costs paid to Canadian and United States carriers, are estimated to be about \$36 million in 1963, compared with \$32 million in the previous year. A breakdown of this \$36 million by area shows that the United Kingdom received about \$7 million, Continental Europe \$16 million, other sterling areas \$6 million, and all other overseas countries about \$7 million. Most of the increase over 1962 can be attributed to spending in the Continental European countries, as expenditures in the United Kingdom, other sterling areas, or all other countries showed relatively no change from the preceding year.

Destination

Results from survey questionnaires, which were sent to a sample of Canadians returning via the United States from trips to overseas countries, indicate that 4 per cent had visited the United Kingdom only, 10 per cent both the United Kingdom and Continental Europe, 16 per cent Continental Europe only, 32 per cent other Commonwealth countries, 27 per cent countries not already specified, and 11 per cent had visited a combination of two or more areas. On the basis of the above percentages, the number of Canadians returning via the United States after visits to the United Kingdom only, are estimated at about 2,000, down 1,000 or 50 per cent from the 1962 figure. In addition to these 2,000, some 6,000 Canadians are estimated to have visited both the United Kingdom and Continental Europe, making a total of 8,000 Canadians who visited the United Kingdom. This is a decline of 1,000 or about 11 per cent under the 1962 total.

Canadian residents returning from visits to Continental Europe only, are estimated at 10,000, up 4,000 or about 67 per cent over the 1962 figure of 6,000. The total number of Canadians estimated to have visited Continental Europe is thus 16,000, as compared with 12,000 in 1962. About 19,000 Canadians are estimated to have visited other Commonwealth areas, a very slight increase over the 1962 figure of 18,500. Countries most frequently visited in this area are the West Indies Federation, the Bahamas, and Bermuda. The number of Canadians estimated to have visited countries not already mentioned declined from 17,000 in 1962 to 16,000 in 1963, while an estimated 7,000 visited two or more areas, a slight reduction from the 1962 figure of 7,500.

An analysis of destinations reported by re-entries via the United States on a quarterly basis for 1963 shows close to 20 per cent of the re-entries via the United States in the first quarter had been to Mexico, about 16 per cent to the Bahamas, between 10 and 11 per cent to the West Indies Federation, and some 18 per cent to Europe. In the second quarter, between 16 and 17 per cent of the respondents specified the Bahamas as their destination, trips to European areas including the United Kingdom accounted for roughly 25 per cent, while 14 per cent had visited Mexico. The proportion of travel to other Commonwealth countries during the second quarter, amounting to approximately 32 per cent, represented relatively little change over the first quarter percentage. In the third quarter, the percentage of Canadian residents travelling to European areas increased substantially to between 40 and 41 per cent of the re-entries in this quarter, while, on the other hand, travel to Mexico represented between 10 and 11 per cent, a decline from the previous two quarters. The popularity of trips to the Bahamas remained high in the third quarter at approximately 16 per cent of the total. About 41 per cent of the respondents returning via the United States during the fourth quarter indicated they had been to Europe, representing no change from the third quarter proportion.

Length of Stay

According to questionnaire results, the average length of stay abroad for Canadian residents returning via the United States in 1963 was 36.6 days. The time spent en route in the United States averaged about 5.2 days and the average stay at destination amounted to 31.4 days. Comparable averages for last year were 6.1 days and 36 days, respectively.

Survey results in 1963 indicated that residents who took trips to the United Kingdom only, remained 38.4 days on the average at destination, while the average time spent en route in the United States amounted to 3.5 days. The average for the main part of the trip was about 4 days less than the average for respondents returning direct from the same destination. Combined trips to the United Kingdom and Continental Europe lasted an average of 55.1 days. The average length of stay at destination amounted to 51.3 days compared with 39 days for the direct re-entries. The average trip by respondents who visited Continental Europe only, lasted 59.5 days in 1963, comprising an average of 2.2 days spent en route in the United States and 57.3 days for the remainder of the trip. The average length of stay at destination by respondents returning via the United States was some 16 days shorter than the average for direct re-entries.

The average trip to other Commonwealth countries by residents returning via the United States in 1963 lasted 18.5 days, with an average time spent en route of 5.8 days and at destination 12.7 days. Travel to Bermuda in 1963 lasted an average of 13.3 days, with average time spent en route amounting to 2 days and at destination 11.3 days. Furthermore, the average length of stay in Bermuda for respondents returning via the United States was 2.3

days shorter than the average for direct travel. Respondents who had been to the West Indies Federation spent an average of 20.7 days, consisting of 3.2 days in the United States and 17.5 days at destination. Respondents who had been to the Bahamas in 1963 averaged 16 days, 8.9 days in the United States and 7.1 days at destination. Comparable data for 1962 are 8.5 days in the United States and 7 days in the Bahamas, indicating that many trips to the Bahamas are short outings taken by Canadian residents who are vacationing in the Southern United States.

Survey results showed that the average trip to other remaining countries by residents returning via the United States in 1963 lasted about 36.3 days, of which 6.5 days were spent in the United States and nearly 30 days at destination. Included in this classification are trips to Mexico which in 1963 averaged 29.6 days, with 19.9 days spent at destination and 9.7 days en route in the United States. The average trip to Central America and the non-British West Indies lasted 21.4 days in 1963, with time en route of 5.4 days and at destination 16 days. Trips to South America via the United States are estimated at an average of 42.2 days, consisting of 2.7 days in the United States and 39.5 days at destination.

STATEMENT 37. Purpose of Trip Reported by Canadians Returning from Overseas Countries¹ via the United States, compiled by Destination, 1963

Destination reported	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
United Kingdom only	16.6	0.9	2.1	19.0	61.4
United Kingdom and other European countries	16.6	2.1	1.4	48.9	31.0
Other European countries only	8.2	1.6	2.7	25.6	61.9
Other Commonwealth countries	4.7	—	5.4	81.3	8.6
All other countries	9.8	0.7	5.7	68.0	15.8
Totals	8.8	0.8	4.4	61.6	24.4

¹ Including Hawaii.

STATEMENT 38. Purpose of Trip Reported by Canadians Returning from Overseas Countries¹ via the United States, compiled Quarterly, 1963

Destination reported	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
First quarter	7.0	0.3	7.2	64.6	20.9
Second quarter	9.1	0.4	6.6	64.6	19.3
Third quarter	7.6	1.2	0.3	59.6	31.3
Fourth quarter	13.1	1.5	3.0	56.1	26.3
Year	8.8	0.8	4.4	61.6	24.4

¹ Including Hawaii.

Purpose of Trip

Data on purpose of trip reported by Canadians returning from overseas via the United States were compiled in 1963 from all questionnaires showing one or more purposes of trip and are presented in Statement 37. Between 61 and 62 per cent of the respondents returning via the United States in 1963 indicated recreation compared with 44.2 per cent of the direct re-entries. On the other hand, the percentage of travellers via the United States who specified visits to friends or relatives amounted to between 24 and 25 per cent compared to between 44 and 45 per cent of the direct re-entries. Further comparisons show that between 4 and 5 per cent of the respondents who re-entered via the United States had been overseas for health reasons compared with 2.3 per cent of the direct re-entries. The proportions specifying business reasons or formal study were about the same in both the direct and via the United States travel.

An analysis of purpose of trip by area visited shows between 61 and 62 per cent of the respondents returning via the United States from trips to the United Kingdom during 1963 had visited friends or relatives, a decline of between 11 and 12 points from the 1962 proportion. Travel for recreation represented 19 per cent of the visits to this area, about the same percentage as in 1962. On the other hand, there was a significant increase in the proportion of travel to the United Kingdom for business reasons—16.6 per cent as compared to 6.4 per cent in 1962. Almost 49 per cent of the respondents returning via the United States from trips to both the United Kingdom and Continental Europe specified recreation as the purpose of trip, while visits to friends or relatives accounted for 31 per cent. Results of the survey indicate visits to friends or relatives accounted for almost 62 per cent of the trips to Continental Europe in 1963, while recreation accounted for between 25 and 26 per cent. Trips to both the United Kingdom and other European countries show a different pattern than travel to either the United Kingdom or Continental Europe only. Data covering trips to both areas show that combined travel to the United Kingdom and other European countries exhibits a much lower percentage of visits to friends or relatives and a higher proportion for recreation. Travel to other Commonwealth countries is mainly for recreational purposes.

In 1963, more than 81 per cent of the respondents returning via the United States from trips to other Commonwealth countries specified this purpose. Much of the travel to other Commonwealth countries consists of trips to Bermuda, the Bahamas, and the West Indies Federation. Some 68 per cent of the respondents returning from destinations in countries not already specified indicated recreation as their purpose of trip.

An analysis of purpose of trip on a quarterly basis is presented in Statement 38. Data shown indicate that recreation was the most popular reason for travel overseas during the year. Visiting friends or relatives came next in popularity followed by travel for health reasons. The percentage of trips for recreational purposes ranged from 56.1 per cent of the total re-entries via the United States during the fourth quarter to 64.6 per cent in the first and second quarters. In comparison with 1962 data, the proportion of travel for recreation increased in the second and third quarters, decreased during the first and remained the same in the final quarter of the year. The increase in the second and third quarters amounted to 1.5 and 3.1 percentage points, respectively, while the decrease in the first quarter was 4.5 points. The percentage of respondents who had been overseas to visit friends or relatives was lowest in the second quarter, amounting to 19.3 per cent, and highest during the third quarter (31.3 per cent). Furthermore, in comparison with 1962, the percentage of travellers visiting friends or relatives experienced an increase of close to 2 points in the first quarter, and about 1 percentage point during the fourth quarter. Travel for this purpose decreased during the second and third quarters, however, the declines amounting to 4.3 and 0.9 percentage points, respectively. As in the previous years, the percentage of business trips was highest during the fourth quarter, representing 13.1 per cent of the travel in that period.

Over 67 per cent of the respondents returning from overseas via the United States during 1963 travelled in groups of two or more, compared with close to 64 per cent in 1962. The highest proportion of group travel took place during the second quarter with 72.2 per cent, while the lowest proportion (62 per cent) occurred in the fourth quarter. Group travel varied according to purpose of trip and also by area of destination.

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 period 1954-1963 inclusive, are presented in Table 2. In 1963, 53.3 per cent of the receipts occurred in the third quarter, whereas only 8.4 per cent were received in the first quarter. This reflects the popularity of the summer season in Canada as a period in which to travel. Receipts in the second quarter amounted to 21.2 per cent of the total and in the fourth quarter 17.1 per cent.

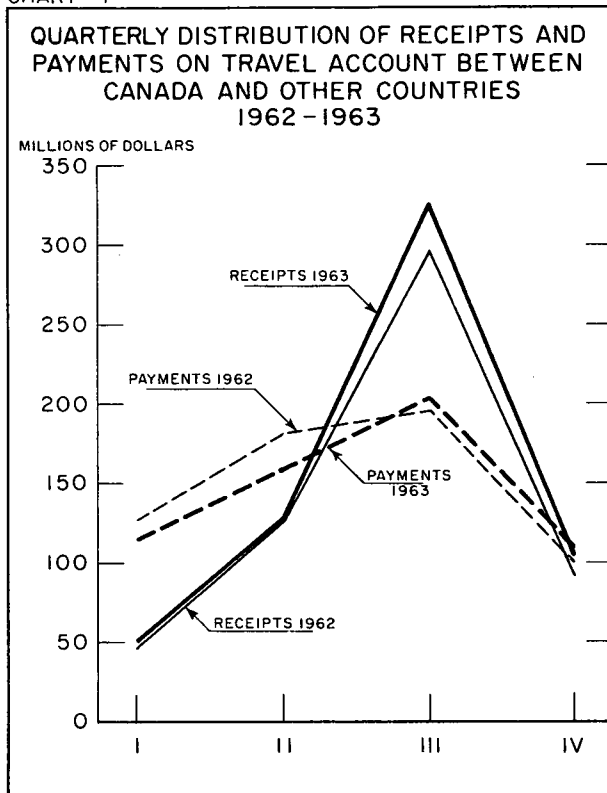
Increases in receipts were recorded in all quarters of 1963, with the greatest gain appearing in the third quarter, amounting to \$28 million or 9.4 per cent more than in the same period of 1962. On the other hand, the most significant percentage increase was recorded in the fourth quarter, amounting to 13 per cent or \$12 million. Receipts in the first quarter advanced by \$5 million or almost 11 per cent, while a gain of \$2 million or between 1 and 2 per cent was recorded in the second quarter.

Payments by Canadians on foreign travel are always more evenly distributed on a quarterly basis than receipts from visitors to Canada. A quarterly analysis of the expenditures of Canadians for travel shows that payments in the third quarter were the largest, accounting for 34.9 per cent of the total. Next came the second quarter with 27 per cent of the total payments for the year, followed by the first quarter with 19.5 per cent and the fourth quarter with 18.6 per cent. In comparison with 1962, payments showed a substantial decline during the first half of the year but rose again in the latter half of 1963. Payments in the second quarter decreased by \$24 million or 13.2 per cent in comparison with 1962, while first quarter payments represented a drop of \$12 million or between 9 and 10 per cent. On the other hand, third quarter disbursements advanced by \$7 million or between 3 and 4 per cent, and fourth quarter payments were up \$9 million or 9 per cent.

The most significant features in Canada's balance of payments on travel account with other countries in 1963, were the increase from \$100 million to \$121 million in the credit balance during the third quarter together with reduced debit balances in the other three quarters. The deficit was reduced from \$80 million to \$63 million in the first quarter, and from \$55 million to \$29 million in the second. The debit balance of \$5 million in the fourth quarter represented a reduction of \$3 million from the 1962 balance. The net effect, of these changes, was a \$24 million balance of payments surplus on travel account with all countries in 1963, compared with a deficit of \$43 million in the previous year. Moreover, this is the first surplus to be recorded since 1950.

Some of the quarterly variations between receipts and payments for the year 1963 may be found illustrated in Chart 4.

CHART - 4



Supplementary Analysis of International Travel

Receipts from residents of other countries travelling in Canada have the same ultimate effect on the balance of payments as exports of commodities to foreign countries and can thus be considered as an "invisible" export item. Similarly, payments by Canadians travelling in other countries may be regarded as "invisible" imports.

When travel receipts, as a whole, are compared with exports to all countries during 1963, travel ranks in third place, exceeded only by the export of wheat valued at \$787 million and newsprint valued at \$760 million. Travel receipts from foreign visitors exceeded the third leading domestic export, lumber and timber, by \$182 million.

If receipts from United States residents travelling in Canada are compared with the export of commodities to that country, travel ranks in second place. Travel receipts from United States residents were valued at \$549 million in 1963, while the leading commodity export to the United States, newsprint, was valued at \$636 million. The second ranking commodity export, softwood lumber, valued

at \$314 million, was some \$235 million below the value of travel receipts from residents of the United States.

On the other hand, payments by Canadians for travel in foreign countries ranked second in comparison with any commodity imported. Total payments for travel outside Canada came to \$585 million in 1963, some \$90 million less than the leading group of commodity imports of non-farm machinery and parts, valued at \$675 million. Automobile parts, valued at \$489 million, ranked second among groups of commodity imports but were some \$96 million less than the "imports" of travel during 1963. Crude petroleum was the third leading commodity import and was some \$250 million below the total payments for foreign travel.

When expenditures by Canadians travelling in the United States during 1963 are compared with the leading commodity imports from that country, travel payments rank third in order of importance. Canadians spent \$388 million on travel in the United States during 1963, while imports of non-farm

machinery and automobile parts, the first and second ranking groups of commodity imports from that country, were valued at \$568 million and \$476 million, respectively. The third leading group of commodity imports from the United States, electrical apparatus, was some \$152 million below the value of "imports" for travel.

International travel is an important item in the Canadian economy. Expenditures by foreign visitors travelling in Canada are a major source of income for many businesses providing services to visitors, such as hotels, motels, transportation companies, garage operators, trailer parks, resorts, food and beverage manufacturers, restaurants, etc. Apart from the contribution to providing a source of revenue for many businesses in Canada and thereby maintaining employment, travel expenditures have considerable effect upon Canada's balance of payments and international financial position.

When analyzing travel between Canada and the United States, consideration should be given to the high percentage of short-term travel to both countries. During 1963, some 21.5 million or 67.5 per cent of the total number of United States residents visiting Canada entered and left Canada on the same day. The number of persons staying one or more nights in Canada amounted to 10.4 million or 32.5 per cent of the total volume. Canadian travel to the United States follows the same general pattern, although there is a tendency towards a higher proportion of short-term visits. In 1963, short-term visits by Canadians (leaving and returning the same day) numbered 24.4 million or 83 per cent of the total, while the number spending one or more nights in the United States amounted to about 5 million or close to 17 per cent. On the whole, some 31.9 million crossings into Canada in 1963 were made by residents of the United States, compared with 29.4 million crossings by Canadians into the United States.

STATEMENT 39. Number and Expenditures¹ of United States Travellers in Canada and Canadian Travellers in the United States, by Type of Transportation and Length of Stay, 1963

Type of transportation	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 (entering and leaving same day):						
Automobile	16,116	19,192	- 3,076	32,095	34,838	- 2,743
Plane	28	29	- 1	774	2,092	- 1,318
Bus	99	33	+ 66	868	260	+ 608
Rail	244	26	+ 218	359	282	+ 77
Boat	229	35	+ 194	1,227	158	+ 1,069
Other (pedestrians, local bus, etc.)	4,783	5,098	- 315	24,507	16,310	+ 8,197
Totals (short-term)	21,499	24,413	- 2,914	59,830	53,940	+ 5,890
Long-term (one or more nights abroad):						
Automobile	9,014	3,855	+ 5,159	328,845	160,178	+ 168,667
Plane	459	461	- 2	67,726	97,086	- 29,360
Bus	413	368	+ 45	53,501	40,536	+ 12,965
Rail	201	214	- 13	29,805	29,614	+ 191
Boat	279	79	+ 200	9,164	2,286	+ 6,878
Totals (long-term)	10,366	4,977	+ 5,389	489,041	329,700	+ 159,341
Grand totals	31,865	29,390	+ 2,475	548,871	383,640	+ 165,231

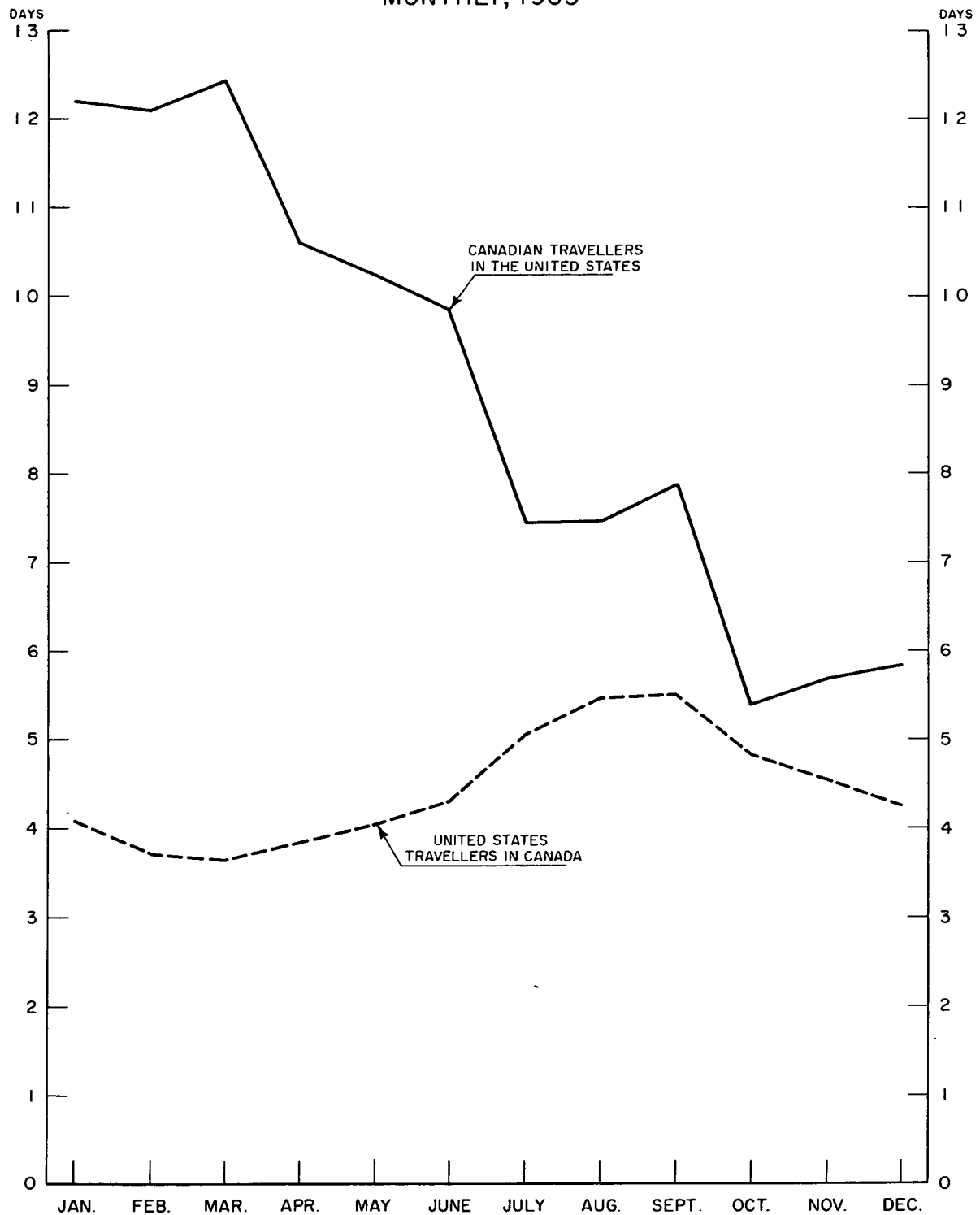
¹ Subject to revision — Exclusive of Hawaii.

The average expenditure by short-term visitors to Canada amounted to \$2.80 per person. Consequently, the expenditures of this group are relatively insignificant as a source of receipts from foreign travellers. It is estimated that short-term United States travellers to Canada spent \$59.8 million or about 11 per cent of the total receipts from that country. At the same time, the United States received an average of about \$2.20 per person from all short-term Canadian visitors. Total payments by short-term Canadian travellers in the United States during 1963 amounted to \$53.9 million or 14.1 per cent of the total expenditures in that country.

The average expenditure per trip by American long-term visitors to Canada in 1963 amounted to \$47.20, compared with \$66.25 for the average Canadian long-term visitor to the United States. However, the total volume of American long-term travellers to Canada, amounting to 10.4 million persons, was some 5.4 million more than the volume of Canadian long-term visitors to the United States. Accordingly, American long-term visitors to Canada spent an estimated \$489 million, while total payments by Canadian long-term visitors to the United States amounted to almost \$330 million.

CHART-5

AVERAGE LENGTH OF STAY FOR UNITED STATES TRAVELLERS IN CANADA
AND CANADIAN TRAVELLERS IN THE UNITED STATES,
MONTHLY, 1963



NOTE: INCLUDES TRIPS OF ONE OR MORE NIGHTS ABROAD BY PERSONS USING
AUTOMOBILE, PLANE, BUS AND TRAIN

On a per capita basis, the total volume of United States visits to Canada was equal to approximately 17 per cent of the population or about 1 person in every 6. On the other hand, the number of Canadian visits to the United States averaged about 1.6 visits for every person residing in Canada. The amount spent by Canadian travellers in the United States represented \$20.27 per resident of Canada, whereas the average expenditure per capita for travel in Canada by United States residents amounted to only \$2.91. The average expenditure per traveller came to \$13.05 per trip for Canadian visitors to the United States and \$17.22 per trip for United States visitors to Canada.

A further comparison of Canadian travel in the United States and American travel to Canada is presented in Chart 5 and Statement 39. Chart 5 illustrates the average length of stay by Canadians travelling to the United States and U.S. residents travelling to Canada, by plane, rail, bus, and automobile. The data shown in this chart are based on the month of re-entry of Canadians returning to Canada and the month of exit of Americans returning to the United States.

Chart 5 shows considerable variation in the length of stay between the two groups of travellers

according to the time of year. During the early part of 1963, Canadians remained on the average from 8 to 9 days longer in the United States than Americans did in Canada. As the year progressed, however, the average length of stay of Canadians visiting the United States declined steadily until a low of 5.4 days was reached in October. From there the average commenced to rise again. The average length of stay of Americans travelling in Canada, on the other hand, did not display as much monthly variation, ranging from a low of 3.7 days in March to a peak of 5.5 days in September. At no time, however, did the average for American travellers exceed the average for Canadian travellers to the United States, although in October the discrepancy between the two was of a minor nature.

One reason for such a high average length of stay being recorded for Canadians during the early part of 1963, is that many Canadians travelling to the United States during that time of the year report destinations in the distant resort states of Florida and California. Such travellers, require long journeys to reach their destinations and generally remain for a long period of time. As the year progresses, however, an increasing proportion of Canadian travellers to the United States report shorter trips and the average length of stay declines.

STATEMENT 40. Estimated Tourist Nights of United States Travellers in Canada and Canadian Travellers in the United States, by Type of Transportation, 1963

	Plane	Rail	Bus	Automobile	Total
Tourist nights of U.S. residents ¹ travelling in Canada Persons	2,614,600 459,000	1,464,300 200,900	3,618,900 412,800	33,822,900 ² 8,962,200 ²	41,520,700 10,034,900
Tourist nights of Canadian residents ¹ travelling in the United States..... Persons	5,370,800 461,300	2,951,400 213,500	4,719,700 367,500	23,216,100 3,854,800	36,258,000 4,897,100

¹ Figures based on date of re-entry of Canadians returning to Canada and date of exit of Americans returning to the U.S.

² Includes extensions but excludes commuter traffic.

The estimated number of tourist nights spent by Canadian travellers in the United States and American travellers in Canada are presented in Statement 40. For statistical purposes, tourist nights are estimated on the basis of the number of persons travelling by each mode of transportation multiplied by the average number of nights such travellers remained abroad. American plane travellers spent an estimated 2,614,600 nights in Canada in 1963, while their Canadian counterparts remained 5,370,800 nights in the United States. American rail and bus travellers in 1963 are estimated to have remained in Canada a total of 1,464,300 and 3,618,900 nights, respectively. At the same time, the number of nights Canadian rail and bus travellers spent in the United States are estimated at 2,951,400 and 4,719,700, respectively. American automobile travellers spent some 33,822,900 nights in Canada in 1963, whereas the number of nights Canadian car travellers spent in the United States are estimated at 23,216,100. The aggregate of nights for American plane, rail, bus,

and car travellers in Canada during 1963 amounted to 41,520,700, some 5,262,700 more nights than Canadian plane, rail, bus, and automobile travellers spent in the United States. It should be noted that the term "tourist nights" incorporates volume, and during 1963 the number of Americans travelling to Canada by plane, rail, bus, and automobile exceeded the corresponding volume of Canadian travellers to the United States by some 5 million crossings.

The average expenditure per American tourist night in Canada during 1963 amounted to \$11.26 while the corresponding average for Canadian travellers in the United States was \$9.03. The fact that residents of the United States spent an estimated 5,262,700 more nights in Canada than their Canadian counterparts spent in the United States, together with the higher average expenditure per night by American visitors to Canada contributed to the \$161,000,000 surplus on travel account with the United States in 1963.

STATISTICAL TABLES

**TABLE 1. Balance of Payments on Travel Account Between Canada and Other Countries,
1926 - 63¹**

Net credits + Net debits -

Year	Account with United States			Account with overseas countries			Account with all countries		
	Credits	Debits	Net	Credits	Debits	Net	Credits	Debits	Net
	millions of dollars								
1926	140	70	+ 70	12	29	- 17	152	99	+ 53
1927	148	72	+ 76	15	28	- 13	163	100	+ 63
1928	163	72	+ 91	14	26	- 12	177	98	+ 79
1929	184	81	+ 103	14	27	- 13	198	108	+ 90
1930	167	67	+ 100	13	25	- 12	180	92	+ 88
1931	141	52	+ 89	12	19	- 7	153	71	+ 82
1932	103	30	+ 73	11	19	- 8	114	49	+ 65
1933	81	30	+ 51	8	14	- 6	89	44	+ 45
1934	96	36	+ 60	10	14	- 4	106	50	+ 56
1935	107	48	+ 59	10	16	- 6	117	64	+ 53
1936	129	54	+ 75	13	21	- 8	142	75	+ 67
1937	149	65	+ 84	17	22	- 5	166	87	+ 79
1938	134	66	+ 68	15	20	- 5	149	86	+ 63
1939	137	67	+ 70	12	14	- 2	149	81	+ 68
1940	98	40	+ 58	7	3	+ 4	105	43	+ 62
1941	107	18	+ 89	4	3	+ 1	111	21	+ 90
1942	79	24	+ 55	3	3	-	82	27	+ 55
1943	87	34	+ 53	2	3	- 1	89	37	+ 52
1944	117	57	+ 60	3	3	-	120	60	+ 60
1945	163	81	+ 82	3	2	+ 1	166	83	+ 83
1946	216	130	+ 86	6	6	-	222	136	+ 86
1947	241	152	+ 89	10	15	- 5	251	167	+ 84
1948	267	113	+ 154	13	22	- 9	280	135	+ 145
1949	267	165	+ 102	18	28	- 10	285	193	+ 92
1950	260	193	+ 67	15	33	- 18	275	226	+ 49
1951	258	246	+ 12	16	34	- 18	274	280	- 6
1952	257	294	- 37	18	47	- 29	275	341	- 66
1953	282	307	- 25	20	58	- 38	302	365	- 63
1954	283	320	- 37	22	69	- 47	305	389	- 84
1955	303	363	- 60	25	86	- 61	328	449	- 121
1956	309	391	- 82	28	107	- 79	337	498	- 161
1957	325	403	- 78	38	122	- 84	363	525	- 162
1958	309	413	- 104	40	129	- 89	349	542	- 193
1959	351	448	- 97	40	150	- 110	391	598	- 207
1960	375	462 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
1963 ¹	549	388 ²	+ 161	60	197	- 137	609	585	+ 24

¹ Subject to revision.

² Includes Hawaii.

**TABLE 2. Quarterly Estimates of the Balance of Payments on Travel Account
Between Canada and Other Countries, 1954-63¹**

Year	First quarter	Second quarter	Third quarter	Fourth quarter	Total
millions of dollars					
Quarterly receipts:					
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
1963 ¹	51	129	325	104	609
Per cent of year:					
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
1963 ¹	8.4	21.2	53.3	17.1	100.0
Quarterly payments:					
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
1963 ¹	114	158	204	109	585
Per cent of year:					
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
1963 ¹	19.5	27.0	34.9	18.6	100.0
Quarterly balance (Net credits + Net debits -):					
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
1963 ¹	- 63	- 29	+ 121	- 5	+ 24

¹ Subject to revision.

TABLE 3. Number of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1963, 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	3,801	13,139	16,940
	Lake Erie ports	2	6	8
	St. Clair and Detroit River ports	4,093	3,616	7,709
	Sault Ste. Marie	1,057	1,591	2,648
	Western Ontario ports	5	312	317
	St. Lawrence River ports	37,282	94,431	131,713
	All ports in Canada	50,633	130,440	181,073
(b) Fort Erie and Niagara Falls	St. Lawrence River ports	8,730	23,478	32,208
	Lake Erie ports	70	117	187
	St. Clair and Detroit River ports	76,305	21,392	97,697
	Sault Ste. Marie	2,370	4,742	7,112
	Western Ontario ports	30	807	837
	Fort Erie and Niagara Falls	506,855	287,475	794,330
	All ports in Canada	595,511	360,602	956,113
(c) Lake Erie ports	St. Lawrence River ports	1	12	13
	Fort Erie and Niagara Falls	55	158	213
	St. Clair and Detroit River ports	62	108	170
	Sault Ste. Marie	—	7	7
	Western Ontario ports	—	2	2
	Lake Erie ports	32	402	434
	All ports in Canada	150	704	854
(d) St. Clair and Detroit River ports	St. Lawrence River ports	5,060	5,138	10,198
	Fort Erie and Niagara Falls	89,633	31,652	121,285
	Lake Erie ports	112	90	202
	Sault Ste. Marie	653	7,348	8,001
	Western Ontario ports	10	665	675
	St. Clair and Detroit River ports	529,946	268,964	798,910
	All ports in Canada	626,188	325,745	951,933
(e) Sault St. Marie	St. Lawrence River ports	1,299	2,155	3,454
	Fort Erie and Niagara Falls	2,738	7,064	9,802
	Lake Erie ports	—	7	7
	St. Clair and Detroit River ports	1,266	7,957	9,223
	Western Ontario ports	5,910	13,249	19,159
	Sault Ste. Marie	23,477	43,570	67,047
	All ports in Canada	35,669	82,178	117,847
(f) Western Ontario ports	St. Lawrence River ports	1	346	347
	Fort Erie and Niagara Falls	43	956	999
	Lake Erie ports	—	1	1
	St. Clair and Detroit River ports	10	584	594
	Sault Ste. Marie	6,030	14,502	20,532
	Western Ontario ports	18,672	60,302	78,974
	All ports in Canada	25,903	84,087	109,990

See footnote at end of table.

TABLE 3. Number of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1963, 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	4,326	14,324	18,650
All ports in Ontario west of Kingston and east of Port Arthur	All ports in Quebec	2,519	32,110	34,629
All ports in Western Ontario	All ports in Manitoba	1,048	3,504	4,552
All ports in Ontario	All ports in Quebec	6,848	46,806	53,654
	All ports in the Atlantic Provinces ...	430	8,359	8,789
	All ports in Manitoba	1,068	4,696	5,764
	All ports in Saskatchewan	63	704	767
	All ports in Alberta	32	2,093	2,125
	All ports in British Columbia	2	4,073	4,075
	All ports in Yukon Territory	—	680	680
	All ports in Ontario	1,325,610	916,345	2,241,955
	All ports in Canada	1,334,054	983,756	2,317,810
Section III. Traffic from the Atlantic Provinces to other provinces:				
All ports in the Atlantic Provinces ..	All ports in Quebec	642	5,306	5,948
	All ports in Ontario	723	4,683	5,406
	All ports in the Atlantic Provinces ...	47,663	89,979	137,642
	All ports in Canada	49,028	100,081	149,109
Section IV. Traffic from Quebec to other provinces:				
All ports in Quebec	All ports in Ontario on the St. Law- rence River	3,194	9,984	13,178
	All ports in Ontario west of Kings- ton and east of Port Arthur	1,969	19,063	21,032
	All ports in Ontario	5,167	29,346	34,513
	All ports in the Atlantic Provinces ...	594	8,084	8,678
	All ports in Quebec	116,567	169,033	285,600
	All ports in Canada	122,328	207,133	329,461
Section V. Traffic from Manitoba to other provinces:				
All ports in Manitoba	All ports in Ontario	835	4,927	5,762
	All ports in Western Ontario	826	4,023	4,849
	All ports in Saskatchewan	173	1,111	1,284
	All ports in Alberta	45	1,415	1,460
	All ports in British Columbia	25	2,632	2,657
	All ports in Yukon Territory	—	793	793
	All ports in Manitoba	13,143	25,819	38,962
	All ports in Canada	14,221	36,829	51,050

See footnote at end of table.

TABLE 3. Number of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1963, 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	24	802	826
	All ports in Manitoba	151	1,286	1,437
	All ports in Alberta	128	1,715	1,843
	All ports in British Columbia	37	2,322	2,359
	All ports in Yukon Territory	—	1,945	1,945
	All ports in Saskatchewan	5,981	12,992	18,973
	All ports in Canada	6,325	21,118	27,443
Section VII. Traffic from Alberta to other provinces:				
All ports in Alberta	All ports in Ontario	11	2,387	2,398
	All ports in Manitoba	82	1,529	1,611
	All ports in Saskatchewan	186	1,724	1,910
	All ports in British Columbia	1,134	14,707	15,841
	All ports in Yukon Territory	—	4,925	4,925
	All ports in Alberta	5,999	12,581	18,580
	All ports in Canada	7,412	37,998	45,410
Section VIII. Traffic from British Columbia to other provinces:				
All ports in British Columbia	All ports in Ontario	3	3,108	3,111
	All ports in Manitoba	22	1,952	1,974
	All ports in Saskatchewan	43	1,942	1,985
	All ports in Alberta	687	12,331	13,018
	All ports in Yukon Territory	—	7,201	7,201
	All ports in British Columbia	93,463	174,558	268,021
	All ports in Canada	94,224	201,713	295,937
Section IX. Traffic from Yukon Terri- tory to other provinces:				
All ports in Yukon Territory	All ports in Ontario	—	655	655
	All ports in Manitoba	—	711	711
	All ports in Saskatchewan	—	1,382	1,382
	All ports in Alberta	—	3,677	3,677
	All ports in British Columbia	—	6,184	6,184
	All ports in Yukon Territory	3,715	1,383	5,098
	All ports in Canada	3,719	14,054	17,773
All ports in Canada	All ports in Canada	1,631,311	1,602,682	3,233,993 ²

¹ Exclusive of standing (L) permits and extensions.

² Does not include an additional 25,921 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 1963, 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	4, 103, 898	55.73	4, 103, 898	3.02	12, 379, 143	12, 379, 143
2	1, 631, 510	22.16	3, 263, 020	2.68	4, 374, 194	8, 748, 388
3	510, 938	6.94	1, 532, 814	2.76	1, 410, 321	4, 230, 963
4	289, 702	3.93	1, 158, 808	2.76	799, 189	3, 196, 756
5	176, 384	2.40	881, 920	2.80	494, 102	2, 470, 510
6	118, 737	1.61	712, 422	2.82	334, 704	2, 008, 224
7	96, 618	1.31	676, 326	2.92	282, 527	1, 977, 689
8	102, 549	1.39	820, 392	3.10	317, 793	2, 542, 344
9	62, 048	0.84	558, 432	2.98	184, 958	1, 664, 622
10	40, 941	0.56	409, 410	2.90	118, 785	1, 187, 850
11	29, 515	0.40	324, 665	2.83	83, 599	919, 589
12	23, 735	0.32	284, 820	2.82	66, 834	802, 008
13	19, 911	0.27	258, 843	2.85	56, 811	738, 543
14	19, 528	0.27	273, 392	2.95	57, 564	805, 896
15	20, 789	0.28	311, 835	3.02	62, 821	942, 315
16	12, 857	0.17	205, 712	2.87	36, 842	589, 472
17	8, 727	0.12	148, 359	2.74	23, 884	406, 028
18	6, 299	0.09	113, 382	2.62	16, 506	297, 108
19	5, 109	0.07	97, 071	2.58	13, 189	250, 591
20	4, 568	0.06	91, 360	2.59	11, 830	236, 600
21	4, 035	0.06	84, 735	2.55	10, 278	215, 838
22	4, 040	0.06	88, 880	2.57	10, 386	228, 492
23	3, 098	0.04	71, 254	2.54	7, 873	181, 079
24	2, 709	0.04	65, 016	2.50	6, 780	162, 720
25- 29	10, 924	0.15	294, 869	2.42	26, 475	714, 825
30- 39	10, 575	0.14	352, 134	2.37	25, 016	833, 033
40- 59	7, 573	0.10	364, 821	2.36	17, 866	861, 141
60- 89	5, 302	0.07	384, 623	2.29	12, 125	879, 548
90- 179	4, 678	0.06	548, 659	2.12	9, 903	1, 161, 424
180 and over	594	0.01	127, 601	2.15	1, 278	274, 540
Not classified ²	25, 921	0.35	—	2.50	64, 680	—
Totals	7, 363, 812	100.00	18, 609, 473	2.90	21, 318, 256	51, 907, 279
Average length of stay			2.53			2.43

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 1963, classified by Length of Visit, by Province of Exit

Days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia and Yukon Territory	Canada
1.....	279,679	328,208	3,205,988	55,719	29,180	14,915	190,209	4,103,898
2.....	48,687	124,057	1,332,341	14,466	6,446	6,894	98,619	1,631,510
3.....	16,294	69,390	339,483	9,453	3,971	5,681	66,666	510,938
4.....	13,131	48,730	173,058	6,216	2,767	5,339	40,461	289,702
5.....	10,437	29,666	97,822	3,989	2,263	4,768	27,439	176,384
6.....	9,150	18,806	63,421	3,092	1,881	3,776	18,611	118,737
7.....	8,654	13,107	54,530	2,389	1,546	2,887	13,505	96,618
8.....	7,950	10,285	67,769	2,046	1,256	2,223	11,020	102,549
9.....	6,067	6,804	36,831	1,477	959	1,689	8,221	62,048
10.....	4,961	4,595	21,996	1,175	689	1,385	6,140	40,941
11.....	3,976	3,233	14,958	919	587	1,019	4,823	29,515
12.....	3,410	2,608	11,745	772	506	857	3,837	23,735
13.....	3,083	1,953	10,088	637	437	635	3,078	19,911
14.....	2,935	1,644	11,026	504	359	498	2,562	19,528
15.....	2,569	1,460	13,306	470	300	390	2,294	20,789
16.....	1,635	1,128	7,537	329	212	318	1,698	12,857
17.....	1,139	807	4,696	281	186	279	1,339	8,727
18.....	867	576	3,204	215	159	257	1,021	6,299
19.....	750	509	2,426	198	136	186	904	5,109
20.....	660	435	2,286	149	117	163	758	4,568
21.....	593	385	2,095	129	128	122	583	4,035
22.....	603	393	2,080	139	95	131	599	4,040
23.....	432	331	1,587	91	85	112	460	3,098
24.....	372	271	1,414	84	73	71	424	2,709
25- 29.....	1,422	1,273	5,741	322	264	323	1,579	10,924
30- 39.....	1,613	1,364	5,298	293	288	277	1,442	10,575
40- 59.....	1,435	941	3,416	257	269	212	1,043	7,573
60- 89.....	1,141	586	2,383	211	185	157	639	5,302
90- 179.....	1,324	493	1,762	218	156	183	542	4,678
180 and over.....	76	94	302	10	13	19	80	594
Not classified ²	2,937	5,177	12,668	717	316	512	3,594	25,921
Totals	437,982	679,309	5,513,257	106,967	55,829	56,278	514,190	7,363,812

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 1963, classified by Length of Visit, by Province of Exit

Days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia and Yukon Territory	Canada
1	63.86	48.32	58.15	52.09	52.27	26.50	36.99	55.73
2	11.12	18.26	24.17	13.52	11.55	12.25	19.18	22.15
3	3.72	10.22	6.16	8.84	7.11	10.09	12.96	6.94
4	3.00	7.17	3.14	5.81	4.96	9.49	7.87	3.93
5	2.38	4.37	1.77	3.73	4.05	8.47	5.34	2.40
6	2.09	2.77	1.15	2.89	3.37	6.71	3.62	1.61
7	1.98	1.93	0.99	2.23	2.77	5.13	2.63	1.31
8	1.81	1.51	1.23	1.91	2.25	3.95	2.14	1.39
9	1.38	1.00	0.67	1.38	1.72	3.00	1.60	0.84
10	1.13	0.68	0.40	1.10	1.23	2.46	1.19	0.56
11	0.91	0.48	0.27	0.86	1.05	1.81	0.94	0.40
12	0.78	0.38	0.21	0.72	0.91	1.52	0.75	0.32
13	0.70	0.29	0.18	0.60	0.78	1.13	0.60	0.27
14	0.67	0.24	0.20	0.47	0.64	0.88	0.50	0.27
15	0.59	0.21	0.24	0.44	0.54	0.69	0.44	0.28
16	0.37	0.17	0.14	0.31	0.38	0.57	0.33	0.18
17	0.26	0.12	0.08	0.26	0.33	0.50	0.26	0.12
18	0.20	0.08	0.06	0.20	0.29	0.46	0.20	0.09
19	0.17	0.07	0.04	0.19	0.24	0.33	0.17	0.07
20	0.15	0.06	0.04	0.14	0.21	0.29	0.15	0.06
21	0.14	0.06	0.04	0.12	0.23	0.22	0.11	0.06
22	0.14	0.06	0.04	0.13	0.17	0.23	0.12	0.06
23	0.10	0.05	0.03	0.09	0.15	0.20	0.09	0.04
24	0.08	0.04	0.03	0.08	0.13	0.13	0.08	0.04
25 - 29	0.32	0.19	0.10	0.30	0.47	0.57	0.31	0.15
30 - 39	0.37	0.20	0.10	0.27	0.52	0.49	0.28	0.14
40 - 59	0.33	0.14	0.06	0.24	0.48	0.38	0.20	0.10
60 - 89	0.26	0.09	0.04	0.20	0.33	0.28	0.12	0.07
90 - 179	0.30	0.07	0.03	0.20	0.28	0.33	0.10	0.06
180 and over	0.02	0.01	0.01	0.01	0.02	0.03	0.03	0.01
Not classified ²	0.67	0.76	0.23	0.67	0.57	0.91	0.70	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 1963, classified by Length of Visit, by Province of Exit

Days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia and Yukon Territory	Canada
1	834,685	988,089	9,619,203	181,020	94,712	54,217	607,217	12,379,143
2	124,582	329,934	3,568,945	42,922	18,049	22,235	267,527	4,374,194
3	45,271	195,935	932,279	28,093	11,825	17,565	179,353	1,410,321
4	37,482	138,056	470,975	18,973	8,256	16,182	109,265	799,189
5	29,720	83,085	272,224	11,815	6,907	14,506	75,845	494,102
6	26,202	52,044	177,672	9,196	5,788	11,393	52,409	334,704
7	24,874	36,652	161,581	7,322	4,668	8,710	38,720	282,527
8	23,249	29,079	216,677	6,292	3,921	6,897	31,678	317,793
9	17,713	19,072	111,927	4,437	2,886	5,220	23,703	184,958
10	14,576	12,646	64,478	3,396	2,039	4,263	17,387	118,785
11	11,684	8,720	42,298	2,681	1,722	3,124	13,370	83,599
12	10,036	6,974	32,838	2,293	1,472	2,564	10,657	66,834
13	9,327	5,210	28,690	1,817	1,270	1,914	8,583	56,811
14	8,992	4,434	33,133	1,429	1,014	1,464	7,098	57,564
15	7,976	3,973	41,221	1,359	856	1,108	6,328	62,821
16	4,785	2,990	21,934	893	596	972	4,672	36,842
17	3,224	2,080	12,825	817	534	783	3,621	23,884
18	2,472	1,323	8,307	564	434	728	2,678	16,506
19	2,071	1,185	6,152	536	397	529	2,319	13,189
20	1,844	1,084	5,771	399	303	464	1,965	11,830
21	1,565	930	5,289	343	367	338	1,446	10,278
22	1,655	888	5,421	359	236	379	1,448	10,386
23	1,145	748	4,146	216	210	295	1,113	7,873
24	983	634	3,501	239	171	200	1,052	6,780
25 - 29	3,675	2,791	14,071	854	617	795	3,672	26,475
30 - 39	4,069	3,103	12,723	693	619	666	3,143	25,016
40 - 59	3,484	2,106	8,185	609	623	490	2,369	17,866
60 - 89	2,660	1,293	5,534	484	412	356	1,386	12,125
90 - 179	2,802	992	3,755	450	367	407	1,130	9,903
180 and over	142	201	647	25	28	39	196	1,278
Not classified ²	7,591	12,297	31,422	1,962	848	1,437	9,123	64,680
Totals	1,270,536	1,948,548	15,923,824	332,488	172,147	180,240	1,490,473	21,318,256

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 1963, 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	5	301	342	1,843	99	78	123	240	69	3,100
Alaska	1	2	44	335	190	419	733	4,186	8,737	14,647
Arizona	5	81	150	1,682	151	102	651	1,224	212	4,258
Arkansas	—	48	75	872	74	58	90	129	39	1,385
California	69	970	2,444	17,470	1,802	1,080	6,254	46,470	1,874	78,433
Colorado	10	86	278	2,235	375	532	1,687	1,388	206	6,797
Connecticut	813	10,479	22,811	19,465	80	46	154	308	42	54,198
Delaware	42	369	741	2,588	23	12	50	62	14	3,901
Dist. of Columbia ..	69	283	893	2,439	63	39	73	140	43	4,042
Florida	180	1,705	4,226	18,429	470	203	642	1,069	235	27,159
Georgia	25	262	595	2,989	93	63	137	211	65	4,440
Hawaii	—	19	23	249	13	5	26	219	12	566
Idaho	3	40	62	632	113	75	1,161	5,462	179	7,727
Illinois	168	1,015	2,658	69,593	2,576	910	1,642	1,666	279	80,507
Indiana	82	618	949	34,437	527	264	499	588	188	38,152
Iowa	14	255	321	14,846	1,622	851	718	598	149	19,374
Kansas	14	141	312	4,066	887	469	595	626	121	7,231
Kentucky	17	160	220	4,885	67	54	107	166	52	5,728
Louisiana	14	157	308	1,643	105	70	232	248	70	2,847
Maine	526	55,914	18,767	3,156	34	26	37	100	29	78,589
Maryland	239	1,339	3,458	14,553	108	85	201	243	46	20,272
Massachusetts	3,272	29,123	46,650	34,494	79	64	244	392	59	114,377
Michigan	118	1,495	3,117	879,520	1,331	637	1,089	1,283	378	888,968
Minnesota	9	233	614	52,321	14,056	2,338	1,611	1,370	282	72,834
Mississippi	13	129	304	1,183	63	62	104	188	29	2,075
Missouri	19	166	399	7,955	733	322	612	529	131	10,866
Montana	2	38	66	582	384	5,378	11,447	3,353	214	21,464
Nebraska	3	71	197	3,241	1,070	590	559	497	94	6,322
Nevada	3	18	26	510	44	35	238	816	59	1,749
New Hampshire	328	3,347	22,183	3,866	13	29	48	65	25	29,904
New Jersey	999	5,644	21,198	48,829	235	122	416	723	106	78,272
New Mexico	3	66	136	722	52	71	308	309	93	1,760
New York	2,076	10,933	94,965	679,352	346	181	832	1,217	208	790,110
North Carolina	42	436	1,010	4,040	59	74	144	154	59	6,018
North Dakota	1	21	76	2,716	17,259	8,065	418	392	57	29,005
Ohio	261	1,986	3,781	183,002	617	363	898	935	280	192,123
Oklahoma	9	86	150	2,193	285	296	489	398	90	3,996
Oregon	5	119	221	1,280	246	253	1,113	28,244	664	32,145
Pennsylvania	805	4,623	11,555	117,301	323	217	589	764	206	136,383
Rhode Island	189	2,013	7,662	5,339	16	9	34	91	7	15,360
South Carolina	20	179	385	1,702	64	26	81	134	57	2,648
South Dakota	4	28	82	1,637	1,353	862	399	310	66	4,741
Tennessee	23	164	337	3,128	98	79	178	259	75	4,341
Texas	23	421	770	5,859	582	430	1,617	1,712	335	11,749
Utah	—	47	103	636	70	88	1,998	1,414	96	4,452
Vermont	85	807	49,474	2,749	16	7	28	73	15	53,254
Virginia	164	1,020	2,249	8,786	143	81	211	420	87	13,161
Washington	6	124	445	2,027	463	442	2,342	183,167	1,051	190,067
West Virginia	21	164	224	4,925	43	19	32	79	14	5,521
Wisconsin	20	462	885	38,347	1,430	627	861	806	188	43,626
Wyoming	—	10	62	366	68	221	607	301	78	1,713
Totals U.S.	10,819	138,217	329,003	2,317,015	51,013	27,429	45,359	295,738	17,764	3,232,357
Not classified ²	293	2,644	5,177	12,668	717	316	512	3,509	85	25,921
Other countries ³	34	39	458	795	37	14	51	199	9	1,636
Grand totals⁴ ..	11,146	140,900	334,638	2,330,478	51,767	27,759	45,922	299,446	17,858	3,259,914

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: Africa 1, Argentina 3, Austria 3, Australia 7, Azores 1, Bahamas 42, Belgium 30, Bermuda 22, Bolivia 1, Brazil 8, British Honduras 1, Chile 7, China 3, Colombia 4, Costa Rica 4, Cuba 11, Cyprus 1, Denmark 7, Egypt 1, England 339, Finland 1, France 168, Germany 464, Greece 2, Guam 32, Guatemala 15, Haiti 7, Hong Kong 1, Iceland 2, India 8, Ireland 14, Israel 1, Italy 32, Japan 31, Java 3, Lebanon 1, Mexico 117, Morocco 9, Netherlands 44, Netherlands Antilles 12, New Zealand 4, Nicaragua 1, Northern Ireland 1, Norway 16, Panama Canal Zone 57, Philippine Islands 4, Peru 6, Puerto Rico 12, Rhodesia 1, Salvador 3, St. Pierre & Miquelon 3, Scotland 3, Republic of South Africa 6, Spain 16, Sweden 1, Switzerland 30, Uruguay 1, Venezuela 5, Virgin Islands 1, West Indies Federation 5.

⁴ Do not include 28,158 standing (L) permits and 10,448 extensions.

TABLE 9. Number of Non-resident Automobiles which Entered Canada on Customs Permits¹ Through Provinces Indicated and which Departed in the Year 1963, 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	5	109	220	770	64	70	111	154	61	1,564
Alaska	1	2	30	175	186	419	729	3,722	7,139	12,403
Arizona	5	61	97	949	130	91	596	1,008	164	3,101
Arkansas	—	35	54	474	60	50	83	105	32	893
California	67	770	1,900	8,742	1,627	1,013	5,771	38,853	1,351	60,094
Colorado	10	63	203	1,093	307	443	1,540	1,124	158	4,941
Connecticut	802	7,534	17,528	9,805	73	41	140	253	30	36,206
Delaware	42	271	580	1,389	20	10	49	42	11	2,414
Dist. of Columbia	67	237	779	1,546	54	33	64	93	18	2,891
Florida	179	1,393	3,214	10,900	402	188	612	841	181	17,910
Georgia	24	186	404	1,377	72	58	135	163	58	2,477
Hawaii	—	12	21	113	13	5	26	145	10	345
Idaho	3	31	19	225	89	66	930	3,912	139	5,414
Illinois	166	782	2,226	44,290	2,298	880	1,504	1,278	185	53,609
Indiana	81	455	680	20,448	457	257	456	447	133	23,414
Iowa	14	145	266	10,812	1,366	805	626	493	110	14,637
Kansas	14	85	213	2,235	732	372	516	448	77	4,692
Kentucky	17	93	191	2,757	49	51	97	107	46	3,408
Louisiana	14	103	232	782	79	58	214	180	62	1,724
Maine	502	21,803	12,233	1,402	29	23	32	83	21	36,128
Maryland	236	1,112	2,734	8,197	89	82	181	201	36	12,868
Massachusetts	3,231	25,969	36,482	16,314	75	64	220	350	45	82,750
Michigan	116	1,122	2,283	288,248	1,256	615	1,023	1,061	295	296,019
Minnesota	9	181	506	31,934	9,256	2,155	1,412	1,130	217	46,800
Mississippi	11	108	223	640	247	58	87	120	23	1,517
Missouri	18	138	324	4,714	601	290	532	388	113	7,118
Montana	2	27	52	316	291	3,547	7,525	2,349	160	14,269
Nebraska	3	54	151	2,107	917	551	484	370	62	4,699
Nevada	3	15	23	194	34	32	210	708	47	1,266
New Hampshire	321	2,747	13,714	1,660	12	26	42	59	20	18,601
New Jersey	979	4,771	16,901	28,024	201	111	395	545	79	52,006
New Mexico	3	40	93	287	39	63	268	250	72	1,115
New York	2,047	9,317	56,014	241,697	314	171	794	962	130	311,446
North Carolina	40	266	670	2,145	49	57	133	132	50	3,542
North Dakota	1	14	49	1,769	10,446	4,787	355	306	46	17,773
Ohio	258	1,537	2,890	113,674	559	346	849	802	213	121,128
Oklahoma	7	53	109	1,241	233	236	418	299	75	2,671
Oregon	5	82	152	634	202	226	967	22,801	571	25,640
Pennsylvania	794	3,500	9,207	74,766	289	198	544	598	158	90,054
Rhode Island	185	1,754	6,189	2,293	15	8	32	58	11	10,545
South Carolina	20	107	264	706	51	24	74	101	51	1,398
South Dakota	4	19	41	921	1,104	758	338	224	43	3,452
Tennessee	22	109	248	1,590	71	76	161	170	60	2,507
Texas	23	249	509	2,629	445	350	1,441	1,212	262	7,120
Utah	—	34	57	288	57	80	1,684	1,061	73	3,334
Vermont	85	663	12,949	1,229	13	7	28	50	11	15,035
Virginia	162	783	1,746	5,015	123	75	198	295	72	8,469
Washington	4	93	259	1,153	402	376	1,986	110,576	854	115,703
West Virginia	22	75	179	3,164	35	19	30	63	9	3,596
Wisconsin	19	268	669	25,260	1,214	605	779	629	150	29,593
Wyoming	—	9	32	133	48	178	529	233	51	1,213
Totals U.S.	10,643	89,386	206,809	983,226	36,795	21,104	37,950	201,554	14,045	1,601,512
Not classified ³	293	2,644	5,177	12,668	717	316	512	3,509	85	25,921
Other countries ⁴	18	34	324	530	34	14	48	159	9	1,170
Grand totals	10,954	92,064	212,310	996,424	37,546	21,434	38,510	205,222	14,139	1,628,603

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: Africa 1, Argentina 3, Austria 3, Australia 7, Azores 1, Bahamas 36, Belgium 21, Bermuda 21, Brazil 7, British Guiana 1, Chile 7, China 3, Colombia 4, Costa Rica 3, Cuba 1, Denmark 7, Egypt 1, England 215, Finland 1, France 125, Germany 316, Greece 2, Guam 12, Guatemala 12, Haiti 7, Hong Kong 1, Iceland 2, India 6, Ireland 7, Israel 1, Italy 19, Japan 20, Java 3, Lebanon 1, Mexico 92, Morocco 9, Netherlands 32, Netherlands Antilles 12, New Zealand 4, Nicaragua 1, Northern Ireland 1, Norway 6, Panama Canal Zone 47, Philippine Islands 4, Peru 6, Puerto Rico 8, Rhodesia 1, Salvador 3, St. Pierre and Miquelon 3, Scotland 3, Republic of South Africa 6, Spain 15, Switzerland 28, Uruguay 1, Venezuela 4, Virgin Islands 2, West Indies Federation 5.

**TABLE 10. Number of Non-resident Automobiles Travelling in Canada on Customs Permits¹
which Departed in the Years 1959- 63**
Classified by Selected U.S. Federal States of Registration

State	1959 ^{2,3}	1960 ⁴	1961 ⁴	1962 ⁴	1963 ⁴
North Eastern	1, 072, 166	1, 214, 035	1, 268, 405	1, 323, 042	1, 375, 266
Connecticut	46, 133	44, 635	46, 759	52, 450	54, 458
Maine	152, 833	91, 831	90, 597	91, 639	92, 076
Massachusetts	98, 349	102, 249	105, 619	111, 459	114, 954
New Hampshire	28, 397	28, 471	29, 828	30, 450	30, 040
New Jersey	60, 477	63, 716	66, 805	71, 033	78, 636
New York	481, 869	702, 935	749, 487	768, 382	798, 606
Pennsylvania	123, 153	113, 129	113, 017	130, 324	136, 864
Rhode Island	13, 200	13, 870	13, 868	15, 049	15, 451
Vermont	67, 755	53, 199	52, 425	52, 256	54, 181
% of total	48. 2	44. 3	43. 6	42. 7	42. 0
Great Lakes	624, 243	1, 012, 103	1, 076, 434	1, 142, 880	1, 247, 475
Illinois	64, 923	62, 439	67, 645	76, 733	80, 792
Indiana	29, 310	28, 547	29, 925	34, 712	38, 300
Michigan	355, 762	741, 941	789, 165	814, 791	891, 905
Ohio	144, 512	148, 631	152, 289	174, 732	192, 676
Wisconsin	29, 736	30, 545	37, 410	41, 912	43, 802
% of total	28. 0	36. 9	37. 0	36. 9	38. 1
North Western	102, 556	101, 629	113, 354	115, 038	127, 033
Minnesota	55, 629	58, 079	67, 687	69, 494	74, 827
Montana	18, 886	18, 191	18, 464	19, 618	22, 128
North Dakota	28, 041	25, 359	27, 203	25, 926	30, 078
% of total	4. 6	3. 7	3. 9	3. 7	3. 9
West Coast	240, 555	238, 188	263, 836	301, 830	303, 153
California	66, 217	65, 837	69, 928	112, 303	79, 603
Oregon	22, 309	25, 315	28, 658	28, 707	32, 365
Washington	152, 029	147, 036	165, 250	160, 820	191, 185
% of total	10. 8	8. 7	9. 1	9. 8	9. 3
Other (Remaining states and foreign countries)	187, 775	175, 257	186, 134	214, 881	219, 672
% of total	8. 4	6. 4	6. 4	6. 9	6. 7
Totals	2, 227, 295	2, 741, 212	2, 908, 163	3, 097, 671	3, 272, 599
Not classified ⁵	20, 050	28, 272	24, 120	25, 921

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, 1959-63**
Classified by Selected U.S. Federal States of Origin²

State	1959	1960	1961	1962	1963
North Eastern.....	457,000	398,000	432,000	425,000	445,000
Connecticut	37,000	23,000	31,000	32,000	30,000
Massachusetts.....	72,000	55,000	67,000	50,000	55,000
New Jersey	55,000	61,000	54,000	61,000	61,000
New York	211,000	179,000	208,000	214,000	217,000
Pennsylvania.....	55,000	55,000	54,000	51,000	64,000
Other North Eastern ³	27,000	25,000	18,000	17,000	18,000
% of total	42.6	37.3	39.9	37.8	38.3
Great Lakes.....	256,000	264,000	258,000	256,000	262,000
Illinois	79,000	81,000	90,000	82,000	91,000
Indiana	14,000	15,000	23,000	19,000	12,000
Michigan	73,000	79,000	60,000	66,000	61,000
Ohio	70,000	72,000	66,000	70,000	77,000
Wisconsin.....	20,000	17,000	19,000	19,000	21,000
% of total	23.8	24.8	23.8	22.8	22.6
North Western	49,000	43,000	54,000	52,000	83,000
Minnesota.....	39,000	32,000	33,000	39,000	63,000
Other North Western ³	10,000	11,000	21,000	13,000	20,000
% of total	4.6	4.0	4.9	4.6	7.1
West Coast.....	174,000	193,000	168,000	206,000	195,000
California.....	96,000	101,000	65,000	113,000	94,000
Oregon	20,000	23,000	17,000	19,000	22,000
Washington.....	58,000	69,000	86,000	74,000	79,000
% of total	16.2	18.1	15.5	18.3	16.8
Remaining states	137,000	169,000	172,000	186,000	175,000
Colorado.....	9,000	8,000	11,000	13,000	13,000
Florida	11,000	9,000	13,000	9,000	10,000
Iowa	7,000	10,000	11,000	9,000	8,000
Maryland.....	10,000	12,000	13,000	9,000	9,000
Missouri	20,000	18,000	10,000	20,000	17,000
Texas	10,000	24,000	23,000	26,000	25,000
Other remaining ³	70,000	88,000	91,000	100,000	93,000
% of total	12.8	15.8	15.9	16.5	15.1
Totals.....	1,073,000	1,067,000	1,084,000	1,125,000	1,160,000

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 1963, 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	25,280	5.22	46,515	10.13	15,795	7.29
2	82,603	17.06	49,139	10.70	20,542	9.48
3	97,318	20.09	53,178	11.58	30,329	13.99
4	70,440	14.54	37,286	8.12	24,091	11.12
5	52,933	10.93	35,593	7.75	26,291	12.13
6	35,490	7.33	27,091	5.90	18,531	8.54
7	18,400	3.80	26,675	5.81	12,267	5.66
8	13,953	2.88	32,260	7.02	11,256	5.19
9	10,776	2.22	29,164	6.35	9,613	4.44
10	7,328	1.51	21,317	4.64	8,295	3.83
11	9,896	2.04	8,652	1.88	4,003	1.85
12	8,809	1.82	12,699	2.76	4,010	1.85
13	8,893	1.84	7,618	1.66	6,319	2.92
14	5,280	1.09	6,433	1.40	2,640	1.22
15	4,343	0.90	7,356	1.60	3,859	1.78
16	3,947	0.81	5,798	1.26	2,419	1.12
17	2,205	0.46	11,044	2.40	1,306	0.60
18	3,150	0.65	1,986	0.43	1,360	0.63
19	1,658	0.34	3,261	0.71	1,417	0.65
20	1,761	0.36	1,128	0.25	740	0.34
21	941	0.19	3,369	0.73	941	0.43
22	1,386	0.29	2,753	0.60	833	0.39
23	1,108	0.23	1,780	0.39	767	0.35
24	1,728	0.36	1,128	0.24	311	0.14
25- 29	3,996	0.83	6,329	1.38	2,691	1.24
30- 39	3,686	0.76	5,527	1.20	2,140	0.99
40- 59	4,316	0.89	7,125	1.55	1,821	0.84
60- 89	2,419	0.50	6,684	1.46	1,993	0.92
90-179	280	0.06	461	0.10	160	0.07
180 and over	—	—	—	—	—	—
Totals	484,323	100.00	459,349	100.00	216,740	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 1963, 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	7,254,576	84.89	7,254,576	34,838,100	17.87	4.80	4.80
2 ¹	280,030	3.28	560,060	9,313,000	4.78	33.30	16.60
3	385,965	4.52	1,157,895	22,790,900	11.69	59.00	19.70
4	156,945	1.84	627,780	13,781,300	7.07	87.80	22.00
5	80,952	0.95	404,760	8,453,700	4.33	104.40	20.90
6	55,331	0.65	331,986	6,902,900	3.54	124.80	20.80
7	53,215	0.62	372,505	7,535,700	3.87	141.60	20.20
8	39,354	0.46	314,832	6,470,200	3.32	164.40	20.60
9	22,053	0.26	198,477	3,974,100	2.04	180.20	20.00
10	24,267	0.28	242,670	4,912,000	2.52	202.40	20.20
11	14,141	0.16	155,551	2,968,700	1.52	209.90	19.10
12	15,079	0.18	180,948	3,343,200	1.71	221.70	18.50
13	10,447	0.12	135,811	2,384,900	1.22	228.30	17.60
14	30,368	0.35	425,152	8,391,300	4.30	276.30	19.70
15	23,099	0.27	346,485	6,472,900	3.32	280.20	18.70
16	10,952	0.13	175,232	3,478,600	1.78	317.60	19.90
17	7,996	0.09	135,932	2,627,500	1.35	328.60	19.30
18	5,557	0.07	100,026	1,932,500	0.99	347.80	19.30
19	3,447	0.04	65,493	1,402,500	0.72	406.90	21.40
20	4,398	0.05	87,960	1,818,200	0.93	413.40	20.70
21	12,414	0.15	260,694	5,199,300	2.67	418.80	19.90
22	4,790	0.06	105,380	1,976,100	1.01	412.60	18.80
23	1,999	0.02	45,977	825,000	0.42	412.70	17.90
24	2,026	0.02	48,624	923,200	0.47	455.70	19.00
25- 29	6,961	0.08	190,592	2,808,000	1.44	403.40	14.70
30- 39	13,540	0.16	422,448	6,636,800	3.40	490.20	15.70
40- 59	6,506	0.08	291,859	3,441,400	1.76	529.00	11.80
60- 89	6,875	0.08	437,663	4,857,600	2.49	706.60	11.10
90-179	8,811	0.10	953,526	9,358,100	4.80	1,062.10	9.80
180 and over	3,379	0.04	649,444	5,198,000	2.67	1,538.30	8.00
Totals	8,545,473	100.00	16,680,338	195,015,700	100.00	22.80	11.70
Average length of stay per car			1.95				

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 1963, classified by Length of Visit**

Estimated days stay	Average persons per car	Estimated number of persons	Number of person days	Average expenditure per person per day
				\$
1	2.65	19,191,478	19,191,478	1.80
2 ¹	2.91	814,490	1,628,980	5.70
3	3.01	1,160,096	3,480,288	6.50
4	3.00	471,016	1,884,064	7.30
5	2.98	241,459	1,207,295	7.00
6	3.01	166,470	998,820	6.90
7	2.84	151,389	1,059,723	7.10
8	3.37	132,466	1,059,728	6.10
9	3.15	69,493	625,437	6.40
10	2.85	69,138	691,380	7.10
11	3.22	45,491	500,401	5.90
12	2.86	43,051	516,612	6.50
13	3.16	33,009	429,117	5.60
14	3.01	91,366	1,279,124	6.60
15	3.48	80,478	1,207,170	5.40
16	3.64	39,843	637,488	5.50
17	3.00	24,016	408,272	6.40
18	2.96	16,427	295,686	6.50
19	3.20	11,044	209,836	6.70
20	3.27	14,396	287,920	6.30
21	2.72	33,731	708,351	7.30
22	3.52	16,843	370,546	5.30
23	3.41	6,817	156,791	5.30
24	3.26	6,597	158,328	5.80
25- 29	3.11	21,648	592,722	4.70
30- 39	2.77	37,463	1,168,846	5.70
40- 59	2.44	15,869	711,883	4.80
60- 89	2.21	15,162	965,213	5.00
90-179	2.13	18,778	2,032,155	4.60
180 and over	2.01	6,790	1,305,038	4.00
Totals	2.70	23,046,314	45,768,692	4.26
Average length of stay per person			1.99	

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

TABLE 15. Number of Canadian Automobiles Returning to Canada in 1963, classified by Length of Visit, by Province of Re-entry into Canada

Estimated days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia and Yukon Territory	Canada
1	1, 773, 709	1, 048, 848	3, 284, 664	166, 041	73, 930	62, 218	845, 166	7, 254, 576
2 ¹	34, 831	65, 215	110, 756	17, 458	3, 403	4, 827	43, 540	280, 030
3	27, 019	103, 317	140, 218	27, 189	8, 280	8, 503	71, 439	385, 965
4	15, 557	47, 741	59, 193	8, 894	3, 092	3, 082	19, 386	156, 945
5	6, 723	30, 366	26, 521	4, 672	1, 233	1, 552	9, 885	80, 952
6	4, 684	20, 306	18, 901	2, 775	1, 180	1, 179	6, 306	55, 331
7	5, 803	18, 471	15, 919	3, 299	1, 343	1, 476	6, 904	53, 215
8	2, 960	16, 603	10, 481	2, 049	613	1, 089	5, 559	39, 354
9	1, 612	8, 595	7, 071	1, 105	616	430	2, 624	22, 053
10	1, 834	6, 008	9, 745	1, 309	741	843	3, 787	24, 267
11	1, 585	3, 861	5, 187	475	450	547	2, 036	14, 141
12	1, 375	3, 945	5, 935	854	355	471	2, 144	15, 079
13	1, 135	3, 683	2, 566	600	294	285	1, 884	10, 447
14	2, 145	9, 006	10, 281	1, 494	553	779	6, 110	30, 368
15	555	14, 484	4, 441	588	204	256	2, 571	23, 099
16	505	4, 628	3, 054	318	183	433	1, 831	10, 952
17	539	2, 648	2, 440	616	99	182	1, 472	7, 996
18	199	1, 302	1, 903	284	99	219	1, 551	5, 557
19	19	690	1, 293	91	173	204	977	3, 447
20	261	1, 001	1, 368	237	185	334	1, 012	4, 398
21	581	3, 064	4, 356	935	287	609	2, 582	12, 414
22	136	2, 944	644	259	19	141	647	4, 790
23	—	911	539	13	32	—	504	1, 999
24	125	805	577	42	38	131	308	2, 026
25- 29	489	1, 672	2, 800	587	224	314	875	6, 961
30- 39	1, 306	4, 168	4, 329	655	331	668	2, 083	13, 540
40- 59	397	1, 723	2, 323	459	208	417	979	6, 506
60- 89	280	1, 144	2, 490	792	302	533	1, 334	6, 875
90- 179	570	1, 876	3, 258	548	540	553	1, 466	8, 811
180 and over	68	572	1, 906	168	111	111	443	3, 379
Totals	1, 887, 002	1, 429, 597	3, 745, 159	244, 806	99, 118	92, 386	1, 047, 405	8, 545, 473

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 1963, 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 ¹	29,287	6.0	29,287	2,092,400	2.1	71.50	71.50
2	52,834	10.8	105,668	5,191,400	5.2	98.30	49.20
3	47,585	9.7	142,755	5,443,100	5.5	114.40	38.10
4	47,241	9.6	188,964	6,455,700	6.5	136.70	34.20
5	37,724	7.7	188,620	6,070,100	6.1	160.90	32.20
6	21,536	4.4	129,216	3,990,300	4.0	185.30	30.90
7	28,256	5.7	197,792	5,197,000	5.2	183.90	26.30
8	16,679	3.4	133,432	3,332,800	3.4	199.80	25.00
9	10,940	2.2	98,460	2,008,300	2.0	183.60	20.40
10	28,011	5.7	280,110	5,807,700	5.9	207.30	20.70
11	6,917	1.4	76,087	1,633,500	1.6	236.20	21.50
12	13,049	2.7	156,588	3,170,000	3.2	242.90	20.20
13	7,555	1.5	98,215	1,840,300	1.9	243.60	18.70
14	32,966	6.7	461,524	7,952,200	8.0	241.20	17.20
15	14,226	2.9	213,390	4,014,800	4.1	282.20	18.80
16	8,340	1.7	133,440	2,253,500	2.3	270.20	16.90
17	6,574	1.3	111,758	1,939,500	2.0	295.00	17.40
18	4,709	1.0	84,762	1,357,600	1.4	288.30	16.00
19	3,483	0.7	66,177	1,020,100	1.0	292.90	15.40
20	6,966	1.4	139,320	2,229,600	2.3	320.10	16.00
21	15,207	3.1	319,347	3,023,500	3.1	198.80	9.50
22	2,502	0.5	55,044	780,400	0.8	311.90	14.20
23	2,551	0.5	58,673	801,300	0.8	314.10	13.70
24	1,766	0.4	42,384	628,500	0.6	355.90	14.80
25- 29	8,241	1.7	223,578	3,011,700	3.0	365.50	13.50
30- 39	14,373	2.9	461,661	5,487,300	5.5	381.80	11.90
40- 59	7,702	1.6	359,221	3,387,400	3.4	439.80	9.40
60- 89	6,181	1.3	419,010	3,168,500	3.2	512.60	7.60
90-179	5,740	1.2	683,519	4,270,600	4.3	744.00	6.20
180 and over	1,423	0.3	313,843	1,618,800	1.6	1,137.60	5.20
Totals	490,564	100.0	5,971,845	99,177,900	100.0	202.20	16.60

¹ Persons leaving and returning on the same day.

TABLE 17. Number and Expenditures of Canadian Travellers Returning to Canada by Bus¹ in 1963, 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 ²	19,669	5.1	19,669	259,900	0.6	13.20	13.20
2	42,203	10.9	84,406	1,189,200	2.9	28.20	14.10
3	54,244	14.0	162,732	2,376,000	5.8	43.80	14.60
4	36,085	9.3	144,340	2,111,100	5.2	58.50	14.60
5	27,412	7.1	137,060	2,037,800	5.0	74.30	14.90
6	19,011	4.9	114,066	1,539,700	3.8	81.00	13.50
7	26,444	6.8	185,108	2,197,000	5.4	83.10	11.90
8	13,319	3.4	106,552	1,320,600	3.2	99.20	12.40
9	6,659	1.7	59,931	707,300	1.7	106.20	11.80
10	19,707	5.1	197,070	2,231,000	5.5	113.20	11.30
11	5,111	1.3	56,221	626,100	1.5	122.50	11.10
12	8,247	2.1	98,964	1,073,700	2.6	130.20	10.90
13	4,840	1.3	62,920	691,800	1.7	142.90	11.00
14	21,256	5.5	297,584	2,962,200	7.3	139.40	10.00
15	8,441	2.2	126,615	1,309,800	3.2	155.20	10.30
16	5,846	1.5	93,536	1,009,100	2.5	172.60	10.80
17	3,485	0.9	59,245	563,900	1.4	161.80	9.50
18	4,027	1.0	72,486	718,500	1.8	178.40	9.90
19	1,897	0.5	36,043	309,800	0.8	163.30	8.60
20	3,717	1.0	74,340	711,800	1.7	191.50	9.60
21	9,873	2.6	207,333	1,891,400	4.6	191.60	9.10
22	2,207	0.6	48,554	558,300	1.4	253.00	11.50
23	2,246	0.6	51,658	570,000	1.4	253.80	11.00
24	2,439	0.6	58,536	516,600	1.3	211.80	8.80
25- 29	6,814	1.8	184,046	1,293,300	3.2	189.80	7.00
30- 39	12,467	3.2	382,238	2,408,600	5.9	193.20	6.30
40- 59	7,860	2.0	366,433	1,687,700	4.1	214.70	4.60
60- 89	4,220	1.1	285,314	1,363,300	3.3	323.10	4.80
90- 179	5,575	1.4	635,439	2,840,400	7.0	509.50	4.50
180 and over	1,858	0.5	430,684	1,720,400	4.2	926.00	4.00
Totals	387,179	100.0	4,839,123	40,796,300	100.0	105.40	8.40

¹ Exclusive of in transit traffic.² Persons leaving and returning on the same day.

TABLE 18. Number and Expenditures of Canadian Travellers Returning to Canada by Rail¹ in 1963, 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 ²	7,285	3.3	7,285	281,800	0.9	38.70	38.70
2.....	19,163	8.7	38,326	1,030,000	3.5	53.80	26.90
3.....	29,738	13.5	89,214	1,779,700	6.0	59.80	19.90
4.....	22,474	10.2	89,896	1,726,400	5.8	76.80	19.20
5.....	17,661	8.0	88,305	1,627,200	5.4	92.10	18.40
6.....	11,546	5.2	69,276	1,140,500	3.8	98.80	16.50
7.....	15,984	7.2	111,888	1,691,700	5.7	105.80	15.10
8.....	9,361	4.2	74,888	1,044,800	3.5	111.60	14.00
9.....	4,371	2.0	39,339	510,700	1.7	116.90	13.00
10.....	11,922	5.4	119,220	1,644,500	5.5	137.90	13.80
11.....	2,428	1.1	26,708	331,400	1.1	136.50	12.40
12.....	5,519	2.5	66,228	820,400	2.7	148.70	12.40
13.....	2,804	1.3	36,452	410,800	1.4	146.50	11.30
14.....	12,694	5.7	177,716	1,887,400	6.3	148.70	10.60
15.....	4,548	2.1	68,220	786,800	2.6	173.00	11.50
16.....	2,252	1.0	36,032	439,900	1.5	195.30	12.20
17.....	2,053	0.9	34,901	431,900	1.4	210.40	12.40
18.....	1,700	0.8	30,600	382,800	1.3	225.20	12.50
19.....	1,214	0.5	23,066	280,200	0.9	230.80	12.10
20.....	2,495	1.1	49,900	525,800	1.8	210.70	10.50
21.....	5,872	2.7	123,312	1,217,700	4.1	207.40	9.90
22.....	905	0.4	19,910	232,400	0.8	256.80	11.70
23.....	971	0.4	22,333	248,200	0.8	255.60	11.10
24.....	971	0.4	23,304	256,600	0.9	264.30	11.00
25- 29.....	5,056	2.3	136,815	1,355,400	4.5	268.10	9.90
30- 39.....	7,197	3.3	229,728	1,792,600	6.0	249.10	7.80
40- 59.....	4,305	2.0	201,173	1,211,000	4.1	281.30	6.00
60- 89.....	3,687	1.7	246,218	1,533,000	5.1	415.80	6.20
90- 179.....	3,532	1.6	398,445	2,098,100	7.0	594.00	5.30
180 and over.....	1,060	0.5	247,075	1,176,700	3.9	1,110.10	4.80
Totals	220,768	100.0	2,925,773	29,896,400	100.0	135.42	10.20

¹ Exclusive of in transit traffic.² Persons leaving and returning on the same day.

**TABLE 19. Number of Foreign Automobiles and Other Vehicles Entering Canada,
by Province and Month of Entry, 1963**

Province of entry	Length of stay in Canada		Repeats and taxis	Commercial vehicles
	24 hours or less	over 24 hours		
Atlantic Provinces	280,159	171,385	1,031,629	62,831
Quebec	329,126	337,092	174,874	112,416
Ontario	3,224,274	2,439,526	774,465	214,119
Manitoba	55,937	56,047	59,274	19,299
Saskatchewan	29,255	30,024	15,585	10,356
Alberta	15,106	51,017	24,019	13,908
British Columbia	189,587	315,944	50,505	62,544
Yukon Territory	1,752	20,012	247	2,127
Canada	4,125,196¹	3,421,047²	2,130,598	497,600
Month of entry	Length of stay in Canada		Repeats and taxis	Commercial vehicles
	24 hours or less	over 24 hours		
January	164,234	86,802	108,837	43,760
February	168,784	92,739	104,689	41,867
March	232,063	118,683	114,486	46,652
April	307,221	159,105	150,578	42,377
May	344,233	239,757	177,089	40,171
June	476,981	423,303	218,772	39,910
July	658,567	706,595	285,371	41,350
August	650,599	765,973	298,127	42,084
September	360,327	331,185	207,276	38,338
October	305,714	216,508	189,127	43,939
November	247,785	152,863	152,705	38,775
December	208,688	127,534	123,541	38,377
Totals	4,125,196¹	3,421,047²	2,130,598	497,600

¹ Includes 149 bicycles, 2,847 motorcycles and 18,302 trailers.

² Includes 312 bicycles, 2,400 motorcycles and 104,235 trailers.

TABLE 20. Number of Foreign Travellers Entering Canada from the United States, by Non-automobile Transportation, by Province of Entry, 1959-63

Province of entry	1959	1960	1961	1962	1963
Aeroplane					
Atlantic Provinces	19,484	19,155	22,871	21,786	23,790
Quebec	112,382	119,301	142,178	136,295	149,060
Ontario	183,362	176,430	212,829	214,511	216,505
Manitoba	17,229	20,350	17,412	17,993	17,832
Saskatchewan	2,452	2,864	4,210	4,102	3,112
Alberta	19,198	16,200	9,232	9,254	9,927
British Columbia	67,148	71,399	69,329	71,264	64,097
Yukon Territory ¹	9,991	9,116	7,458	7,303	2,729
Canada	431,246	434,815	485,519	482,508	487,052
Bus²					
Atlantic Provinces	7,679	8,224	8,914	11,793	13,297
Quebec	66,968	68,844	77,096	88,988	85,454
Ontario	264,605	281,034	266,323	273,073	339,045
Manitoba	7,006	7,988	6,752	9,591	9,539
Saskatchewan	704	455	374	356	232
Alberta	7,491	7,327	7,759	9,345	8,901
British Columbia	36,306	40,036	45,915	60,285	52,884
Yukon Territory	1,368	1,624	2,237	2,238	2,805
Canada	392,127	415,532	415,370	455,669	512,157
Rail³					
Atlantic Provinces	7,790	3,665	1,298	1,431	1,454
Quebec	97,481	88,307	73,272	76,524	68,695
Ontario	130,747	113,272	96,472	89,671	76,336
Manitoba	17,806	17,962	18,227	27,633	22,669
Saskatchewan	7,429	4,410	3,409	4	4
Alberta	2,095	1,490	1,517	4	4
British Columbia	43,437	39,637	33,684	35,141	30,598
Yukon Territory	10,533	10,784	12,460	14,174	16,988
Canada	317,318	279,527	240,339	244,574	216,740
Boat					
Atlantic Provinces	4,451	5,606	4,373	4,490	2,311
Quebec	6,499	7,103	6,675	10,609	9,734
Ontario	268,638	294,444	319,857	347,987	376,338
Manitoba	—	—	—	—	—
Saskatchewan	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	139,757	132,140	134,807	333,409	119,588
Yukon Territory ¹	7	12	1	3	8
Canada	419,352	439,305	465,713	696,498	507,979

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.

TABLE 21. Number of Foreign Travellers Entering Canada from the United States, by Non-automobile Transportation, by Month of Entry, 1959-63

Month	1959	1960	1961	1962	1963
Aeroplane¹					
January	21,549	25,235	26,002	28,371	29,789
February	21,082	23,556	21,863	25,613	27,143
March	23,477	25,766	28,301	27,881	29,297
April	29,322	27,858	30,214	33,412	31,829
May	38,024	37,504	40,339	42,976	40,560
June	49,525	52,499	54,701	58,116	55,809
July	53,543	52,068	57,242	56,448	56,024
August	54,407	53,220	66,430	60,000	60,308
September	43,925	47,324	57,892	49,353	48,975
October	37,544	36,532	40,751	40,743	44,311
November	29,910	27,065	30,960	31,471	32,148
December	28,938	26,188	30,824	28,124	30,859
Totals	431,246	434,815	485,519	482,508	487,052
Bus²					
January	12,221	12,793	15,475	13,610	14,708
February	12,858	13,633	18,710	15,986	16,443
March	13,255	13,316	15,789	15,070	18,774
April	25,653	26,543	22,848	26,994	30,148
May	37,105	39,377	36,593	39,723	44,557
June	46,264	48,115	47,360	53,729	60,432
July	75,010	84,406	76,612	83,127	90,374
August	71,477	72,389	72,837	84,550	117,769
September	42,747	40,636	44,138	52,425	50,402
October	22,097	27,840	26,384	29,406	28,824
November	17,483	19,400	20,541	21,529	20,890
December	15,957	17,084	18,083	19,520	18,836
Totals	392,127	415,532	415,370	455,669	512,157

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, 1959-63 — Concluded

Month	1959	1960	1961	1962	1963
Rail (Gross entries)					
January	52,460	46,779	35,777	38,840	34,562
February	39,856	43,475	33,747	31,018	28,269
March	39,730	37,265	31,631	29,286	26,425
April	39,940	42,161	37,161	34,035	31,443
May	47,382	46,280	40,677	36,592	32,129
June	64,180	61,050	51,058	56,773	45,415
July	77,256	73,265	62,909	72,670	58,354
August	74,504	69,347	63,941	65,828	57,611
September	49,280	50,524	44,723	46,292	35,859
October	40,886	39,218	37,843	32,365	28,586
November	41,120	31,827	29,514	30,002	23,179
December	55,655	48,958	43,212	43,069	42,714
Totals	622,249	590,149	512,193	516,770	444,546
Rail (Net entries)³					
January	21,262	17,996	14,420	13,220	12,351
February	18,564	19,110	14,264	13,200	11,774
March	18,736	15,847	13,226	11,399	10,884
April	17,684	17,165	14,011	13,167	13,065
May	24,060	21,899	19,207	16,474	16,250
June	38,859	33,899	26,777	30,787	25,095
July	48,717	41,498	38,129	45,655	33,904
August	43,214	36,231	33,712	35,859	33,917
September	25,623	22,979	20,371	20,529	17,389
October	20,335	17,804	17,272	13,925	14,715
November	17,491	13,499	11,825	12,015	11,726
December	22,773	21,600	17,125	18,344	15,670
Totals	317,318	279,527	240,339	244,574	216,740
Boat					
January	2,395	651	851	277	442
February	1,697	1,227	1,476	503	267
March	2,952	1,782	236	824	411
April	1,579	1,680	1,276	1,369	1,270
May	21,709	17,852	19,759	42,624	17,937
June	59,503	60,599	61,040	112,308	76,858
July	130,830	133,043	138,039	194,106	151,973
August	131,092	140,063	149,699	216,968	161,058
September	53,680	63,290	74,481	103,381	70,856
October	10,905	15,015	15,360	21,605	22,810
November	1,737	3,008	2,796	2,053	3,675
December	1,273	1,095	700	480	422
Totals	419,352	439,305	465,713	696,498	507,979

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, 1959 - 63

Province of re-entry	1959	1960	1961	1962	1963
Length of stay — 24 hours or less					
Atlantic Provinces	1,717,825	1,841,852	1,883,640	1,872,867	1,907,400
Quebec	1,080,609	1,031,255	1,098,335	1,054,946	1,074,882
Ontario	2,999,515	3,092,997	3,038,938	3,057,106	3,338,450
Manitoba	143,471	158,501	169,244	163,065	170,771
Saskatchewan	78,496	79,151	79,475	72,246	74,606
Alberta	43,520	53,403	59,184	59,933	62,976
British Columbia	789,200	884,711	932,913	862,118	857,138
Yukon Territory	1,271	437	535	2,374	1,481
Canada	6,853,907	7,142,307	7,262,264	7,144,655	7,487,704¹
Length of stay — Over 24 hours					
Atlantic Provinces	167,829	142,266	124,692	135,078	113,293
Quebec	369,228	378,173	381,967	349,027	380,749
Ontario	510,873	535,481	545,361	432,570	460,495
Manitoba	79,138	79,710	79,052	69,393	78,765
Saskatchewan	32,202	33,191	29,542	23,242	25,188
Alberta	42,005	46,410	39,212	28,705	30,168
British Columbia	250,477	268,234	266,314	229,889	201,107
Yukon Territory	475	607	678	952	1,132
Canada	1,452,227	1,484,072	1,466,818	1,268,856	1,290,897
Commercial vehicles					
Atlantic Provinces	118,302	142,236	129,650	128,626	125,378
Quebec	143,197	160,623	165,244	169,100	164,439
Ontario	255,144	256,356	256,107	249,635	267,769
Manitoba	32,469	34,293	34,078	26,661	22,786
Saskatchewan	8,476	7,927	7,357	7,168	7,230
Alberta	9,435	11,995	9,653	9,804	8,985
British Columbia	41,955	41,659	48,598	38,819	27,028
Yukon Territory	419	190	260	731	602
Canada	609,397	655,279	650,947	630,544	624,217

¹ Includes 10,274 motorcycles, 60,112 bicycles and 162,742 taxis in 1963.

TABLE 23. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Month of Re-entry into Canada, 1959 - 63

Month	1959	1960	1961	1962	1963
Length of stay – 24 hours or less					
January	403,501	436,748	437,343	436,864	447,038
February	394,839	418,745	426,884	417,895	429,537
March	501,240	464,460	514,888	523,123	542,784
April	541,723	589,616	587,447	612,681	620,763
May	648,348	653,732	638,347	625,092	669,729
June	637,943	648,691	696,779	693,298	729,217
July	857,868	880,880	873,768	833,514	848,641
August	774,985	783,444	792,309	755,937	808,096
September	608,749	639,676	653,087	657,205	680,618
October	543,864	619,552	617,331	574,909	639,505
November	455,063	513,396	511,640	499,772	535,209
December	485,784	493,367	512,441	514,365	536,567
Totals	6,853,907	7,142,307	7,262,264	7,144,655	7,487,704¹
Length of stay – Over 24 hours					
January	51,856	52,940	57,648	54,909	47,765
February	48,679	47,288	50,217	48,633	43,530
March	84,997	56,104	64,298	62,537	58,249
April	86,072	111,585	114,360	112,026	94,270
May	116,685	115,287	113,685	103,162	91,506
June	108,328	112,445	116,070	104,009	103,217
July	242,715	268,408	255,003	207,629	217,174
August	282,549	262,222	248,657	209,881	236,599
September	160,793	162,850	157,137	136,452	141,464
October	124,637	140,106	135,650	106,976	124,020
November	73,674	84,299	81,661	62,320	72,200
December	71,242	70,538	72,432	60,322	60,903
Totals	1,452,227	1,484,072	1,466,818	1,268,856	1,290,897
Commercial vehicles					
January	55,089	65,213	63,709	71,629	62,931
February	49,554	62,903	59,401	64,389	56,326
March	48,310	56,294	51,504	53,617	48,135
April	45,977	44,531	44,649	44,901	44,913
May	48,937	51,639	48,634	50,170	48,183
June	51,730	54,786	52,677	47,701	50,441
July	52,703	52,054	55,663	49,356	52,310
August	49,054	54,604	57,591	51,811	52,001
September	52,545	53,617	52,963	47,309	50,022
October	53,258	54,062	54,854	52,167	55,120
November	47,151	50,702	51,727	47,154	48,685
December	55,089	54,874	57,575	50,340	55,150
Totals	609,397	655,279	650,947	630,544	624,217

¹ Includes 10,274 motorcycles, 60,112 bicycles and 162,742 taxis in 1963.

TABLE 24. Number of Canadian Travellers Returning from the United States, by Non-automobile Transportation, by Province of Re-entry into Canada, 1959 - 63

Province of re-entry	1959	1960	1961	1962	1963
Aeroplane					
Atlantic Provinces	13,892	15,692	18,013	16,914	17,208
Quebec	120,259	128,810	130,288	142,136	151,354
Ontario	209,493	224,978	239,855	251,614	254,973
Manitoba	10,331	11,717	11,684	13,005	11,965
Saskatchewan	1,626	853	1,446	1,584	1,073
Alberta	12,180	14,370	9,081	8,701	8,075
British Columbia	53,929	54,722	47,030	50,696	44,653
Yukon Territory	932	386	304	428	1,263
Canada	422,642	451,528	457,701	485,078	490,564
Bus¹					
Atlantic Provinces	10,284	9,487	9,223	8,597	8,869
Quebec	81,697	88,444	82,655	90,395	93,146
Ontario	226,642	228,005	216,076	191,272	197,902
Manitoba	23,244	21,720	20,920	17,407	18,896
Saskatchewan	145	373	330	340	151
Alberta	4,652	3,878	3,971	3,684	3,991
British Columbia	90,029	93,158	97,412	131,821	77,058
Yukon Territory	—	156	213	143	195
Canada	436,693	445,221	430,800	443,659	400,208
Rail					
Atlantic Provinces	9,766	4,110	1,551	1,534	1,313
Quebec	117,452	104,116	91,633	84,481	82,310
Ontario	172,955	154,073	120,274	114,938	98,580
Manitoba	18,216	16,806	15,670	14,656	29,783
Saskatchewan	2,260	2,146	907	—	—
Alberta	—	—	79	—	—
British Columbia	58,546	49,516	34,790	34,258	26,817
Yukon Territory	1,323	1,629	1,684	1,056	1,043
Canada	380,518	332,396	266,588	250,923	239,846
Boat					
Atlantic Provinces	15,031	12,147	8,503	8,276	5,870
Quebec	3,351	5,402	4,488	6,401	10,141
Ontario	81,293	86,914	80,780	75,296	86,105
Manitoba	—	—	—	—	—
Saskatchewan	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	24,710	19,053	16,423	24,660	12,343
Yukon Territory	29	37	38	44	51
Canada	124,414	123,553	110,232	114,677	114,510

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, 1959-63

Month	1959	1960	1961	1962	1963
Aeroplane					
January.....	32,882	40,997	38,746	43,887	42,229
February.....	29,644	36,164	29,804	38,080	37,886
March	41,929	42,749	47,106	52,289	49,153
April	42,302	46,990	48,466	53,644	51,180
May	37,389	38,820	36,550	44,068	41,121
June	32,701	34,092	35,826	36,683	36,178
July.....	30,391	33,395	33,995	32,424	34,033
August	36,566	38,397	38,975	39,630	41,566
September.....	36,968	38,371	36,603	38,831	40,645
October.....	37,783	39,165	41,473	39,446	44,546
November	32,785	32,267	35,208	34,415	37,749
December	31,302	30,121	34,949	31,681	34,278
Totals.....	422,642	451,528	457,701	485,078	490,564
Bus¹					
January.....	23,679	24,306	24,305	23,024	21,441
February.....	20,529	20,830	22,891	21,242	22,215
March	31,462	24,173	25,545	29,599	25,700
April	32,551	38,820	37,553	39,699	35,746
May	37,806	41,169	38,887	43,706	35,701
June	50,715	52,351	51,940	54,407	44,984
July.....	55,455	57,540	54,385	58,590	47,900
August	63,717	59,814	55,968	56,110	54,877
September.....	39,174	40,074	40,249	39,820	36,331
October.....	34,698	35,175	31,976	34,392	32,027
November	23,339	27,509	22,575	21,187	22,310
December	23,568	23,460	24,526	21,883	20,976
Totals.....	436,693	445,221	430,800	443,659	400,208

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, 1959-63 - Concluded

Month	1959	1960	1961	1962	1963
Rail (Gross entries)					
January	34,258	31,180	25,482	23,164	20,627
February	26,242	25,466	18,782	15,633	15,282
March	36,606	26,556	19,900	17,382	16,901
April	31,447	37,403	28,156	27,229	24,324
May	29,555	24,651	18,258	17,802	16,954
June	25,608	21,803	18,462	19,180	16,963
July	36,596	33,185	27,210	26,436	25,830
August	43,233	37,076	30,873	29,671	27,201
September	30,284	25,873	21,279	20,051	19,215
October	31,418	26,043	21,976	19,768	19,867
November	26,142	19,705	15,536	15,679	15,146
December	29,129	23,455	20,674	18,928	21,536
Totals	380,518	332,396	266,588	250,923	239,846
Rail (Net entries)²					
January	33,920	30,770	25,142	21,877	20,178
February	25,907	25,156	18,413	14,840	14,568
March	36,189	26,255	19,423	16,385	15,845
April	30,920	36,891	27,781	25,749	23,663
May	29,102	24,265	17,891	16,751	16,472
June	25,223	21,488	18,006	17,938	15,019
July	36,065	32,855	26,735	24,725	23,012
August	42,774	36,650	30,199	28,047	23,932
September	29,871	25,434	20,324	18,839	17,284
October	31,009	25,663	21,385	18,717	18,086
November	25,739	19,315	14,786	14,877	13,314
December	28,685	23,107	19,157	17,525	19,395
Totals	375,404	327,849	259,242	236,270	220,768
Boat					
January	2,295	1,370	1,091	774	579
February	3,006	1,479	1,247	1,257	411
March	4,307	941	765	1,261	808
April	2,651	2,089	1,951	3,369	1,182
May	5,719	3,946	4,627	6,160	3,002
June	13,720	12,244	9,783	12,204	12,252
July	33,524	34,914	29,199	23,247	33,439
August	34,107	40,492	36,103	41,915	40,348
September	14,365	17,131	15,549	16,732	13,050
October	6,040	4,211	4,937	5,485	5,757
November	2,888	2,796	2,404	1,468	2,560
December	1,792	1,940	2,576	805	1,122
Totals	124,414	123,553	110,232	114,677	114,510

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

Definitions of Automobile Classifications

“Commercial Vehicles” are trucks used for commercial purposes.

Highway Traffic not classified as commercial vehicles consists of automobiles, taxis, motorcycles, bicycles and trailers.

Automobile traffic is classified according to length of stay. The dates of entry and exit on the travellers' vehicle permits make it possible to determine the length of stay for foreign vehicles. Non-resident vehicles which enter and leave Canada on the same day are shown separately. Vehicles spending one or more nights in Canada constitute another classification. For example, vehicles entering at any time during one day and departing some time the following day have spent one night in Canada.

The length of stay abroad for Canadian vehicles is classified in the same manner. Vehicles which depart and return to Canada on the same day are shown separately. The other classification includes vehicles spending one or more nights in the United States.

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 must be surrendered at the port of exit on departure.

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”.

Canadian Vehicles Inward

Canadian vehicles returning to Canada are classified by length of stay, depending upon whether they leave Canada and return on the same day; spend one or more nights abroad.

