

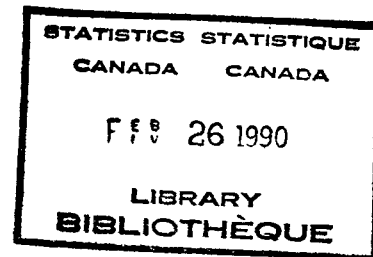
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TRAVEL BETWEEN CANADA
AND
OTHER COUNTRIES
1964

DOMINION BUREAU OF STATISTICS
National Accounts and Balance of Payments Division
Balance of Payments Section

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OTHER COUNTRIES
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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.
- p preliminary figures.
- r revised figures.

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Introductory Review of Travel Between Canada and Other Countries

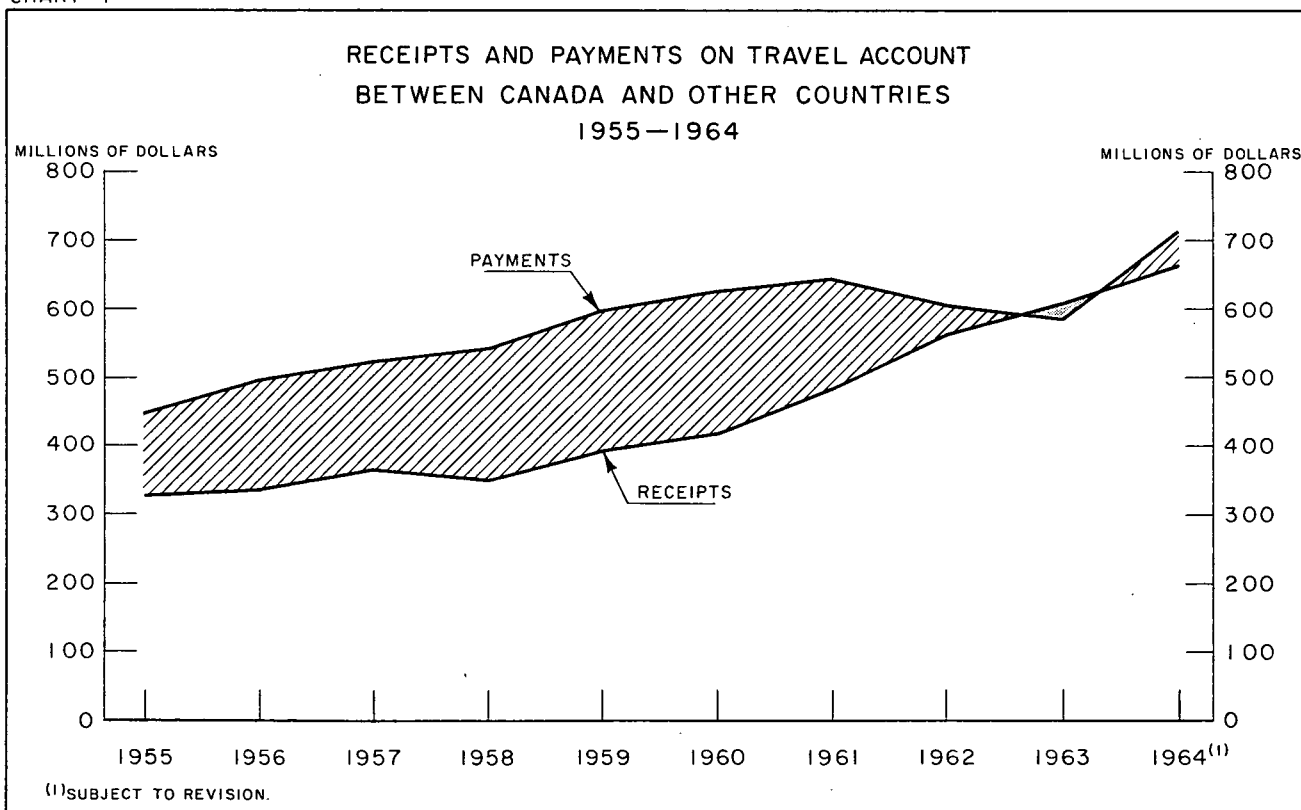
New records were attained during 1964 in both the volume and expenditures on travel between Canada and other countries. Non-immigrant entries from the United States totalled 32.5 million, an increase of nearly 600,000 over the previous record of 31.9 million in 1963. Furthermore, the 1964 figure was supplemented by some 112,800 arrivals entering direct from countries other than the United States. During the same period some 32.2 million crossings were made by Canadians returning from the United States and this volume was increased by some 322,600 re-entries direct from countries other than the United States. The aggregate of the above-mentioned traffic amounts to some 65 million border crossings, an all-time record in Canada's international travel.

Receipts from non-immigrants entering Canada from the United States are estimated at \$590 million in 1964 while visitors arriving direct from countries other than the United States contributed \$72 million, in each case a record which had never been reached before. Payments by Canadians for international

travel also attained levels never reached previously. Expenditures by Canadians returning from the United States (including Hawaii) are estimated at \$481 million while payments for travel direct to countries other than the United States are estimated at \$231 million, again a record in each case.

Although new records in receipts and payments were established in the areas already mentioned, with the all-time high spending of Canadians, the balance of payments in the travel account reverted to a debit again in 1964. The surplus attained in 1963, after continued deficits for the previous twelve years, was of short duration. The surplus in the account with the United States was maintained but to a lesser degree and it was not sufficient to counter the record debit balance of \$159 million in the travel account with other countries. The summary for all countries shows receipts from non-immigrants amounting to \$662 million and payments by Canadians of \$712 million, leaving a debit balance for the year of some \$50 million.

CHART-I



United States Travel in Canada

It is estimated that during 1964 United States residents spent \$590.1 million in Canada, an increase of \$41.2 million or 7.5 per cent over the record high of \$548.9 million in 1963. Receipts were largest during the third quarter, amounting to \$321.3 million, an increase of \$21 million or 7 per cent in comparison with the same period in the previous year. Visitor spending in the first quarter advanced by \$7.2 million or 15.8 per cent to \$52.7 million while estimated receipts in the second quarter reached \$119.5 million, considerably up from the \$110.8 million recorded in the second quarter of 1963. Expenditures by United States residents visiting Canada during the fourth quarter are estimated at \$96.6 million, a gain of \$4.3 million or 4.7 per cent over the same period of 1963.

The total number of United States residents travelling to Canada in 1964 came to 32.5 million, an increase of 0.6 million or 1.9 per cent above the volume recorded in 1963. A quarterly examination of the number of visitors reveals that entries increased

in the first and second quarters but declined during the final half of 1964. Entries in the first quarter advanced by 591,900 or 16.1 per cent to 4,277,600, while the number of arrivals during the second quarter, amounting to 7,770,600, represented an increase of 215,300 or 2.9 per cent over the same period of 1963. The volume recorded in the third quarter (15,158,700) represented a decline of 112,400 or 0.7 per cent, while the number of United States residents entering Canada during the fourth quarter fell to 5,256,200 as compared with 5,353,000 in the same period of 1963.

As the increase in the number of United States residents visiting Canada in 1964 was only about 2 per cent more than the 1963 figure, the relatively higher rate of increase in the receipts attributed to these travellers can be traced to the higher average outlay per person. The average expenditure per person for the year exceeded the 1963 average by between 5 and 6 per cent.

STATEMENT 1. Number and Expenditures of United States Travellers in Canada, 1961-64

Type of transportation	Number of persons				Expenditures			
	1961	1962	1963	1964 ¹	1961	1962	1963	1964 ¹
	thousands				millions of dollars			
Automobile:								
One or more nights in Canada	8,006	8,559	9,014	9,793	242.2	293.0	328.8	362.2
Entering and leaving same day	11,288	11,733	12,379	12,873	24.9	30.0	32.1	35.4
Repeat trips on standing (L) permits	4,694	4,309	3,737	3,705	—	—	—	—
Totals	23,988	24,601	25,130	26,371	267.1	323.0	360.9	397.6
Non-automobile:								
Plane	486	483	487	553	63.4	65.5	68.5	82.9
Bus	415	456	512	552	34.3	41.1	54.4	46.1
Rail	512	517	445	473	29.1	31.4	30.2	30.9
Boat	466	696	508	492	20.4	26.1	10.4	10.3
Other	4,607	4,903	4,783	4,022	21.0	25.3	24.5	22.3
Totals	6,486	7,055	6,735	6,092	168.2	189.4	188.0	192.5
Grand totals	30,474	31,656	31,865	32,463	435.3	512.4	548.9	590.1

¹ Subject to revision.

United States Travel in Canada by Types of Transportation

United States residents entering Canada by automobile always constitute the largest group of visitors by type of transportation and, in addition, account for the majority of the receipts as shown in Statements 2 and 3. During 1964, United States visitors entering Canada by automobile numbered 26,371,000, representing a gain of 1,241,000 or 4.9 per cent over 1963. Receipts from these visitors are estimated at \$397.6 million as compared with \$360.9 million in 1963, an advance of \$36.7 million or 10.2 per cent. A combination of increased volume and higher average expenditure per person was responsible for the considerable increase in receipts

attributed to this category of visitors. Automobile travellers spending one or more nights in Canada advanced by 780,000 or 8.7 per cent to 9,794,000 while their expenditures amounted to \$362.2 million, an increase of \$33.3 million or 10.1 per cent above the 1963 figure. Non-resident automobile visitors entering and leaving Canada on the same day totalled 12,872,000, some 493,000 or 4 per cent more than the corresponding 1963 volume. However, as the average outlay per person is so much smaller for these travellers, the total expenditures are noticeably lower. Estimated receipts attributed to this group of automobile visitors came to \$35.4 million, up

from \$32.0 million in the previous year. A quarterly comparison with 1963 of the total volume of automobile visitors shows increases in all four quarters. The third quarter accounted for the largest share of automobile visitors as entries in this period amounted to 12,909,000, an increase of 536,000 or 4.3 per cent over the same period in 1963. The volume of automobile visitors amounted to 3,046,000 in the first quarter and 6,307,000 in the second, representing increases of 390,000 and 162,000, respectively, over comparable 1963 data. The number of automobile visitors during the last quarter of 1964 amounted to 4,109,000 as compared to 3,956,000 in the same period of the preceding year. Estimated

expenditures of all automobile visitors were highest in the third quarter, amounting to \$226.1 million. This marks an increase of \$22 million or 10.8 per cent over the corresponding 1963 period. Receipts also increased in the other three quarters. In the first quarter payments by United States automobile travellers to Canada amounted to \$29.3 million while \$76.3 million in receipts were recorded during the second quarter. Receipts in these latter two quarters represented increases of \$2.2 million and \$9.0 million, respectively, in comparison with 1963 data. In the fourth quarter, American automobile travellers are estimated to have spent \$65.9 million in Canada, \$3.5 million more than in the same period of 1963.

**STATEMENT 2. Number of Non-residents Entering Canada from the United States,
compiled Quarterly, 1964**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	thousands				
Automobile:					
One or more nights in Canada	823	2,064	5,571	1,336	9,794
Entering and leaving same day	1,631	3,345	5,905	1,991	12,872
Repeat trips on standing (L) permits	592	898	1,433	782	3,705
Totals	3,046	6,307	12,909	4,109	26,371
Non-automobile:					
Plane	99	145	188	121	553
Bus	62	145	263	82	552
Rail	98	110	166	99	473
Boat	2	96	381	13	492
Other	971	967	1,252	832	4,022
Totals	1,232	1,463	2,250	1,147	6,092
Grand totals	4,278	7,770	15,159	5,256	32,463

The volume of travel to Canada by non-automobile types of transportation declined in 1964. The total number of United States residents travelling to Canada by non-automobile means of transportation amounted to 6,092,000, a drop of 643,000 or 9.5 per cent below the 1963 figure. However, due to the increase of some 13 per cent in the average expenditure per person, receipts from the non-automobile category rose slightly to \$192.5 million from \$188 million in 1963. In a quarterly comparison with 1963 data, the volume of non-automobile travellers visiting Canada showed increases in the first and second quarters while declines were recorded in the second half of the year. Non-automobile entries in the first quarter advanced by 118,000 to 1,232,000 while visitors in the second quarter numbered 1,463,000, a gain of 256,000 in comparison with the same period in the preceding year. United States residents entering Canada by non-automobile means of transportation in the third quarter fell to 2,250,000 from 2,899,000 and during the fourth quarter totalled 1,147,000, some 250,000 less than in the same quarter of 1963. Expenditures by non-automobile entries showed a different quarterly trend than that of volume. Estimated receipts by this group of travellers increased in the first and final quarters but declined in the second and third quarters. Expenditures in the first quarter amounted to \$23.4 million, an increase of \$5 million or 27.2

per cent over the same period of 1963. Receipts from non-automobile visitors totalled \$43.3 million in the second quarter and \$95.2 million in the third quarter, representing declines of \$0.2 million and \$1 million, respectively, in comparison with 1963 data. On the other hand, during the fourth quarter of 1964 persons in the non-automobile group of travellers spent an estimated \$30.6 million, some \$0.7 million more than in the corresponding period of the previous year.

Non-resident entries from the United States by plane for the year 1964 amounted to 553,000, representing an expansion of 66,000 or 13.6 per cent above the volume recorded in 1963. Disbursements by these travellers are estimated at \$82.9 million as compared with \$68.5 million in 1963, a substantial increase of \$14.4 million or 21 per cent. In comparison with 1963 data, both expenditures and volume showed gains throughout each quarter of the year. During the first quarter the number of plane arrivals advanced by 12,000 to 99,000 while expenditures of this group of travellers rose by \$2.9 million to \$12.2 million. Entries by plane in the second quarter totalled 145,000, some 17,000 more than in the same period of 1963 and it is estimated that their expenditures amounted to \$19.8 million, an increase of \$3 million. Volume as well as expenditures reached a peak during the third quarter when

**STATEMENT 3. Expenditures of Non-residents Entering Canada from the United States,
compiled Quarterly, 1964¹**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
millions of dollars					
Automobile:					
One or more nights in Canada	25.1	67.3	210.8	59.0	362.2
Entering and leaving same day	4.2	9.0	15.3	6.9	35.4
Totals	29.3	76.3	226.1	65.9	397.6
Non-automobile:					
Plane	12.2	19.8	36.7	14.2	82.9
Bus	3.3	10.7	25.5	6.6	46.1
Rail	4.1	6.2	15.8	4.8	30.9
Boat	0.2	1.4	8.5	0.2	10.3
Other ²	3.6	5.2	8.7	4.8	22.3
Totals	23.4	43.3	95.2	30.6	192.5
Grand totals	52.7	119.6	321.3	96.5	590.1

¹ Subject to revision.

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

entries totalled 188,000 and receipts \$36.7 million. In comparison with 1963 data, the former represented an advance of 23,000 persons and the latter a gain of \$7 million. Non-resident entries by plane during the fourth quarter amounted to 121,000, up from the 107,000 recorded in the same quarter of 1963. Expenditures in this period reached \$14.2 million, a gain of \$1.5 million in comparison with 1963 data.

Travellers from the United States entering Canada by bus in 1964 totalled 552,000 as compared with 512,000 in 1963, an advance of 40,000 or 7.8 per cent. On the other hand, estimated expenditures by bus travellers dropped to \$46.1 million from \$54.4 million in 1963, a decline of \$8.3 million or 15.3 per cent. Receipts from these travellers showed gains in the first and final quarters but decreases during the remainder of the year. In the first quarter, expenditures advanced by \$0.8 million to \$3.3 million and in the fourth quarter by \$0.6 million to \$6.6 million. Receipts are estimated at \$25.5 million in the third quarter and \$10.7 million in the second quarter of 1964. A quarterly examination of the volume reveals that the first and final quarters showed the largest gains with bus arrivals increasing by 13,000 in each of these quarters. Entries by bus showed a 10,000 or 7.4 per cent increase in the second quarter while the third quarter recorded a gain of 4,000 or between 1 and 2 per cent in comparison with 1963 data.

The number of United States residents travelling to Canada via rail in 1964 (including in transit passengers across Southern Ontario) advanced by 28,000 or 6.3 per cent to 473,000. However, an estimate of the expenditures from this group (\$30.9 million) represents an increase of \$0.7 million or only 2.3 per cent over the 1963 figure. In comparison with 1963, each quarter showed an increase in the number of persons entering Canada by rail. The largest gain in numbers occurred during the third

quarter when entries rose by 14,000 or 9.2 per cent to 166,000. Rail entries in the first quarter increased by 9,000 or 10.1 per cent while the fourth quarter recorded an increase of 4,000 or 4.2 per cent over corresponding 1963 data. Non-residents entering Canada by rail in the second quarter totalled 110,000, a small increase of 1,000 or less than 1 per cent in comparison with the same period in 1963. A quarterly analysis of the receipts (Statement 3) shows that the first quarter experienced the largest gain in comparison with 1963, amounting to \$0.9 million or 28.1 per cent. Expenditures in the third quarter also showed an increase, advancing by \$0.1 million or 0.6 per cent. However, receipts from rail travellers declined in the other two quarters. In the second quarter, expenditures fell by \$0.2 million or 3.1 per cent and in the fourth quarter by \$0.1 million or 2 per cent.

The number of boat travellers entering Canada from the United States in 1964 declined by 16,000 or 3.1 per cent to 492,000. A quarterly breakdown shows that the number of entries by boat in the first quarter increased by 1,000 while boat arrivals during the second quarter, at 96,000, represented no change from the volume recorded in the same period of the previous year. On the other hand, the number of boat entries in the third and fourth quarters represented declines, amounting to 3,000 and 14,000, respectively. The total estimated expenditures by boat travellers to Canada in 1964 fell by \$0.1 million or about 1 per cent to \$10.3 million. However, in a quarterly comparison, receipts from these travellers experienced a slight increase of \$0.1 million in the first quarter while the third quarter experienced an expansion of \$0.5 million or 6.3 per cent. These increases were offset with expenditures in the second quarter being down \$0.2 million and in the fourth quarter \$0.5 million in comparison with 1963 data. Included in the boat traffic are the privately owned foreign pleasure craft which enter Canadian waters.

STATEMENT 4. Pleasure Craft Entering Canada on Cruising Permits,¹
compiled Quarterly by Length of Stay, 1964

Period of entry	Atlantic Provinces	Quebec	Ontario	British Columbia	Canada
First quarter:					
Entering and leaving same day	5	—	4	18	27
One or more nights in Canada	—	—	1	33	34
Totals	5	—	5	51	61
Second quarter:					
Entering and leaving same day	16	2,516	12,109	15	14,656
One or more nights in Canada	12	55	5,545	878	6,490
Totals	28	2,571	17,654	893	21,146
Third quarter:					
Entering and leaving same day	16	4,182	27,089	108	31,395
One or more nights in Canada	35	518	17,749	5,907	24,209
Totals	51	4,700	44,838	6,015	55,604
Fourth quarter:					
Entering and leaving same day	8	518	1,295	8	1,829
One or more nights in Canada	1	6	542	60	609
Totals	9	524	1,837	68	2,438
Year:					
Entering and leaving same day	45	7,216	40,497	149	47,907
One or more nights in Canada	48	579	23,837	6,878	31,342
Grand totals	93	7,795	64,334	7,027	79,249

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

In 1964, data were compiled on the number of pleasure craft entering Canada from the United States on their own power. Statement 4 compiled quarterly shows the number of pleasure craft entering Canada on cruising permits by province of entry and length of stay in Canada. As data on this travel movement were available for the last half of 1963 only, comparison on this type of traffic is limited. However, analysis of the information in Statement 4 shows that the majority of pleasure craft traffic enters Canada during the second and third quarters. Total entries of pleasure craft in the second quarter amounted to 21,146 or about 27 per cent of the total for the year, while those entering Canada during the third quarter totalled 55,604 representing 70 per cent of the total entries. In addition, third quarter entries exceeded the volume recorded in the same quarter of 1963 by 4,025 or 7.8 per cent. In the first quarter there were a total of 61 foreign pleasure craft entering Canada while the volume recorded in the fourth quarter amounted to 2,438, a substantial decline of 1,562 entries in comparison with the figure for 1963. Of the total number of pleasure craft which entered Canada in 1964, some 47,907 or between 60 and 61 per cent entered and left Canada on the same day while 31,342 or between 39 and 40 per cent were classified as long-term. A further examination of the total number of entries reveals that 64,334 or about 81 per cent entered via ports in Ontario and 7,795 or nearly 10 per cent via ports in Quebec. British Columbia accounted for 7,027 or about 9 per cent of the total entries. Furthermore, it should be noted that 63 per cent of the entries via Ontario and 93 per

cent of the traffic via Quebec entered and left Canada on the same day, whereas only 2 per cent of the foreign pleasure craft entering British Columbia were classified as short-term.

Non-residents travelling to Canada by "other" forms of transportation in 1964 totalled 4,022,000. This marks a decline of 761,000 or 15.9 per cent from the volume recorded in 1963. Estimated receipts from these travellers also experienced a decline, falling from \$24.5 million in 1963 to \$22.3 million in 1964, a decrease of \$2.2 million or 9 per cent. A quarterly examination of the volume and receipts shows that both advanced in the first half of the year but declined in the final half. The volume of "other" travellers during the first and second quarters experienced advances amounting to 168,000 or 20.9 per cent and 25,000 or 2.7 per cent, respectively. On the other hand, entries of "other" travellers dropped by 687,000 or 35.4 per cent in the third quarter, while the volume in the final quarter represented a decline of 267,000 or 24.3 per cent in comparison with 1963. Expenditures followed the same quarterly pattern as volume. Estimated receipts from "other" travellers advanced by \$0.3 million or 9.1 per cent in the first quarter, while second quarter receipts represented a gain of \$0.4 million or 8.3 per cent over the same period of 1963. However, in the third and fourth quarters, expenditures were less than in the previous year, with declines amounting to \$2.1 million and \$0.8 million, respectively.

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

In 1964, passenger car registrations (excluding publicly-owned vehicles) in the United States totalled 71,635,686, an increase of 2,952,681 or 4.3 per cent more than in the preceding year. In Map 1, the number of non-resident vehicles travelling in Canada for one or more nights is given as a percentage of the number of automobiles registered in the state of origin. The total number of entries as a proportion of the registrations in the United States came to 4.9 per cent in 1964 compared with 4.7 per cent in 1963. As in previous years, American states close

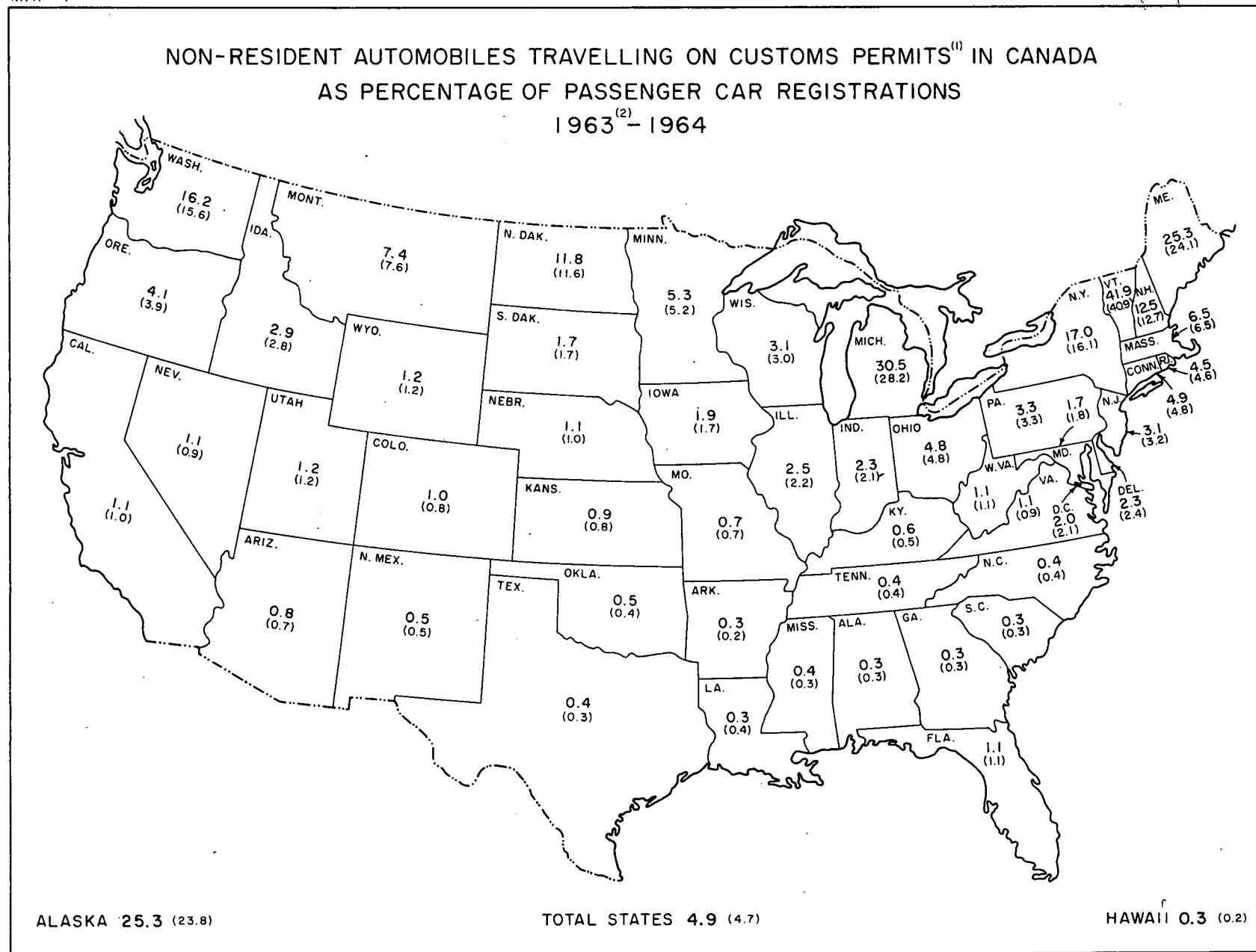
to the border show a higher ratio of entries to registrations than do states farther south. The state with the highest ratio was Vermont with 41.9 per cent, 1 per cent greater than the ratio in the previous year. The next highest ratios were recorded by entries from Michigan and Maine, amounting to 30.5 per cent and 25.3 per cent, respectively, both increases in comparison with 1963 data. The ratio of entries to registrations advanced from 16.1 per cent to 17 per cent for New York, from 15.6 per cent to 16.2 per cent for Washington, from 11.6 per cent to 11.8 per cent for North Dakota, and from 5.2 per cent to 5.3 per cent for Minnesota. The ratio of entries to registrations declined from 12.7 per cent to 12.5 per cent in the case of New Hampshire, while the remaining states maintained about the same ratio of entries to registrations in 1964 as in 1963.

The volume of United States automobile traffic entering Canada in 1964 is shown according to state of origin, grouped by regions in Table 10. It should be noted that the data shown in this table have been revised. As specified in footnote 1 covering the table, data refer to automobiles spending one or more nights in Canada and exclude vehicles entering and departing on the same day, extensions and all trips on standing (L) permits. During 1964, 3,528,909 non-resident automobiles entered Canada and remained one or more nights. Compilations show that 1,446,995 or 41 per cent of these automobiles originated in the North-Eastern region of the United States. Included in this area are the state of New York, which accounted for 866,233 of the entries, and Pennsylvania from which 139,682 entries originated. The area from which the next largest proportion originated was the Great Lakes region, accounting for 1,383,615 or 39.2 per cent of the total entries. Prominent in this grouping was Michigan from which 999,175 cars originated, while Ohio was next in order, accounting for 201,445. The number of non-resident automobiles from the West Coast region of the United States, comprising Washington, California and Oregon, amounted to 331,073. Cars from this region represented 9.4 per cent of the total automo-

bile entries compared with 9.3 per cent in 1963. Entries from the state of Washington, amounting to 204,092, constituted the majority of the non-resident automobiles entering Canada from this area. Cars from California amounted to 91,239 while Oregon accounted for 35,742 entries. Non-resident automobiles originating in the North-Western area of the United States totalled 128,867, representing 3.6 per cent of the total. The majority of entries from this region originated in the state of Minnesota (77,474). Automobile entries that originated in the remaining states and foreign countries not already specified numbered 238,359, which amounts to 6.8 per cent of the total non-resident automobile traffic, a slight advance over the percentage recorded in 1963.

A more detailed analysis of non-resident automobiles remaining one or more nights in Canada during 1964 is presented by province of entry and state of origin in Table 8. Non-resident automobiles from the state of Michigan once again constituted the largest single group, accounting for 28.1 per cent of the total compared with 27.3 per cent in 1963. In addition, about 99 per cent of the vehicles from Michigan were recorded as having entered via ports in Ontario, representing between 38 and 39 per cent of the total long-term entries through that province. New York State with 24.3 per cent accounted for the second largest proportion of entries. Almost 87 per cent of these cars were recorded at Ontario ports, amounting to 29.3 per cent of the foreign automobiles entering that province in 1964. Some 11.2 per cent of the cars from New York State entered Canada through ports in Quebec, while 1.3 per cent entered via New Brunswick. Moreover, non-resident vehicles from this state were responsible for 27.5 per cent and 7.5 per cent, respectively, of the entries through these two provinces. The state of registration for the third largest number of vehicles was Washington, with 5.7 per cent. An analysis of cars originating in this state shows that between 96 and 97 per cent entered Canada via ports in British Columbia and they accounted for 59.5 per cent of the long-term entries into that province. While the state of Ohio provided the same proportion (5.7 per cent) of entries as Washington, the number of cars recorded was slightly less. A large proportion (94.7 per cent) of these entered Canada through Ontario. Pennsylvania was the state of origin for 3.9 per cent of the non-resident automobile entries in 1964 while Massachusetts provided 3.3 per cent of the total. However, most of the former entered Canada via Ontario (85.9 per cent) while of the latter, 40.3 per cent entered through Quebec ports, 29.7 per cent via Ontario ports and 26.5 per cent through points in New Brunswick.

NON-RESIDENT AUTOMOBILES TRAVELLING ON CUSTOMS PERMITS⁽¹⁾ IN CANADA
AS PERCENTAGE OF PASSENGER CAR REGISTRATIONS
1963⁽²⁾ - 1964



(1) ONE OR MORE NIGHTS IN CANADA.

(2) 1963 FIGURE IN BRACKET.

Table 9 presents similar data on foreign automobiles remaining two or more nights in Canada during 1964. Results show that 19.2 per cent of these automobiles came from the state of New York, 18.9 per cent originated in Michigan, Ohio accounted for 7.3 per cent, Washington provided 7 per cent and 5.2 per cent were from Pennsylvania. In comparison with 1963, the greatest change occurred in the proportions from Michigan and Pennsylvania. The percentage originating in the former advanced from 18.2 per cent to 18.9 per cent while the latter dropped to 5.2 per cent from 5.5 per cent. An analysis according to province of entry indicates that 61.6 per cent of the automobiles staying two or more nights entered via Ontario, 13 per cent entered via British Columbia, 12.8 per cent via Quebec, 5.6 per cent via New Brunswick, 2.2 per cent via Manitoba, and 2.1 per cent via Alberta. In comparison with corresponding 1963 data very little change occurred in the proportions entering the various provinces. Of the cars entering Ontario in 1964 and remaining two nights or more, 29.8 per cent were from Michigan, 24.4 per cent from New York State, 11.1 per cent from Ohio and 7 per cent from Pennsylvania. With respect to entries through the province of Quebec, 25.9 per cent originated in the state of New York, 16.5 per cent came from Massachusetts, 8.2 per cent were from Connecticut and 7.6 per cent from New Jersey. Non-resident vehicles from Massachusetts accounted for 28.1 per cent of the entries via New Brunswick while 22.3 per cent originated in Maine. Some 9.9 per cent of the entries via this province came from New York and 8.5 per cent were from Connecticut. These figures represent little change from corresponding 1963 data except for Maine which showed a decrease of 1.4 percentage points. Approximately 52 per cent of the non-resident automobiles entering via ports in British Columbia originated in the state of Washington, 19.7 per cent were from California and 11.1 per cent came from Oregon.

In summary, the majority of non-resident automobiles remaining one or more nights in Canada during 1964 originated in the states forming the International Boundary with Canada. In 1964, entries from these states constituted 77.7 per cent of all the automobile traffic which remained one or more nights in Canada before returning to the United States. Moreover, when the states of California and Oregon and the New England States of Massachusetts, Rhode Island, Connecticut and New Jersey are included with the boundary states, this proportion rises to almost 89 per cent.

Compilations of data on the average length of stay per vehicle remaining one or more nights in Canada show that cars from the North-Eastern region of the United States stayed an average of 4.2 days, as compared with 4.3 days in 1963. This average varied by states within the region as automobiles from Massachusetts remained an average of 6.1 days compared with 3.4 days for those from Vermont. Average lengths of stay for cars from the other states in this region were: Connecticut; New Jersey;

Pennsylvania and Rhode Island with 5.3 days each; Maine 5.2 days; New Hampshire 4.7 days; and New York 3.5 days.

Non-resident vehicles originating in the Great Lakes region remained in Canada an average of 3.8 days, a slight drop from the 3.9 days recorded in 1963. This average ranged from 3.2 days for cars from Michigan to 5.6 days for automobiles originating in Ohio. Automobiles from Illinois stayed an average of 5.5 days in Canada, those from Indiana 5.3 days and automobiles from Wisconsin 5.1 days.

Entries from states forming the North-Western region of the United States were recorded as having spent, on the average, 5.1 days in Canada. This represents a drop of 0.3 days from the corresponding average in the previous year. Cars from Montana averaged visits lasting 5.4 days, cars from Minnesota stayed 5.1 days while non-resident vehicles from North Dakota remained in Canada 4.8 days.

Foreign automobiles originating in the West-Coast region averaged the longest visits of the geographical areas, remaining in Canada 5.4 days, a slight drop of 0.1 days from the previous year. An examination of the three states comprising this area shows that entries from California averaged the longest stay with 7.8 days in Canada, while cars from Washington recorded the shortest stay—4.3 days. The average length of stay per vehicle originating in Oregon amounted to 6 days. Non-resident entries into Canada from the remaining states not included in the geographic regions stayed an average of 6.7 days in Canada.

Table 11 presents data on the state of origin of non-resident travellers entering Canada from the United States by plane, bus, and rail (excluding in transit traffic). Data for this table are estimated on the basis of a survey conducted by the United States Department of Commerce and made available to the Dominion Bureau of Statistics. For presentation purposes, states with an estimate of fewer than 10,000 travellers visiting Canada are not shown separately but grouped under the "other" category of their respective regions.

The majority of non-automobile travellers (excluding boat) entering Canada from the United States in 1964 originated in the North-Eastern region of that country. Visitors from this region amounted to 472,000 which is 37.1 per cent of the total entries. As the aggregate of non-automobile visitors represented an increase of 27,000 over the 1963 figure, as a percentage, entries originating in this region showed a drop of 1.3 points. Entries from the state of New York were estimated at 239,000, up 22,000 or 10.1 per cent over 1963. Entries from Massachusetts accounted for the second largest volume within this region, amounting to 71,000 or an increase of 16,000 over the 1963 figure. The only states to record decreases were Pennsylvania and Connecticut which accounted for 13,000 and 2,000 fewer visitors, respectively.

Non-resident travellers entering Canada by plane, bus, and rail who originated in the Great Lakes region came to 278,000 in 1964. This represents an increase of 16,000 or 6.1 per cent above the comparable volume in 1963. In addition, these visitors accounted for 21.9 per cent of the total entries as compared with 22.6 per cent in the previous year. Visitors from Michigan amounted to 85,000, a substantial advance of 24,000 or 39.3 per cent over the previous year, while some 79,000 visitors originated in Illinois and 76,000 in Ohio. The latter two figures represent decreases of 12,000 and 1,000 persons, respectively, from 1963 data.

The majority of plane, bus, and rail travellers entering Canada from the West-Coast region were from California, which accounted for 118,000 of the total estimated 256,000 persons originating in this area. The total entries from this region exceeded the corresponding 1963 volume by some 61,000 or 31.3 per cent. In addition, the proportion of the total

originating in this region rose from 16.8 per cent in 1963 to 20.1 per cent in 1964. In comparison with 1963, all three states comprising this region showed increases, with entries from California advancing by 24,000, from Oregon by 7,000 and from Washington by 30,000.

Non-automobile visitors arriving in Canada from North-Western States amounted to 60,000 in 1964, a substantial decline of 23,000 from the comparable 1963 volume. Plane, bus, and rail travellers from the United States who originated in remaining states not yet specified are estimated at 206,000 persons in 1964, a gain of some 31,000 entries in comparison with the preceding year. Entries from these remaining states represented 16.2 per cent of the total as compared with 15.1 per cent in 1963. The most prominent state within this category was Texas, from which 30,000 entries originated, while Colorado and Missouri each contributed 14,000.

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

Information as to preferred travel routes within Canada can be obtained from an analysis of the ports of entry and exit as stamped on surrendered travellers' vehicle permits. Data are compiled and presented in Table 3 and Statement 5 but must be considered as minimal because there is no way of determining if cars which enter and leave Canada via the same port have, in the interval, visited one or more of the other provinces. Statement 5 shows the province of entry with the percentage distribution by province of exit for non-resident vehicles remaining two or more nights in Canada. Table 3 shows the number of non-resident automobiles remaining one or more nights by ports of entry and exit.

During 1964, 53,306 non-resident automobiles entered Canada via ports in the Atlantic Provinces and stayed one night while 105,933 remained two or more nights, making a total of 159,239 vehicle entries. This represents an increase of 10,130 or about 7 per cent over the 1963 figure. Compilations on port of exit show that 146,687 of these vehicles returned to the United States through ports in the Atlantic Provinces, 6,243 via ports in Quebec and 6,046 by way of Ontario ports. On the other hand, traffic entering by ports in either Ontario or Quebec and leaving through the Atlantic Provinces is generally greater. In 1964, some 8,600 non-resident automobiles entered Quebec and exited via ports in the Atlantic Provinces after having remained in Canada one or more nights. Similarly, 8,674 of the non-resident vehicles entering Canada via ports in Ontario left through the Atlantic Provinces.

The largest exchange of inter-provincial non-resident traffic occurs between Quebec and Ontario. During 1964, non-resident automobiles staying one or more nights in Canada which entered via ports in Quebec and left via Ontario ports numbered 37,972, while entries through Ontario ports which left via Quebec totalled 52,317. Furthermore, some 32,563 or 86 per cent of the Quebec to Ontario traffic and

45,687 or 87 per cent of the Ontario to Quebec traffic remained in Canada two or more nights. The total number of non-resident automobiles which entered Quebec ports for visits of one or more nights in 1964 amounted to 345,371, a gain of 15,910 entries or close to 5 per cent over the previous year. Of the total, 127,201 remained in Canada one night while some 218,170 stayed two or more nights. In addition, 297,846 or 86 per cent of the total entries returned to the United States via ports in Quebec.

A detailed analysis of non-resident automobile travel within the province of Ontario is provided in Section 1 of Table 3. In 1964, the number of non-resident vehicles entering Ontario and staying one or more nights in Canada amounted to 2,553,985. Some 1,486,805 entries remained in Canada one night while 1,067,180 stayed two or more nights. Of the total entries, some 2,477,754 or 97 per cent returned to the United States via ports in Ontario. Most of the remainder left through ports in the province of Quebec.

As in previous years, the most frequently travelled route within Ontario was between Fort Erie and Niagara Falls on the east and the St. Clair and Detroit River on the west. In 1964, some 130,255 cars entered St. Clair and Detroit River ports and left via Fort Erie and Niagara Falls. The majority of this traffic movement (73.5 per cent) had remained in Canada one night only. In the opposite direction, there were 112,281 non-resident vehicles recorded as having left Canada via St. Clair and Detroit River ports after entering through Fort Erie and Niagara Falls. Again, the greater proportion of these (78 per cent) were classified as two-day traffic. In comparison with 1963, traffic entering at St. Clair and Detroit River ports and exiting via Fort Erie and Niagara Falls experienced an advance of 8,970 entries or between 7 and 8 per cent while the increase in traffic headed in the other direction amounted to 14,584 automobiles.

Non-resident motor traffic between the St. Lawrence River ports and Fort Erie-Niagara Falls represented the second most popular route within Ontario, amounting to 46,847 vehicles in both directions, a decline of 2,301 from the volume recorded in 1963. Non-resident automobiles travelling from Fort Erie—Niagara Falls to the St. Lawrence River ports in 1964 numbered 30,014, of which 22,171 remained two or more nights in Canada. Traffic in the opposite direction amounted to 16,833 vehicles, some 12,956 of which had remained in Canada two or more nights before returning to the United States.

The third most travelled route within Ontario is between Sault Ste. Marie and ports in Western Ontario. Foreign automobiles entering Sault Ste. Marie and returning to the United States via Western Ontario ports during 1964 numbered 17,946, some 1,213 vehicles less than in 1963. In the opposite direction, there were 19,661 automobiles which entered at Western Ontario ports and left Canada via Sault Ste. Marie, a decline of 871 cars from the comparable 1963 volume. Moreover, 12,338 of the cars entering Canada at Sault Ste. Marie and returning to the

United States via Western Ontario ports and 13,925 of those travelling in the reverse direction remained in Canada for two or more nights.

The exchange of non-resident vehicles between Ontario and Manitoba occurs for the most part through the Western Ontario ports of Fort Frances, Pigeon River and Rainy River. During 1964, foreign automobiles entering Canada by ports in Ontario and departing from ports in Manitoba amounted to 6,320, with 5,136 staying two nights or more in Canada. Traffic in the opposite direction came to 6,200 vehicles, with 5,237 staying two or more nights in Canada. Of the total number of foreign cars entering Ontario and leaving Canada via Manitoba ports, 5,047 entered via Western Ontario ports. Similarly, some 5,167 or 83 per cent of the vehicles entering Manitoba and departing via Ontario ports left Canada via ports in Western Ontario. The total number of non-resident automobiles entering Manitoba during 1964 amounted to 53,911, of which 38,487 remained two or more nights in Canada before returning to the United States. In addition, 40,691 or between 75 and 76 per cent of the total entries returned to the United States via ports in Manitoba.

STATEMENT 5. Provincial Percentage Distribution by Province of Exit for Non-resident Automobiles Travelling in Canada on Customs Permits,¹ Three Days or Over, 1964

Province of entry	Province of exit							
	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Yukon Territory
	per cent							
Atlantic Provinces	89.49	5.21	5.05			0.25		
Quebec	3.67	80.96	14.93			0.44		
Ontario	0.75	4.28	93.56	0.48	0.07	0.21	0.47	0.08
Manitoba	0.45		13.61	68.93	3.24	3.74	7.83	2.20
Saskatchewan	0.37		4.13	5.88	58.37	7.56	13.63	10.06
Alberta	0.48		6.58	4.27	4.75	30.97	38.62	14.33
British Columbia	0.39		1.83	1.11	1.05	5.59	86.50	3.53
Yukon Territory	0.50		5.12	4.65	10.44	26.75	40.62	11.92

¹ Exclusive of standing (L) permits and extensions.

During 1964, 28,955 non-resident automobiles entered Saskatchewan and remained in Canada one or more nights. This is an increase of 1,512 entries or 5.5 per cent in comparison with the volume recorded in the previous year. Some 19,293 of the one night and over traffic that entered Saskatchewan during 1964 left Canada by way of ports in Saskatchewan. Travel between Manitoba and Saskatchewan amounted to 2,925 vehicles, with 1,469 entering through ports in Saskatchewan and leaving via Manitoba and 1,456 travelling in the opposite direction. Some 87 per cent of the total traffic movement between these two provinces had remained two or more nights in Canada. A further analysis of the non-resident automobiles that entered Saskatchewan in 1964 shows that 3,108 returned to the United States via ports in British Columbia, 2,235 left Canada via ports in the Yukon Territory and 1,818 departed by way of Alberta ports. Most of this traffic remained two or more nights in Canada.

Foreign automobiles entering Canada by way of Alberta ports in 1964 numbered 42,905, a decline from 45,410 vehicles recorded in 1963. Of the total entries into Alberta that stayed one or more nights in Canada during 1964, 16,337 returned to the United States via Alberta ports, 15,357 via British Columbia ports and 5,154 through ports in the Yukon Territory. The majority of this traffic had spent two nights or more in Canada, i.e., 11,140 of the cars leaving via Alberta, 13,893 of those leaving by way of ports in British Columbia, and all of the departures via the Yukon Territory.

The number of non-resident automobiles which entered Canada by way of British Columbia ports in 1964 came to 325,500, of which 222,011 remained two or more nights in Canada. The total number of entries represents an increase of 29,563 vehicles or about 10 per cent over the 1963 volume. In addition, 294,437 or between 90 and 91 per cent of the

automobiles which entered British Columbia and remained one or more nights, returned to the United States via ports in the same province. An analysis of non-resident motor traffic entering British Columbia shows that some 13,356 automobiles left Canada through ports in Alberta, 7,833 by way of the Yukon Territory, and 2,457 departed via Saskatchewan ports. Again, the majority of these cars had spent two or more nights in Canada.

An analysis of non-resident motor traffic entering Canada through ports in the Yukon Territory during 1964 shows a total of 19,043 entries which remained one or more nights in Canada. Some 6,103 or 32 per cent of the total number of vehicles enter-

ing the Yukon Territory left Canada through ports in the Yukon Territory, 5,968 via British Columbia, 3,930 by way of Alberta ports and 1,534 left Canada via ports in Saskatchewan. All of the traffic which entered the Yukon Territory and left by way of the three provinces had remained in Canada for two or more nights before returning to the United States. This can be attributed to the distance involved in travelling between the Yukon Territory and the International Boundary. On the other hand, 4,351 or about 71 per cent of the traffic entering and leaving by way of the Yukon Territory stayed only one night in Canada. Much of this traffic presumably originated in Alaska.

Analysis of United States Commuter Traffic to Canada

Residents of the United States who live close to the Canadian border and make many trips to Canada may apply for a standing (L) traveller's vehicle permit. This permit is usually issued for a period of several months and, to facilitate border crossings, the operator of the vehicle covered by the standing (L) traveller's vehicle permit simply shows the document to port officers on each trip to Canada. During the past three years, surveys have been made on this travel movement in order to obtain more information on United States travellers making frequent trips to Canada.

In 1964, a total of 26,013 standing (L) travellers' vehicle permits were issued as compared with 28,200 in 1963, a decline of around 8 per cent. However, as the average number of trips per permit rose from 72 in 1963 to about 77 in 1964, it is estimated that the number of repeat trips to Canada was approximately the same in both years—roughly 2 million vehicle crossings.

Survey results showed the average persons per car per trip was the same as in 1963—1.8 persons. On this basis, the number of persons involved in the repeat crossings under standing (L) permits is estimated at 3.6 million in 1964 compared to 3.7 million in 1963. As in previous years, the majority of standing (L) permits were issued to United States residents by ports in New Brunswick and Ontario. About 86 per cent of the standing (L) permits issued in 1964 were for travel to these two provinces.

Data on the purpose of trip of commuters travelling to Canada were also compiled in 1964 and, as a percentage, the results were somewhat different than in 1963. Again the most popular reason for travelling to Canada was commuting to a cottage or other residence. Some 36.9 per cent of the persons covered by the survey specified this reason, compared with 28.4 per cent in 1963. Recreation was the reason indicated by 22.5 per cent of the commuters travelling to Canada, up from 21.4 per cent in 1963, while 21 per cent specified visits to friends or relatives, a decline from 24.1 per cent in the previous

year. Shopping was indicated by 11.1 per cent of the standing (L) permit respondents while employment as a reason for travelling to Canada was specified by 3.4 per cent of the commuters entering Canada during 1964. The corresponding 1963 proportions amounted to 14.9 per cent and 3.8 per cent, respectively. A further examination of purpose of trip data revealed considerable variations between commuters entering New Brunswick and those travelling to Ontario. In 1964, some 40.8 per cent of the total number of commuter travellers entering New Brunswick came to visit friends or relatives, recreation was specified by 30.7 per cent, while shopping was the reason indicated by 20.3 per cent. On the other hand, of the total number of commuters entering Ontario, 61.8 per cent specified they were travelling to a cottage or other residence. Another 17.2 per cent of the persons in the survey who travelled to Ontario specified recreation while 8.7 per cent visited friends or relatives.

Data were also collected on the length of time spent in Canada on trips made by commuters from the United States. The length of time referred to is the average length of stay in Canada on each trip made by a commuter holding a standing (L) traveller's vehicle permit. In 1964, it is estimated that 18.9 per cent of the trips made by holders of standing (L) permits lasted less than 3 hours, compared with 23.9 per cent in 1963. Some 31.2 per cent of the crossings made by commuters averaged between 4 and 11 hours while trips averaging 12 to 24 hours accounted for 40 per cent of the repeat crossings into Canada. Trips of more than 24 hours were made by 9.9 per cent of the standing (L) entries in 1964. On a provincial basis, survey data showed that some 60.7 per cent of the trips made by commuters to New Brunswick averaged less than 3 hours. Another 32.9 per cent lasted from 4 to 11 hours while trips over 12 hours accounted for 6.4 per cent of the total. On the other hand, trips made by commuters to Ontario were, on the average, for a longer length of stay. Some 54 per cent of the crossings to Ontario by standing (L) permit holders lasted between 12 and 24 hours whereas only 2.5 per cent of the trips averaged less than 3 hours.

Receipts from United States Travellers by Province of Entry

The percentage distribution of receipts from residents of the United States travelling in Canada is presented in Statement 6 according to province of entry for the years 1960-64. Data appearing in this statement represent the percentage distribution of receipts within the province based on the province

of entry. There could be variations in the distribution shown when considering the inter-provincial movement of non-residents travelling in Canada. For example, United States residents travelling by rail in Alberta must enter Canada via another province.

STATEMENT 6. Percentage Distribution of United States Travel Expenditures in Canada, by Province of Entry, 1960 - 64

Province of entry	Percentage of total				
	1960	1961	1962	1963	1964 ¹
Atlantic Provinces ²	8.0	7.9	8.0	8.5	7.6
Quebec	16.9	17.1	16.5	17.5	15.4
Ontario	55.6	56.0	53.5	55.2	56.5
Manitoba	3.0	2.7	2.9	3.0	3.0
Saskatchewan	1.1	1.1	1.0	1.0	1.0
Alberta	2.4	1.9	2.1	1.9	2.0
British Columbia	12.2	12.4	14.9	11.7	13.3
Yukon Territory	0.8	0.9	1.1	1.2	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.

The estimated provincial distribution of receipts from United States travellers does not vary greatly from year to year and the provinces generally maintain much the same order of importance. When compared with 1963, the most noticeable change in 1964 was a drop of 2.1 percentage points in the proportion of travel receipts attributed to Quebec. While this represents the lowest percentage attributed to the province during the last five years, nonetheless, Quebec remained in second place when compared with other provinces in order of importance.

As in previous years, the majority of the receipts were received by Ontario where the proportion amounted to 56.5 per cent of the aggregate as compared with 55.2 per cent in 1963. British Columbia also advanced in its share of the total, receiving 13.3 per cent as compared with 11.7 per cent in the previous year. With the exception of the Atlantic Provinces where the proportion dropped by nearly 1 percentage point, there was little change in the quota received by the remaining provinces.

Receipts from United States Travellers in Canada During 1964 Classified by Length of Stay in Canada

Because the length of stay in Canada affects both the number and receipts of non-resident entries from the United States, all traffic is divided into two categories, i.e., short-term or long-term travel. The short-term category comprises only those which enter and depart on the same day whereas the long-term classification includes all entries which remain one or more nights in Canada. Most of the non-resident entries from the United States are for short-term visits and in 1964 the number entering and leaving the same day amounted to 21,274,000 as compared with 21,498,800 in 1963, a decline of 224,800 or 1 per cent. Moreover, these short-term

travellers represented 65.5 per cent of the total number of United States residents entering Canada in 1964, a decrease of almost 2 percentage points from the corresponding proportion (67.5 per cent) in 1963. Visitors from the United States who remained one or more nights in Canada numbered 11,189,100 in 1964, a gain of 823,100 or 7.9 per cent above the volume recorded in 1963. Long-term traffic as a proportion of the total rose from 32.5 per cent in 1963 to 34.5 per cent in 1964. A breakdown of the receipts from these two groups of visitors showed a somewhat different pattern than that of volume. Short-term traffic accounted for \$61.4 million or 10.4

per cent of the total receipts while persons remaining in Canada one or more nights are estimated to have spent \$528.8 million representing 89.6 per cent of the total. In 1963, short-term traffic accounted for \$59.8 million or 10.9 per cent of the total while long-term entries contributed \$489 million or 89.1 per cent.

In summary, the volume of short-term traffic is heavy but these travellers account for a relatively small proportion of the total receipts while, on the other hand, long-term entries account for a small percentage of the total volume but are responsible for most of the receipts.

STATEMENT 7. Expenditures of United States Travellers in Canada, by Length of Stay, 1964

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	12,872,600	39.65	35,481,000	6.01
Repeat trips on standing (L) permits	3,704,800	11.41	—	—
Totals, automobile	16,577,400	51.06	35,481,000	6.01
Non-automobile:				
Plane	32,200	0.10	1,092,000	0.19
Bus	36,200	0.11	494,000	0.08
Rail	14,400	0.04	373,000	0.06
Boat	285,600	0.88	1,398,000	0.24
Plane in transit	2,700	0.01	8,000	0.00
Bus in transit	71,700	0.22	215,000	0.04
Rail in transit	232,200	0.72	—	—
Other travellers (pedestrians, local bus, etc.)	4,021,600	12.39	22,302,000	3.78
Totals, non-automobile	4,696,600	14.47	25,882,000	4.39
Totals (short-term)	21,274,000	65.53	61,363,000	10.40
Long-term traffic (one or more nights in Canada)				
Automobile:				
One or more nights in Canada	9,728,300	29.97	345,536,000	58.55
Standing (L) permits	47,900	0.15	9,648,000	1.63
Extensions	17,400	0.05	7,003,000	1.19
Totals, automobile	9,793,600	30.17	362,187,000	61.37
Non-automobile:				
Plane	518,400	1.60	81,773,000	13.86
Bus	444,400	1.37	45,359,000	7.69
Rail	226,200	0.70	30,521,000	5.17
Boat	206,500	0.63	8,945,000	1.51
Totals, non-automobile	1,395,500	4.30	166,598,000	28.23
Totals (long-term)	11,189,100	34.47	528,785,000	89.60
Grand totals	32,463,100	100.00	590,148,000	100.00

¹ Subject to revision.

An examination of non-resident automobile traffic according to length of stay shows that short-term motorists accounted for 16.6 million visits and represented slightly more than 51 per cent of the total volume of traffic, about half a percentage point higher than in 1963. Expenditures by the short-term motorists are estimated at \$35.5 million, accounting for about 6 per cent of the total receipts, a slightly higher proportion than in 1963. Motorists who remained one or more nights in Canada amounted to 9.8 million or approximately 30 per cent of the total

visits as compared with about 28 per cent in the previous year. Even though the number of long-term motorists is less than the volume of short-term motorists, the total expenditures of the former are much greater than the latter as the average expenditure per long-term motorist is much higher. Estimated receipts from motorists staying one or more nights in Canada amounted to \$362.2 million or between 61 and 62 per cent of the total, a gain of between 1 and 2 percentage points over 1963.

STATEMENT 8. Non-resident Persons Entering Canada from the United States, classified according to Length of Stay, by Selected Types of Transportation, 1964

Days stay in Canada	Number of persons			
	Automobile ¹	Plane ²	Bus ²	Rail ²
1 ³	12,872,574	32,213	36,236	14,402
2	4,822,987	91,957	46,905	22,804
3- 7	3,604,718	311,663	220,300	134,339
8-14	923,899	76,870	108,325	43,729
15-21	180,555	19,548	32,006	13,350
22 and over	119,798	18,392	36,814	12,027
Totals	22,524,531	550,643	480,586	240,651

¹ Excluding standing (L) permits, extensions and 76,348 entries not classified by length of stay.

² Excluding in transit.

³ Persons entering and leaving on the same day.

Persons entering and leaving Canada on the same day by non-automobile means of transportation totalled 4.7 million in 1964 and accounted for between 14 and 15 per cent of all visits, as compared with about 17 per cent in the previous year. The expenditures of these travellers came to \$25.9 million constituting between 4 and 5 per cent of the total receipts, a drop of about half a percentage point from the

1963 proportion. Long-term non-automobile entries totalled 1.4 million or slightly over 4 per cent of the total volume, about the same proportion as in 1963. On the other hand, while their expenditures of \$166.6 million represent an increase of \$6.4 million over the previous year, the proportion of the total receipts dropped from 29 per cent in 1963 to 28 per cent in 1964.

STATEMENT 9. Non-resident Persons Entering Canada from the United States, Percentage of Volume, classified according to Length of Stay, by Selected Types of Transportation, 1964

Days stay in Canada	Percentage of volume			
	Automobile ¹	Plane ²	Bus ²	Rail ²
1 ³	57.2	5.9	7.5	6.0
2	21.4	16.7	9.8	9.5
3- 7	16.0	56.6	45.8	55.8
8-14	4.1	13.9	22.5	18.2
15-21	0.8	3.6	6.7	5.5
22 and over	0.5	3.3	7.7	5.0
Totals	100.0	100.0	100.0	100.0

¹ Excluding standing (L) permits, extensions and 76,348 entries not classified by length of stay.

² Excluding in transit.

³ Persons entering and leaving on the same day.

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. As the one-day group comprises all motorists entering and leaving Canada on the same day, many of the visits included may last only a few hours. These travellers do not require overnight accommodation and their expenditures are

generally considerably lower than those of the motorists remaining one or more nights in Canada. The two-day classification comprises those motorists who enter Canada at any time on one day and leave at any time during the next 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. For example, motorists

in the nine-day classification have spent 8 nights in Canada.

Statement 8 presents data on the number of visitors entering Canada from the United States according to length of stay and by selected types of transportation. An examination of the automobile travel, which is shown exclusive of repeat trips of standing (L) permits, reveals that 12,872,574 or 57.2 per cent of the motorists entered and left Canada on the same day. The comparable proportion in 1963 was 58.2 per cent. Motorists remaining for two days in Canada (or one night) numbered 4,822,987 or 21.4 per cent of the total, an increase of 0.8 percentage points over the 1963 proportion. The number of automobile travellers from the United States who remained in Canada from 3 to 7 days amounted to 3,604,718 and as a proportion of the total automobile volume advanced from 15.6 per cent in 1963 to 16 per cent in 1964. Automobile visitors staying from 8 to 14 days in Canada totalled 923,899 or 4.1 per cent of the total, 0.1 percentage point less than the corresponding 1963 proportion. The percentage of motorists remaining from 15 to 21 days in Canada represented little change from the 1963 proportion while the 22 days and over group experienced a negligible 0.1 percentage point drop.

Statements 10 and 11 present data on non-resident automobile traffic by length of stay and according to province of exit. The information in these two statements shows that there is considerable variation between the various provinces regarding the length of stay of non-resident automobiles. For example, almost 64 per cent of the non-resident automobile traffic returning to the United States via ports in the Atlantic Provinces entered and left Canada on the same day, whereas about 27 per cent of the automobile traffic exiting via ports in Alberta was classified as one day. Non-resident automobiles remaining two days (or one night) in Canada accounted for about 25 per cent of the total traffic returning to the United States via Ontario ports compared with 11 per cent of the automobiles departing via ports in the Atlantic Provinces. When one considers the one and two-day groups together, the highest proportion was registered by Ontario (82 per cent) and Alberta with almost 38 per cent accounted for the lowest. In comparison with 1963 data, the most notable changes in the one-day group were decreases in the proportions leaving via Manitoba and Ontario, amounting to 1.4 and 1.3 percentage points, respectively. The largest change in the two-day traffic was a rise of approximately 1 percentage point in the proportion of cars leaving via Ontario.

STATEMENT 10. Summary of Percentage Distribution of Non-resident Automobiles Travelling on Customs Permits,¹ classified by Length of Stay, by Province of Exit, 1964

Days stay in Canada	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia and Yukon Territory	Canada
1 ²	64.3	48.0	56.9	50.7	52.2	26.7	37.5	54.8
2	11.3	18.4	25.1	14.2	11.6	11.5	19.0	22.9
3-7	13.2	26.6	13.7	23.7	21.9	40.3	32.1	16.5
8-14	7.0	4.5	3.1	7.3	8.7	14.6	7.5	4.0
15-21	1.8	0.8	0.6	1.8	2.4	3.2	1.6	0.8
22 and over	1.7	0.9	0.4	1.6	2.5	2.5	1.3	0.6
Not classified ³	0.7	0.8	0.2	0.7	0.7	1.2	1.0	0.4
Totals	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

¹ Exclusive of vehicles issued extensions and all trips of vehicles using standing (L) permits.

² Automobiles entering and leaving on the same day.

³ Not classified by length of visit.

STATEMENT 11. Summary of Non-resident Automobiles,¹ by Province of Exit, classified by Length of Stay in Canada, 1964

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					
Atlantic Provinces	468,571	301,094	53,099	114,378	64.3	11.3	24.4
Quebec	699,441	335,876	128,811	234,754	48.0	18.4	33.6
Ontario	5,908,122	3,358,160	1,485,470	1,064,492	56.8	25.2	18.0
Manitoba	110,056	55,831	15,615	38,610	50.7	14.2	35.1
Saskatchewan	57,386	29,975	6,630	20,781	52.2	11.6	36.2
Alberta	54,427	14,512	6,276	33,639	26.7	11.5	61.8
British Columbia	545,311	212,198	103,931	229,182	38.9	19.1	42.0
Yukon Territory	25,293	1,998	4,416	18,879	7.9	17.5	74.6
Canada	7,868,607	4,309,644	1,804,248	1,754,715	54.8	22.9	22.3

¹ Exclusive of vehicles issued extensions and all trips of vehicles using standing (L) permits.

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

Of the total volume of non-resident automobile traffic leaving via ports in the Yukon Territory, between 74 and 75 per cent was classified as having been in Canada for three days or more. This was the highest proportion on a provincial basis while Ontario with 18 per cent recorded the lowest proportion. Non-resident automobiles remaining two or more nights in Canada accounted for between 33 and 34 per cent of the departures via Quebec ports and between 24 and 25 per cent of those leaving via ports in the Atlantic Provinces. There was little change between the 1963 and 1964 proportions except for the Yukon Territory which registered a drop of 1.2 percentage points. Data in Statement 10 show that the percentage of vehicles which remain 8 days or more in Canada is considerably below that for cars staying anywhere from 1 to 7 days. Non-resident automobiles which remained in Canada 8 days or longer in 1964 accounted for just 4.3 per cent of the total volume exiting via ports in Ontario, 7 per cent of the departures via Quebec ports and 11.2 per cent of the cars returning to the United States by way of ports in the Atlantic Provinces. In the Prairie and Western Provinces higher proportions of 8 day and over traffic were recorded. In Alberta, for example, 21.5 per cent of the cars returning to the United States via that province had been in Canada for 8 or more days.

Table 12 presents data on the length of stay of non-residents entering Canada by plane, bus, and rail (exclusive of in transit travellers). A method similar to the one used in classifying automobile visitors by length of stay is applied to the non-automobile traffic. Estimates on the length of stay of these non-automobile travellers were made on the basis of a sample. Non-residents entering Canada by plane, bus, and rail and remaining for one day

amounted to 82,851 in 1964. They represented between 6 and 7 per cent of the total number of non-automobile visitors to Canada, a drop of about 1 percentage point from the 1963 proportion. Persons travelling by non-automobile means of transportation (excluding boat) and remaining one night in Canada numbered 161,666 or about 13 per cent of the total rail, bus, and plane travel, the same proportion as in the previous year. Non-residents who entered Canada by plane, bus, and rail and remained two or more nights totalled 1,027,363, representing close to 81 per cent of the total movement as compared with 79 per cent in 1963. A further examination of non-automobile travel to Canada according to length of stay, as presented in Statements 8 and 9, shows that more than 52 per cent of the plane, bus, and rail entries are in the 3 to 7 day group. On the whole, non-automobile visits usually involve longer travel distances and many trips are for business reasons or to visit friends or relatives. Such visits require a longer period of time than the casual crossing of an automobile traveller, many of whom stay only a few hours. Data in Statements 8 and 9 also show that the proportions of non-automobile visitors at certain lengths of stay varied considerably with the type of transportation used to enter Canada. In 1964 about 6 per cent of both the plane and rail arrivals entered and left Canada on the same day as compared with between 7 and 8 per cent of the bus entries. The proportions remaining one night in Canada amounted to almost 17 per cent for plane arrivals, about 10 per cent for bus and between 9 and 10 per cent for the entries by rail. The percentage of plane travellers staying two or more nights amounted to between 77 and 78 per cent while almost 83 per cent of the bus arrivals and between 84 and 85 per cent of the persons entering Canada by rail had stayed three or more days before returning to the United States.

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

Data released by the United States Department of Commerce¹ show that residents of that country spent an estimated \$3,381 million on foreign travel in 1964, representing an increase of \$186 million or 5.8 per cent above the 1963 figure. American travel expenditures in foreign countries amounted to \$2,216 million, an increase of \$126 million or 6 per cent, while total transportation costs came to \$1,165 million, some \$60 million or 5.4 per cent more than in 1963. Foreign carriers received \$635 million or between 54 and 55 per cent of the total payments

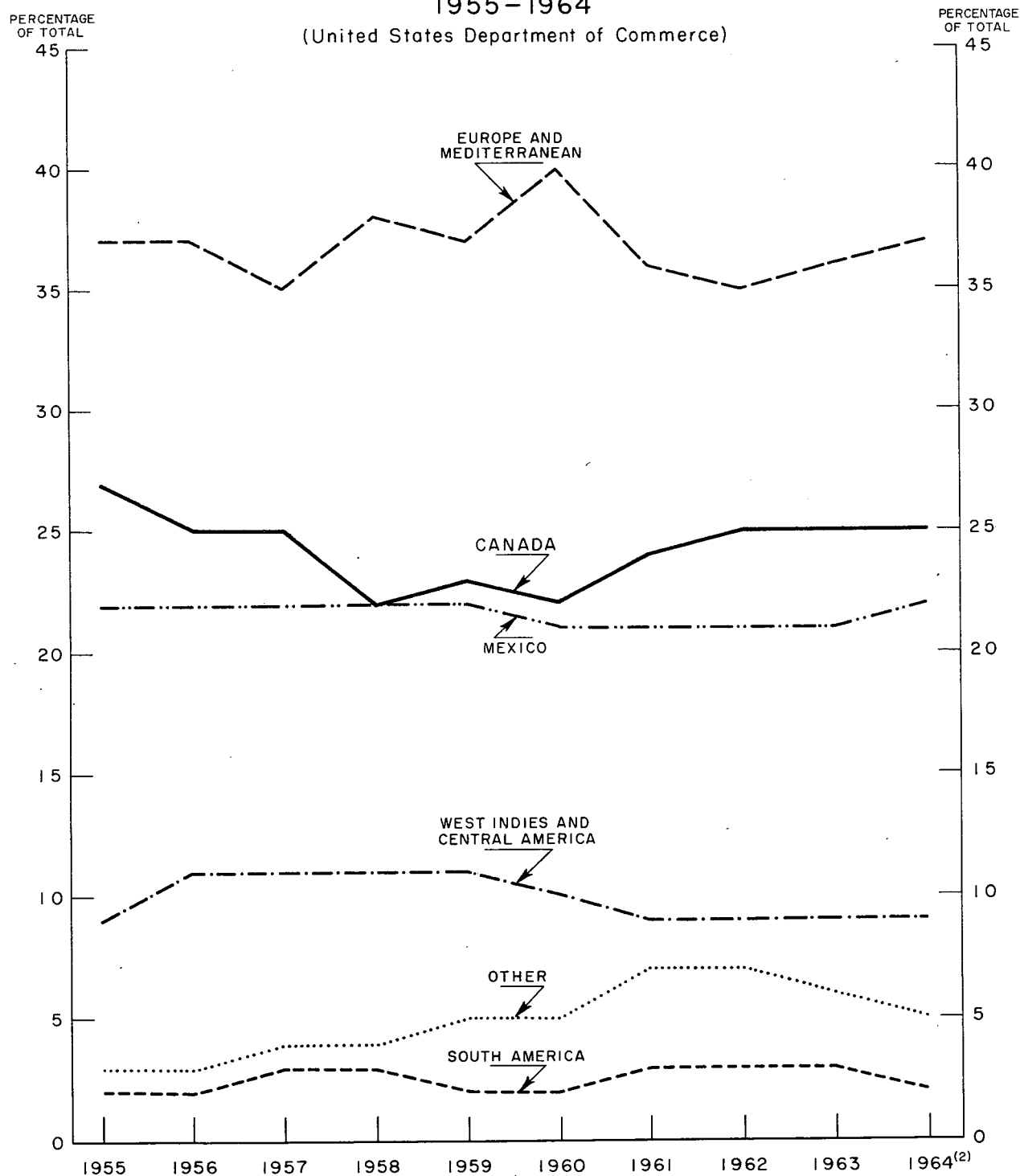
for transportation. This represents an increase of only \$20 million or 3.3 per cent above the 1963 figure. A substantial decline in travel on foreign vessels offset much of the increase in travel by air. Total payments to foreign countries thus amounted to \$2,851 million in 1964 as compared with \$2,705 million in 1963, an increase of \$146 million or 5.4 per cent. Transportation payments to United States carriers advanced by \$40 million or 8.2 per cent to a record \$530 million. Total fares paid to these carriers represented between 45 and 46 per cent of the total cost of transportation as compared with between 44 and 45 per cent in 1963.

¹ Source: United States Department of Commerce, "Survey of Current Business June 1965".

CHART-2

DISTRIBUTION OF TRAVEL EXPENDITURES⁽¹⁾ IN FOREIGN COUNTRIES BY RESIDENTS OF THE UNITED STATES 1955-1964

(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 1964 ARE SUBJECT TO REVISION.

United States residents travelling abroad in 1964 (excluding travel to Canada or Mexico and cruise travellers) numbered 2,220,000, an increase of 230,000 or 11.6 per cent more than in the preceding year. Of this total, some 1,943,000 travelled by plane, an increase of 271,000 or 16.2 per cent in comparison with the previous year. On the other hand, boat travel experienced a decline in 1964 as the number of Americans travelling overseas by this means of transportation dropped by 41,000 or almost 13 per cent to 277,000, the lowest level since 1959.

Following the trend of sea travel, cruise travel in 1964 also fell below levels attained in previous years. The number of Americans taking cruises fell to 295,000, a drop of 27,000 or between 8 and 9 per cent from the comparable 1963 volume. Even though the total number of persons taking cruises declined, United States flag cruises attracted 14 per cent more passengers while foreign flag cruises carried 11 per cent fewer American passengers than in 1963. As a result, the share received by American ships in the cruise market advanced to 12 per cent from 10 per cent in the previous year.

An examination of American overseas travel by area of destination shows that some 1,250,000 Americans had visited areas in Europe and the Mediterranean during 1964. This marks an increase of 148,000 or 13.4 per cent over the 1963 volume. Estimated expenditures within this region amounted to \$815 million, a \$60 million or 8 per cent increase

in comparison with the 1963 total. Furthermore, these expenditures as a proportion of the total came to 36.8 per cent as compared with 36.1 per cent in 1963. The downward trend in the average cost of a trip to Europe by American travellers continued in 1964. United States residents visiting Europe spent, on the average, \$1,170 per trip as compared with \$1,200 in 1963. Lower transatlantic air fares contributed to this decline in several ways. The lower air fares apparently attracted some travellers from relatively high cost sea travel and, in addition, because the fares were offered for trips lasting 2 to 3 weeks only, they reduced the average length of stay and this led to reductions in total outlays. Air fares to Europe averaged \$490, a drop of \$40 or between 7 and 8 per cent from the 1963 average. On the other hand, sea fares rose by 5 per cent to an average of \$660. The total cost of transatlantic transportation to Europe averaged \$520 per U.S. traveller, \$30 or about 5.5 per cent below the 1963 figure. Expenditures for travel within Europe came to \$650 for the average U.S. traveller. This marks a decline of about 3 per cent from the 1963 figure of \$670. Americans arriving in Europe by air spent about \$600 each compared with \$630 in 1963, while the average expenditure per sea traveller to Europe rose by \$40 to \$890. Of the total visits to Europe more than 200,000 involved business purposes. About 115,000 were for business only and another 95,000 combined a business trip with travel for pleasure. Still another 800,000 United States residents travelled to Europe solely for pleasure while an estimated 240,000 travelled for other reasons.

STATEMENT 12. Expenditures for Foreign Travel by Residents of the United States, 1960 - 64
In Terms of United States Currency

	1960	1961	1962	1963	1964
	millions of dollars				
Transportation	865	865	990	1,105	1,165
Foreign - flag carriers	505	507	575	615	635
United States - flag carriers	360	358	415	490	530
Expenditures abroad	1,732	1,735	1,885	2,090	2,216
Canada	380	425	479	522	550
Mexico	365	370	395	448	480
Europe and Mediterranean	692	618	652	755	815
West Indies and Central America	166	160	178	180	190
South America	45	48	55	56	57
Other overseas areas	84	114	126	129	124
Grand totals	2,597	2,600	2,875	3,195	3,381

Source: Survey of Current Business, United States Department of Commerce, Office of Business Economics, June 1965.

United States travel expenditures in Mexico amounted to an estimated \$480 million in 1964, some \$32 million or about 7 per cent more than in 1963. This makes Mexico the second largest recipient of American travel disbursements. Canada usually receives the largest share of United States

payments for travel. It should be noted that the majority of the U.S. travel payments to Mexico consists of expenditures by persons visiting the border area only. Spending in the border area accounted for \$340 million or 71 per cent of the total.

The number of American visitors to the West Indies and Central America amounted to 701,000, an increase of 67,000 or between 10 and 11 per cent in comparison with the previous year. Together with cruise passengers to this area (not included in the volume of visitors referred to above) they spent an estimated \$190 million, some \$10 million more than in the preceding year.

The number of United States residents who visited South America in 1964 advanced by 10,000 to 107,000. Total estimated expenditures by this group of travellers came to \$57 million, a slight increase in comparison with the 1963 figure of \$56

million. Travel to other overseas areas, which had shown a strong upward trend in recent years, came to a halt in 1964. The number of U.S. residents travelling to other overseas areas in 1964—mainly the Pacific area—advanced by only 2,000 or 1.3 per cent to 162,000. This compares with a 13 per cent increase in volume recorded in 1963. Reduced per capita spending brought a decline in total estimated expenditures from \$129 million in 1963 to \$124 million in 1964. Hong Kong and Japan continued to be the principal areas visited. Hong Kong was visited by 85,000 American travellers, 10,000 more than in 1963, while about 75 per cent of all U.S. travellers to the Pacific region visited Japan where they spent some \$54 million.

Canadian Travel in the United States

In 1964 Canadian travel to the United States set new records in terms of number of travellers and millions of dollars spent. Rising incomes and more leisure time would help to explain the increases, as would a gradual subsiding of the effects of the 1962 Canadian dollar devaluation and reduced customs exemption. All five means of transportation—auto, plane, bus, rail and boat—showed increases over the 1963 figures both in the numbers travelling by each means and in the amount of money these travellers spent. As a result, payments made by Canadian travellers in the United States in 1964 made travel the third leading "import" from that country.

The total expenditure of each group of travellers increased by a greater percentage than did their numbers, indicating higher expenditures per person in 1964. One of the largest increases was that of long-term motorists whose average expenditure increased substantially over their 1963 rate. More than five times as many Canadian travellers were short-term visitors to the United States rather than long-term visitors. Travellers entering and leaving

on the same day are considered short-term visitors, while those staying one or more nights are classified as long-term. However, in spite of their smaller numbers, long-term travellers as a group spent over seven times as much money in the United States as did the short-term visitors who do not require accommodation. The much higher expenses of long-term travellers for food, local transportation and miscellaneous items would also help to account for the very great difference in expenditures. Unlike Canadian travel to Europe, for which visiting friends and relatives was the most frequent purpose of trip, the main reason for Canadian travel to the United States was for recreation, with visiting friends and relatives placing second.

The following sections contain more detailed information on the numbers and expenditures of Canadian travellers in the United States who are classified by the type of transportation used, their lengths of stay, and their purposes of trip. In most instances, annual totals are given first, then broken down on a quarterly basis.

STATEMENT 13. Number and Expenditures of Canadian Travellers in the United States,¹ 1961-64

Type of transportation	Number of persons				Expenditures			
	1961	1962	1963	1964	1961	1962	1963	1964 ²
	thousands				millions of dollars			
Automobile	23,339	22,354	23,046	24,652	237.6	203.1	195.0	254.1
Non-automobile:								
Plane	458	485	491	544	108.6	114.8	99.2	115.4
Bus	431	431	400	449	46.3	42.4	40.8	50.0
Rail	267	251	240	256	38.9	36.6	29.9	33.2
Boat	110	115	115	116	3.9	4.0	2.4	3.8
Other	4,684	4,309	5,098	6,147	19.4	13.2	16.3	19.6
Totals, non-automobile	5,950	5,591	6,344	7,512	217.1	211.0	188.6	222.0
Grand totals	29,289	27,945	29,390	32,164	454.7	414.1	383.6	476.1

¹ Exclusive of Hawaii.

² Subject to revision.

The number of Canadians returning from trips to the United States reached a record 32.2 million in 1964, an advance of 2.8 million or between 9 and 10 per cent above the corresponding 1963 total. A quarterly examination of the total shows that in comparison with 1963, gains were recorded in all quarters of the year. Return trips in the first quarter amounted to 6,012,000, some 1,238,000 or almost 26 per cent more than in the same period of 1963, while the number of Canadians returning from the United States during the third quarter advanced by 1,010,000 or 9.6 per cent to 11,536,000. The number of re-entries during the fourth quarter, amounting to 6,426,000, represented a gain of 493,000 or 8.3 per cent in comparison with 1963 data. There was little change in the second quarter when the increase amounted to some 33,000 or 0.4 per cent. Contributing to the heavy increase in the first quarter of 1964 and relatively little change in the second quarter was the fact that the Easter holiday was in March, whereas in 1963 it occurred in the second quarter.

Canadian Travel in the United States by Type of Transportation

Passenger car registrations in Canada have been increasing steadily each year and in 1964 numbered 5,037,861. When compared with the 4,788,896 figure of 1963, this represents an increase of 248,965 or 5.2 per cent. Passenger car registrations during 1964 indicate there was one automobile for every 3.8 persons in Canada, while in 1963 the comparable ratio was 3.9 persons. The total number of Canadian automobiles returning to Canada from trips to the United States in 1964 amounted to 9,157,224, some 611,751 or 7.2 per cent more than in 1963. The 5.2 per cent increase in passenger car registrations no doubt contributed to the increase in the number of crossings by Canadian automobiles to the United States.

Canadians returning from the United States by automobile in 1964 numbered 24,652,000, an increase of 1,606,000 persons or 7 per cent above the total recorded in the year 1963. On a quarterly basis, each quarter registered an increase in the number of persons re-entering by automobile. Persons returning by automobile in the first quarter advanced by 598,000 or 15.4 per cent while the advance in the second quarter amounted to 252,000 or 4.3 per cent. Re-entries during the third and fourth quarters represented gains of 731,000 or 8.6 per cent and 25,000 or 0.5 per cent, respectively, in comparison with 1963 data. The estimated expenditures of Canadians travelling to the United States by automobile amounted to \$254.1 million in 1964 as compared with \$195 million in 1963, an increase of \$59.1 million or 30.3 per cent. Higher average outlays per person together with the rise in volume were responsible for this large increase in payments. Furthermore, payments by automobile travellers to the United States (excluding Hawaii) accounted for 53.4 per cent of the total Canadian travel expenditures in that country during 1964. In 1963 the comparable proportion was 50.8 per cent. A quarterly breakdown of these expenditures shows that in-

A combination of increased volume and a 13.4 per cent rise in the average expenditure per person produced a substantial expansion in payments by Canadians visiting the United States during 1964. Total expenditures by residents travelling in the United States during the year are estimated at \$476.1 million as compared with \$383.6 million in 1963, a gain of \$92.5 million or 24.1 per cent. Increases were recorded in each quarter of 1964. Payments during the first quarter show the largest gain, advancing by \$30 million or 39 per cent to \$107.2 million. This indicates the rising popularity of winter vacations in the southern states. Spending in the second quarter amounted to \$128.9 million as compared with \$109.1 million in the same period of 1963, while in the third quarter Canadians are estimated to have spent \$148.3 million in the United States, an increase of \$19.4 million or 15 per cent. Estimated expenditures during the fourth quarter advanced from \$68.4 million to \$91.7 million, a rise of 34 per cent over 1963.

creases in payments were greatest in the first and final quarters of 1964. Expenditures in the first quarter advanced by over 50 per cent to \$47.4 million while payments during the fourth quarter amounted to \$47.6 million as compared with \$31.3 million in the same quarter of 1963. Estimated expenditures by Canadian automobile travellers to the United States during the second and third quarters represented gains of \$13.4 million or 26 per cent and \$12.2 million or 15 per cent, respectively, in comparison with 1963 data.

Canadians returning from the United States by plane in 1964 spent an estimated \$115.4 million in the Continental United States, a gain of \$16.2 million or 16.3 per cent above the 1963 figure. Moreover, the four quarters all showed increases in comparison with 1963. First quarter payments advanced by \$4.8 million or 16.5 per cent while the increase in the second quarter came to \$4.7 million or 16.6 per cent. Expenditures by plane re-entries advanced by \$3.4 million or 16.7 per cent during the third quarter and by \$3.3 million or 15.3 per cent in the final quarter. However, these higher expenditures by plane travellers to the United States represented only 24.2 per cent of the total payments in 1964, whereas in 1963 the proportion was 26 per cent. Re-entries by plane in 1964 amounted to 544,000 persons, some 53,000 or 10.8 per cent more than in the preceding year. Plane re-entries as a proportion of the total number amounted to 1.7 per cent. Higher totals were recorded throughout each quarter of the year, with 13,000 or 10.1 per cent more entries in the first quarter and 11,000 or 8.5 per cent more in the second quarter. Plane re-entries in the third quarter advanced by 17,000 or 14.7 per cent while the fourth quarter registered a gain of 12,000 or 10.3 per cent in comparison with the same period in 1963. Plane re-entries were more evenly distributed among the four quarters of the year than re-entries by other types of transportation. This can be seen from the data shown in Statement 14.

**STATEMENT 14. Number of Canadian Travellers Returning from the United States,¹
compiled Quarterly, 1964**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	thousands				
Automobile:					
Leaving and returning same day	4,030	5,432	7,177	4,126	20,765
One or more nights in United States	462	738	2,037	650	3,887
Totals, automobile	4,492	6,170	9,214	4,776	24,652
Non-automobile:					
Plane	142	140	133	129	544
Bus	92	129	148	80	449
Rail	68	58	75	55	256
Boat	4	19	85	8	116
Other	1,214	1,674	1,881	1,378	6,147
Totals, non-automobile	1,520	2,020	2,322	1,650	7,512
Grand totals	6,012	8,190	11,536	6,426	32,164

¹ Exclusive of Hawaii.

Residents who returned from the United States by bus in 1964 numbered 449,000, some 49,000 or 12.3 per cent more than in 1963. When taken as a percentage of the total number of Canadians travelling in the United States in 1964, bus travellers represent 1.4 per cent, the same proportion as in 1963. A breakdown of the total by quarters shows increases in each, with the largest gain, 23,000 or 33.3 per cent, appearing in the first quarter. Re-entries by bus during the second quarter represented an increase of 12,000 or 10.3 per cent while persons returning by bus in the third quarter advanced by 8,000 or 5.7 per cent. Fourth quarter re-entries represented a gain of 6,000 or 8.1 per cent over the same quarter of 1963. Expenditures of Canadian residents returning by bus from the Continental United States in 1964 are estimated at \$50.0 million, some \$9.2 million or 22.5 per cent more than in the previous year. However, payments by these travellers constituted 10.5 per cent of the total expenditures in 1964, as compared with 10.6 per cent in 1963. In comparison with 1963 data, payments by bus travellers showed increases during each quarter. Expenditures rose by \$3.8 million in the first quarter and by \$1.9 million or 14.4 per cent during the second quarter. Estimated payments during the third and fourth quarters advanced by \$1.2 million or 9.4 per cent and \$2.3 million or 35.4 per cent, respectively.

Canadians re-entering Canada by rail after visiting the United States in 1964 spent an estimated \$33.2 million, an increase of \$3.3 million over the 1963 figure, but representing only 7 per cent of the aggregate expenditures by all types of transportation, as compared to 7.8 per cent in the previous year. Increases over 1963 were noted in each quarter except the fourth where expenditures represented no change. During the first quarter payments rose by \$2.4 million or 32.4 per cent while second quarter payments represented an increase of \$0.2 million

or 2.2 per cent. Estimated expenditures by rail re-entries in the third quarter were \$0.7 million or 9.9 per cent higher than in the same period of 1963. The number of Canadians returning from the United States by rail in 1964 amounted to 256,000 as compared with 240,000 in 1963, a gain of 16,000 or 6.7 per cent. Rail re-entries advanced by 13,000 or 23.6 per cent in the first quarter and by 5,000 or 7.1 per cent in the third quarter. On the other hand, during the second quarter there were 2,000 or 3.3 per cent fewer re-entries by rail while the number recorded in the final quarter represented no change from the previous year. The proportion of Canadians who returned from the United States by rail in 1964 remained about the same as in 1963—0.8 per cent.

Canadians returning from the United States by boat in 1964 totalled 116,000, a slight increase of 1,000 or 0.9 per cent over 1963. Estimated payments by these travellers showed a relatively greater increase, advancing by \$1.4 million or over 50 per cent to \$3.8 million. A large increase in the average expenditure per boat traveller was the main factor behind this substantial expansion in payments. A quarterly breakdown of the number of boat travellers shows that increases were recorded in each of the first three quarters but were somewhat offset by a decline, amounting to 3,000 or 27.3 per cent, in the final quarter of 1964. In comparison with 1963, Canadian boat travellers to the United States spent more in each quarter. Payments during the third quarter showed the largest increase, advancing by \$0.9 million to \$2.4 million. There was a \$0.1 million rise in payments during the first quarter, while estimated expenditures of boat travellers increased by \$0.2 million in both the second and final quarters. Total expenditures by boat travellers represented about 0.8 per cent of the total Canadian travel expenditures in the United States, up from 0.6 per cent in 1963.

**STATEMENT 15. Expenditures of Canadian Travellers Returning from the United States,¹
compiled Quarterly, 1964²**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
millions of dollars					
Automobile:					
Leaving and returning same day	6.4	9.8	12.0	7.6	35.8
One or more nights in United States	41.0	55.3	82.0	40.0	218.3
Totals, automobile	47.4	65.1	94.0	47.6	254.1
Non-automobile:					
Plane	33.9	33.0	23.7	24.8	115.4
Bus	12.1	15.1	14.0	8.8	50.0
Rail	9.8	9.5	7.8	6.1	33.2
Boat	0.2	0.7	2.4	0.5	3.8
Other	3.8	5.5	6.4	3.9	19.6
Totals, non-automobile	59.8	63.8	54.3	44.1	222.0
Grand totals	107.2	128.9	148.3	91.7	476.1

¹ Exclusive of Hawaii.

² Subject to revision.

Canadian residents who return to Canada from the United States as pedestrians, by local bus, etc., are grouped together and shown under the heading "other travellers". During 1964, some 6,147,000 persons were classified as "other travellers", a rise of 1,049,000 or 20.6 per cent above the corresponding 1963 figure. A quarterly analysis of the "other travellers" category showed a large increase of 587,000 in the first quarter while, on the other hand, as compared with 1963, the second quarter total dropped by 275,000 to 1,674,000. There were increases of 272,000 in the third quarter, and 465,000 in the final quarter of 1964. The average expenditure per person in the "other travellers" category is much lower than that attributed to persons traveling by auto or non-automobile means of transportation and therefore, the total expenditures of these travellers is not as high as their numbers might indicate. In 1964, the "other travellers" group accounted for 19.1 per cent of the total number of Canadians visiting the United States, compared with 17.3 per cent in 1963. Persons classified under this heading are estimated to have spent \$19.6 million in the Continental United States in 1964, an advance of \$3.3 million over the \$16.3 million figure in 1963. Although in number "other travellers" represented over 19 per cent of the total, expenditures of this group accounted for only 4.1 per cent of the total payments. Expenditures by these travellers showed advances in the first, third and fourth quarters, of \$1.7 million, \$1.0 million and \$1.2 mil-

lion, respectively. During the second quarter, however, estimated payments by "other travellers" declined by \$0.6 million.

In summary, the total number of Canadians returning from trips to the United States by non-automobile types of transportation in 1964 amounted to 7,512,000, some 1,168,000 or 18.4 per cent more than in 1963. Moreover, non-automobile re-entries represented 23.4 per cent of the total, as compared to 21.6 per cent in 1963. Total expenditures by this group of travellers are estimated at \$222.0 million, compared with \$188.6 million in 1963, a gain of \$33.4 million. However, as a percentage, payments by these travellers represented 46.6 per cent of the overall expenditures, a decline from the 49.2 per cent recorded in the preceding year. In comparison with 1963, expenditure increases were noted in each quarter, with payments during the first quarter experiencing the largest gain, amounting to \$12.8 million. Advances in the other quarters were \$6.4 million in the second quarter, \$7.2 million in the third and \$7.0 million in the final quarter. A quarterly breakdown of the 1964 total of non-automobile re-entries reveals a different pattern, with increases of 637,000 in the first quarter, 303,000 in the third quarter and 480,000 in the fourth quarter when compared with the corresponding 1963 figures. On the other hand, re-entries of non-automobile travellers in the second quarter were down some 252,000 persons in comparison with the same period of 1963.

Canadian Travel in the United States by Length of Stay

Canadian travel in the United States is classified according to the length of stay abroad in the same two categories used in examining non-resident visits to Canada. In other words, Canadians leaving and returning to Canada on the same day are considered in the short-term travel while visits lasting one or more nights abroad make up the long-term

category. In 1964, the number of Canadians leaving and returning to Canada on the same day, i.e., short-term, amounted to 27,016,000. This represents an increase of 2,602,700 re-entries or 10.7 per cent above the number recorded in 1963. These short-term re-entries accounted for 84 per cent of the total travel movement as compared with 83.1 per cent in

the previous year. Persons returning to Canada after spending one or more nights in the United States totalled 5,148,100, some 171,600 or 3.4 per cent more than in 1963. Long-term travellers as a proportion of the total declined from almost 17 per cent in 1963 to 16 per cent in 1964. Total estimated expenditures of short-term travellers to the United States amounted to \$57,575,000, some \$3,635,000 or 6.7 per cent above the 1963 figure. As a percentage of the total, payments by these travellers amounted to 12.1 per cent as compared with 14.1 per cent in the preceding year. Estimated payments by Canadians who had remained one or more nights in the United States rose from \$329,700,000 in 1963 to \$418,517,000 in 1964, a substantial advance of \$88,817,000 or 26.9 per cent. Expenditures by these long-term travellers accounted for 87.9 per cent of

the total Canadian expenditures, an increase of 2 percentage points over the comparable 1963 proportion.

A more detailed breakdown of travel to the United States according to length of stay for Canadian motorists, shows that in 1964 short-term automobile travellers numbered 20,764,400 as compared with 19,191,500 in 1963, an increase of 1,572,900 or 8.2 per cent. At the same time, the expenditures attributed to this group of travellers were estimated at \$35,777,000, a slight advance of \$939,000 or 2.7 per cent over the 1963 figure. As the average outlay per short-term automobile traveller to the United States dropped from about \$1.80 in 1963 to \$1.72 in 1964, the percentage increase in payments was relatively small when compared to the increase in volume.

STATEMENT 16. Expenditures of Canadian Travellers in the United States, by Length of Stay, 1964

Mode of travel	Number of persons	Per cent of grand total	Estimated expenditures ¹	Per cent of grand total
			\$	
Short-term traffic (leaving and returning same day)				
Automobile	20,764,400	64.56	35,777,000	7.51
Plane	26,500	0.08	1,766,000	0.37
Bus	17,000	0.05	219,000	0.05
Rail	6,000	0.02	187,000	0.04
Boat	27,300	0.09	105,000	0.02
Bus in transit	10,500	0.03	—	—
Rail in transit	17,600	0.05	—	—
Other travellers (pedestrians, local bus, etc.)	6,146,700	19.11	19,521,000	4.10
Totals, non-automobile	6,251,600	19.43	21,798,000	4.58
Totals (short-term)	27,016,000	83.99	57,575,000	12.09
Long-term traffic (one or more nights in the United States)				
Automobile:				
One night in the United States	930,300	2.89	9,519,000	2.00
Two or more nights in the United States	2,957,000	9.20	208,830,000	43.86
Totals, automobile	3,887,300	12.09	218,349,000	45.86
Plane	517,900	1.61	113,599,000	23.86
Bus	422,000	1.31	49,810,000	10.46
Rail	232,600	0.72	33,020,000	6.94
Boat	88,300	0.28	3,739,000	0.79
Totals, non-automobile	1,260,800	3.92	200,168,000	42.05
Totals (long-term)	5,148,100	16.01	418,517,000	87.91
Grand totals	32,164,100	100.00	476,092,000	100.00

¹ Subject to revision and excludes Hawaii.

Canadian travellers returning to Canada by automobile after spending one night in the United States numbered 930,300 in 1964, an increase of 115,800 or 14.2 per cent in comparison with the 1963 figure. Expenditures by these motorists advanced to an estimated \$9,519,000 in 1964, some \$206,000 or 2.2 per cent more than in 1963. The 1964 average expenditure per person for automobile travellers staying one night in the United States was \$10.23, a decline from the 1963 average of \$11.43. Motorists

returning to Canada after remaining two or more nights in the United States totalled 2,957,000, some 83,300 or 2.7 per cent below the number registered in the preceding year. Although their total numbers declined, the estimated payments of this group rose from \$150,865,000 in 1963 to \$208,830,000 in 1964, an increase of \$57,965,000 or 38.4 per cent. This substantial increase in payments can be attributed to the higher average outlay per person which rose from about \$50 in 1963 to \$70 in 1964. The expendi-

tures of these motorists represented 43.9 per cent of the total payments in 1964, an advance of almost 5 percentage points from the corresponding 1963 proportion. On the other hand, the number of persons in this category accounted for only 9.2 per cent of the total number, a decline from the 10.3 per cent registered in 1963. The average length of stay of Canadian automobile travellers remaining two or more nights (three or more days) in the United States was 10.3 days in 1964, a gain of about 2 days over the 1963 average. The average expenditure per person per day in this category rose from \$6.05 in 1963 to \$6.83 in 1964.

Tables 13, 14 and 15, in the statistical tables section of this report, give a detailed breakdown of Canadian automobile traffic returning from trips to the United States. Vehicles shown as one day in the

United States are those leaving and returning on the same day, while cars remaining in the United States for one night are included in the two-day class. Statement 17 shows the number of Canadian travellers returning from the United States by automobile as well as non-automobile types of transportation by length of stay category. Motorists remaining from 3 to 7 days in the United States numbered 1,785,544 and represented 7.2 per cent of the total automobile traffic to the United States. Those staying from 8 to 14 days totalled 657,972 or 2.7 per cent of the total, while 302,820 or 1.2 per cent of the motorists remained between 15 and 21 days. Only 210,603 or 0.9 per cent of the total Canadian motorists remained in the United States 22 days or more. About 84.2 per cent of the total number of Canadian automobile travellers to the United States in 1964 was in the one-day category.

STATEMENT 17. Canadian Travellers Returning to Canada from the United States, classified according to Length of Stay, by Selected Types of Transportation, 1964

Estimated days stay in the United States	Number of persons			
	Automobile	Plane	Bus ¹	Rail
1 ²	20,764,407	26,493	16,972	6,018
2.....	930,342	56,551	48,689	21,452
3- 7.....	1,785,544	200,487	170,539	104,107
8- 14.....	657,972	124,866	98,406	50,920
15- 21.....	302,820	69,768	45,087	23,030
22 and over.....	210,603	66,260	59,232	33,066
Totals	24,651,688	544,425	438,925	238,593

¹ Excluding in transit traffic.

² Persons leaving and returning on the same day.

Canadians classified as short-term but returning to Canada by means other than automobile amounted to 6,251,600, an advance of 1,029,800 or 19.7 per cent in comparison with 1963. They accounted for 19.4 per cent of the total traffic compared with 17.8 per cent in the preceding year. Expenditures by short-term non-automobile travellers to the United States in 1964 are estimated at \$21,798,000, some \$2,696,000 or 14.1 per cent more than the comparable figure for 1963. Expenditures by these travellers taken as a proportion of the total fell from about 5 per cent in 1963 to 4.6 per cent in 1964. The number of non-automobile travellers returning from trips to the United States after having spent one or more nights abroad totalled 1,260,800 as compared with 1,121,700 in 1963, a gain of 139,100 or 12.4 per cent. Although in numbers, these travellers represented only 3.9 per cent of the total, estimated expenditures by this group, amounting to \$200,168,000, accounted for 42.1 per cent of the total payments. In 1963, payments by long-term non-automobile travellers to the United States came to \$169,522,000, or 44.2 per cent of the total Canadian travel payments to the United States (exclusive of Hawaii) during that year.

Canadians returning from the United States by plane after a short-term visit numbered 26,500 in

1964, a decrease of 2,800 when compared with 1963. Payments by this group amounted to \$1,766,000, a decline of \$326,000 when compared with the previous year. On the other hand, the number of re-entries after a long-term visit by plane totalled 517,900, an increase of 56,600 or 12 per cent as compared with 1963. The payments attributed to this group are estimated at \$113,599,000, an increase of \$16,513,000 or some 17 per cent. The number of Canadians returning by plane appears in further detail by length of stay in Statement 17. Visits of 3 to 7 days constituted the largest group and amounted to 200,487 or 36.8 per cent of the total plane travel, while the next largest group, totalling 124,866 or 23 per cent of the aggregate, remained from 8 to 14 days in the United States. This is much the same pattern for these two groups as appeared in 1963. The average expenditure per trip for Canadians returning by plane amounted to \$211.90 in 1964 compared with \$202.20 in 1963. The highest average outlay per person per day appeared in the same day traffic and amounted to \$66.60. Data in Table 16 show that the average expenditure per person per day declines progressively as the length of stay is extended. No doubt the cost of transportation is a factor contributing to higher expenditures per day for the shorter lengths of stay.

Persons leaving Canada and returning on the same day by bus (excluding in transit) numbered 17,000 in 1964, a decrease of some 2,700 when compared with 1963. Expenditures of this group of short-term bus travellers also experienced a drop which amounted to \$41,000, or approximately 16 per cent less than in the previous year. Long-term re-entries by bus in 1964 amounted to 422,000, an increase of 54,500 or some 15 per cent above the number reported in 1963. Expenditures of this group are estimated at \$49,810,000, an increase of \$9,274,000 or 23 per cent over the previous year. Canadians returning by bus after visits of 3 to 7 days amounted to 170,539 or 39 per cent of the total number of

Canadians returning by bus, while visits lasting 8 to 14 days accounted for 98,406 or 22 per cent of the total. The average expenditure per person returning by bus in 1964 came to \$114.00, an increase of

\$8.60 or 8 per cent in comparison with 1963. The average expenditure per person per day amounted to \$8.60, some 20 cents above the average for the previous year. The length of stay averaged 13 days as compared with 12 days in 1963 and, no doubt, this influenced the increase in the average expenditure per trip in 1964. Bus travellers spending one night in the United States had the highest average expenditure per person per day.

STATEMENT 18. Canadian Travellers Returning to Canada from the United States, Percentage of Volume, classified according to Length of Stay, by Selected Types of Transportation, 1964

Estimated days stay in the United States	Percentage of volume			
	Automobile	Plane	Bus ¹	Rail
1 ²	84.2	4.9	3.9	2.5
2	3.8	10.4	11.1	9.0
3- 7	7.2	36.8	38.8	43.6
8- 14	2.7	22.9	22.4	21.3
15- 21	1.2	12.8	10.3	9.7
22 and over	0.9	12.2	13.5	13.9
Totals	100.0	100.0	100.0	100.0

¹ Excluding in transit traffic.

² Persons leaving and returning on the same day.

Short-term re-entries of Canadians from the United States by rail (exclusive of in transit) amounted to 6,000 crossings in 1964, a decline of 1,300 from the corresponding 1963 total. Their expenditures, amounting to \$187,000, represent a reduction of some \$95,000 from the previous year. Long-term travel by rail amounted to 232,600 as compared with 213,500 in 1963, an increase of 19,100 re-entries or some 9 per cent. Payments by this group are estimated at \$33,020,000, a gain of \$3,406,000 or between 11 and 12 per cent. Following the pattern shown in travel by plane and bus, the largest proportion spent from 3 to 7 days in the United States, accounting for 104,107 or 43.6 per cent of the total. Again, following the pattern of plane and bus travel, the second largest group stayed from 7 to 14 days and accounted for 50,920 trips or 21.3 per cent of the total. The average expenditure per person for Canadians returning by rail in 1964 was \$139.00, an increase of \$3.58 or 2.6 per cent from the average of \$135.42 shown in 1963. The average expenditure per person per day changed very little from the previous year and, comparable to the plane and bus travel, the highest average per day appeared in same day traffic as shown in Table 18.

Residents leaving and returning to Canada on the same day by boat numbered 27,300, a decrease

of 7,800 and their expenditures are estimated at \$105,000, some \$53,000 lower than expenditures for this group in 1963. On the other hand, there were 88,300 long-term re-entries by boat in 1964, some 8,900 or 11.2 per cent more than in 1963. Their expenditures of \$3,739,000 were some \$1,453,000 higher than the comparable figure for the previous year.

Included in the payments of Canadian travellers remaining two or more days in the United States is the value of merchandise declared under the customs exemption privilege. However, since the value entitled to exemption was reduced from \$100 to \$25 in June 1962, this item is becoming of less significance in comparison with earlier years. The value of merchandise declared by Canadians returning from trips to the United States totalled \$23,872,764 in 1964, an increase of \$2,062,488 or 9 per cent over the figure of \$21,810,276 declared in 1963. The average value for declaration in 1964 amounted to \$20.15 as compared to \$20.21 in 1963. The number of declarations made by Canadians returning from the United States totalled 1,184,623 in 1964, an increase of 105,554 or 10 per cent over the year 1963. The value of declared merchandise as a portion of total expenditures amounted to 5 per cent in 1964, as compared with 5.7 per cent in 1963.

Canadian Travel in the United States by Purpose of Trip

The travel survey of Canadian residents returning from visits to the United States covers data on the purpose of trip. As many of the persons who complete questionnaires indicate more than one reason for their visit, the purpose of trip data are compiled in three main groups: questionnaires reporting one purpose only; those reporting two or more purposes; and the aggregate of all questionnaires showing purpose of trip. The information tabulated showed that the specified purpose of trip varied considerably in each of the groupings in 1964.

Compilations of all questionnaires which reported one or more purposes of trip showed that most Canadians travelled to the United States for recreation, which includes vacation and other holiday travel. This reason was indicated by 46.3 per cent of the respondents in 1964. Visiting friends or relatives appeared as the second most popular reason for travel, having been specified by 31.9 per cent

of the selected persons. Compilations of survey data also indicated that 10.9 per cent of the Canadians visiting the United States in 1964 did so for business reasons while shopping trips were listed by 5.3 per cent of the respondents. Travel for reasons of health was indicated by 3.6 per cent of the Canadians surveyed in 1964.

Tabulations of questionnaires reporting only one purpose of trip yielded different values from those obtained through an analysis of the aggregate of all questionnaires. Recreation was specified by 48.5 per cent of the respondents while visits to friends or relatives was indicated by 32 per cent of the persons in this grouping. Business trips were listed by 12.2 per cent of the respondents, travel for health reasons accounted for 3.2 per cent, and 2.2 per cent of the Canadians visiting the United States did so in order to shop.

STATEMENT 19. Purpose of Trip¹ Reported by Canadians Returning from the United States, compiled Quarterly, Questionnaire Survey, 1964

Period of re-entry	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other	Total
	per cent							
First quarter	13.0	0.3	1.1	43.9	35.7	4.9	1.1	100.0
Second quarter	15.1	0.6	2.0	43.8	31.2	5.9	1.4	100.0
Third quarter	6.5	0.6	2.1	58.8	29.7	0.8	1.5	100.0
Fourth quarter	17.7	1.1	3.9	41.8	32.8	1.5	1.2	100.0
Year	12.2	0.6	2.2	48.5	32.0	3.2	1.3	100.0

¹ Questionnaires reporting one purpose only.

When data from questionnaires reporting two or more purposes of trip were examined, the results varied from those obtained through a consideration of questionnaires reporting one purpose only, and the aggregate of all questionnaires. Recreation maintained its favoured position as the main reason for travelling to the United States, accounting for 38.8 per cent of the respondents who checked two or more purposes of trip. Visiting friends or relatives was next in order of popularity, as it was in the other two groupings, being specified by 31.6 per cent of those travelling for two or more reasons. It was in this grouping of returned questionnaires that the highest proportion of respondents, 16.1 per cent, reported shopping in combination with other purposes of trip. On the other hand, the proportion of trips for business reasons was lowest in this group of questionnaires, representing only 6.1 per cent. Persons specifying health as their purpose of trip amounted to 5.3 per cent, and "other reasons" for travel to the United States accounted for 1.6 per cent of the respondents in this grouping.

The statements and following text in this section concerning the purpose of trip of Canadians travelling in the United States during 1964 refer to data from completed questionnaires specifying one purpose of trip only.

In comparison with 1963, the most significant change was in the proportion of respondents who visited friends or relatives. In 1964, 32 per cent indicated this reason compared with 34.2 per cent in 1963, a decline of 2.2 percentage points. The proportion of respondents specifying recreation advanced by 1.1 points while the percentage of shopping excursions represented a gain of 0.8 percentage points. Travel for business reasons recorded a rise of 0.3 points while the proportions specifying formal study and health both registered slight increases amounting to 0.1 percentage points.

In Statement 19, data compiled from questionnaires specifying one purpose of trip only are shown on a quarterly basis. Recreation was most popular during the third quarter while visiting friends or relatives was most frequently reported by respondents returning to Canada during the first and final quarters. Trips for business were highest during the second and fourth quarters of the year whereas health as a purpose of trip was most often reported by respondents who returned to Canada during the first two quarters of the year. The latter trend can be traced to the fact that many Canadians return in the spring after spending the winter in the Southern United States for their health. The proportion of respondents reporting business as their purpose of trip amounted

to 15.1 per cent in the second quarter and 17.7 per cent in the fourth quarter. The corresponding 1963 proportions came to 15.7 per cent and 17.2 per cent, respectively. Shopping trips accounted for 2 per cent of the respondents returning in the second quarter and 3.9 per cent in the fourth, increases of 0.5 and 1.5 percentage points, respectively, from the year previous. The percentage of Canadians specifying recreation was highest in the third quarter amounting to 58.8 per cent, an advance of 3.1 points over the 1963 proportion. Recreation also recorded percentage increases in the first and final quarters but showed a decrease in the second quarter. Although visits to friends or relatives was most frequently mentioned by respondents returning to Canada during the first quarter, the proportion specifying this purpose, some 35.7 per cent, represented a decrease when compared with the 40.4 per cent in 1963. Some 4.9 per cent of the persons in the survey returning during the first quarter and 5.9 per cent in the second had indicated health as their purpose of travel. In comparison with 1963, the percentage of travel for this purpose represented no change in the first quarter while the second quarter recorded a slight decline amounting to 0.2 percentage points.

A breakdown by purpose of trip according to province of re-entry was also compiled from questionnaires completed by Canadian travellers reporting on one purpose of trip, and is presented in Statement 20. For all practical purposes the province of re-entry is assumed to be the province of residence. While a certain number of Canadian travellers undoubtedly do re-enter Canada by a province other than their province of residence, data collected have shown that such re-entries make up a very small proportion of the total and are statistically insignificant. The frequency of business trips continued to be higher among residents of Alberta than any other province, amounting to 28.6 per cent in 1964 compared with 24.3 per cent in the preceding year. Canadians re-entering Canada by way of ports in Quebec recorded the second largest proportion of business trips—15.3 per cent, an advance of 3 percentage points over the comparable 1963 proportion. Moreover, some 12.1 per cent of the respondents returning through Ontario, 10.2 per cent of the re-entries via Manitoba and 8.9 per cent of those re-

entering Canada by way of British Columbia and the Yukon Territory indicated they had been on business trips. Some 1.4 per cent of the re-entries through Manitoba specified education or formal study as their purpose for travelling to the United States during 1964. This proportion represented no change from the corresponding percentage recorded in 1963 although the highest proportion of trips for this purpose during the previous year was recorded by re-entries via Saskatchewan (2.2 per cent). In 1964 only 0.5 per cent of the respondents returning through Saskatchewan specified formal study. Shopping trips were most frequently reported by Canadian travellers residing in Saskatchewan. In 1964, 10 per cent of these residents specified shopping compared with only 3.1 per cent in 1963. Travellers from British Columbia and the Yukon Territory reported the next highest proportion of shopping trips with 4 per cent. In general, shopping was specified more frequently by residents of the Western Provinces than by those living in the Eastern Provinces. Recreation, continually the most popular reason for travel, was indicated by 57.3 per cent of the returning residents of Saskatchewan, an increase of 3.1 percentage points over corresponding 1963 data. During 1963, re-entries via Quebec reported recreation most frequently, amounting to 55.7 per cent, while in 1964, 55.8 per cent of the residents returning via ports in Quebec indicated this same purpose. Travel for recreation accounted for 47 per cent of the re-entries via Manitoba and 45.9 per cent of the respondents returning through Ontario, both increases in comparison with 1963. Visits to friends or relatives was particularly popular among residents of the Atlantic Provinces. In 1964, this purpose accounted for 45.3 per cent of the re-entries via ports in the Atlantic Provinces compared with 47.8 per cent the previous year. Visiting friends or relatives was the purpose of trip for 37.8 per cent of the re-entries through British Columbia and the Yukon Territory, and was also specified by 35.1 per cent of those returning by ports in Ontario. Again in 1964 the frequency of travel for reasons of health was highest among residents of Quebec, with 4.4 per cent indicating this purpose. "Other reasons" for travelling to the United States in 1964 ranged from 0.5 per cent of the re-entries through Quebec to 3.2 per cent of the respondents re-entering Canada via ports in Manitoba.

STATEMENT 20. Purpose of Trip¹ Reported by Canadians Returning from the United States by Province of Re-entry, Questionnaire Survey, 1964

Province of re-entry	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other	Total
	per cent							
Maritimes	6.7	0.8	2.7	40.4	45.3	2.7	1.4	100.0
Quebec	15.3	0.6	0.7	55.8	22.7	4.4	0.5	100.0
Ontario	12.1	0.5	1.8	45.9	35.1	3.2	1.4	100.0
Manitoba	10.2	1.4	3.9	47.0	31.6	2.7	3.2	100.0
Saskatchewan	5.7	0.5	10.0	57.3	22.1	2.2	2.2	100.0
Alberta	28.6	1.1	1.0	33.4	31.4	1.6	2.9	100.0
British Columbia and Yukon Territory	8.9	0.7	4.0	45.7	37.8	1.4	1.5	100.0
Canada	12.2	0.6	2.2	48.5	32.0	3.2	1.3	100.0

¹ Questionnaires reporting one purpose only.

Data were also compiled from returned questionnaires (reporting one purpose only) on the purpose of trip according to the type of transportation used in returning to Canada. This information is presented in Statement 21. During 1964, 36 per cent of the non-automobile travellers specified recreation, the same as in 1963, while visiting friends or relatives accounted for 31.2 per cent of the non-automobile travel to the United States, a decline from the 35.8 per cent recorded in 1963. In addition, non-auto travel to the United States for business reasons advanced from 21.8 per cent in 1963 to 24.5 per cent in 1964. In each case, the proportions for all other reasons specified by non-automobile travellers in 1964 were higher than corresponding data for 1963. Some 32.3 per cent of the plane travellers specified business, 35.8 per cent indicated recreation, while 24 per cent recorded visits to friends or relatives. In addition, travellers returning by this means of transportation also recorded the highest proportion of travel for health reasons, amounting to 6 per cent. On the other hand, most of the bus travellers indicated they had been to the United States for recreational purposes (46.3 per cent) or to visit friends or relatives (41.4 per cent). Shopping trips were specified by 4.3 per cent of the respondents who had re-entered Canada by bus. Visiting friends or relatives was the most popular reason given by rail travellers, accounting for 53.9 per cent of the respondents returning to Canada by train. Some 8.8 per cent of the rail travellers indicated they had been to the United

States in 1964 for business reasons. Recreation accounted for the largest single proportion of travel by boat, amounting to 49.1 per cent.

In 1964, recreation was specified by 55.8 per cent of the respondents returning to Canada by automobile compared with 55.5 per cent in the previous year. Visiting friends or relatives was specified by 32.5 per cent of the automobile travellers, a slight decline of 0.5 percentage points from the 1963 proportion. The most significant change with regard to automobile travel by purpose of trip was an increase of 0.9 points in the proportion who had been to the United States for shopping purposes, which amounted to 2.8 per cent. The proportions of travel for business reasons and for formal study remained about the same as in 1963, while the percentages of automobile travellers who reported other purposes of trip in 1964 were slightly below corresponding 1963 data.

When purpose of trip data are examined, consideration must be given to those questionnaires which indicate an in transit trip through the United States to a Canadian province of destination rather than an area visited in the United States. However, in 1964 only about 1 per cent of the long-term Canadian travel movement was in transit. Furthermore, data obtained from questionnaires specifying in transit travel reveal that the majority originated in Ontario, travelled by automobile and were destined for either the Atlantic or the Prairie Provinces.

STATEMENT 21. Purpose of Trip¹ Reported by Canadians Returning from the United States by Type of Transportation, Questionnaire Survey, 1964

Type of transportation	Percentage of persons reporting main purpose of trip							
	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other	Total
Plane	32.3	1.1	0.1	35.8	24.0	6.0	0.7	100.0
Bus	2.5	0.8	4.3	46.3	41.4	2.0	2.7	100.0
Rail	8.8	1.3	3.0	28.2	53.9	4.0	0.8	100.0
Boat	6.6	—	2.1	49.1	40.1	0.7	1.4	100.0
Totals, non-automobile	24.5	1.1	1.1	36.0	31.2	5.1	1.0	100.0
Automobile	5.0	0.3	2.8	55.8	32.5	2.1	1.5	100.0
Grand totals	12.2	0.6	2.2	48.5	32.0	3.2	1.3	100.0

¹ Questionnaires reporting one purpose only.

Information on the length of stay in the United States was compiled from the questionnaire survey and the results varied significantly according to the purpose of trip, transportation used, province of re-entry and time of year. For purposes of simplification, information on average length of stay was compiled from data representative of all types of transportation.

In 1964, persons who indicated formal study as their purpose of trip remained an average of 74 days which was considerably longer than the average stay for other purposes of trip. The second longest average stay was recorded by persons travelling for health reasons who remained 47.7 days. Canadians specifying recreation as their purpose of trip during 1964 stayed in the United States an average of 11.3

days, while visits to friends or relatives lasted 10.7 days on the average. Shopping trips averaged 2.9 days and business trips 6.9 days. The average length of stay recorded by Canadians specifying "other reasons" came to 11.7 days in 1964.

An examination of average length of stay by purpose of trip according to province of re-entry indicates that the longest average stay for business trips was attributed to residents of British Columbia and the Yukon Territory who remained 9.4 days. Average length of stay per traveller specifying visits to friends or relatives ranged from 8.9 days for re-entries via Quebec to 18.9 days for persons returning through ports in Alberta. An analysis of the questionnaires with purpose of recreation specified shows that residents of the Maritime Provinces averaged the longest stay amounting to 12.5 days, while the shortest length of stay appeared for travellers from Manitoba who averaged 8.4 days.

Additional compilations of data showed that the average length of stay varied with the time of year. For instance, travel for recreation lasted 8.7 days in the third quarter and 14.9 days in the first,

while visiting friends or relatives averaged 9.3 days in the fourth quarter and 12.6 days in the first quarter. The average length of stay per traveller specifying health was highest during the second quarter (74.2 days), reflecting the large number of Canadians returning, at this time of year, from winter vacations in the Southern United States. Compilations showing the average expenditure per person indicate that the highest average expenditure per trip came to \$594.48 and was attributed to Canadians who had travelled to the United States for formal study. A similar analysis of questionnaires reporting health as a purpose of trip shows that respondents in this group recorded the second highest average expenditure per trip—\$477.09. Canadians who had travelled to the United States on business trips during 1964 spent \$177.67 on the average, while the average outlay per trip by respondents who specified recreation amounted to \$156.63. Respondents to the questionnaire survey in 1964 who had visited friends or relatives in the United States spent \$69.16 on the average. The average outlay per person specifying shopping trips to the United States amounted to \$41.96 while the average spent by the group specified as "other travellers" was \$96.90.

Travel Between Canada and Overseas Countries

Volume

Travel between Canada and overseas countries continued to expand during 1964 and the total volume of traffic advanced substantially over the 1963 figure. A breakdown of this traffic reveals that visits direct to Canada by residents of overseas countries numbered 112,763, while Canadians returning from visits overseas totalled 391,645. The number of Canadians travelling to overseas countries represented an increase of 49,588 or between

14 and 15 per cent in comparison with the previous year. As data on overseas visitors to Canada were not available for the first three months of 1963, comparisons cannot be made with the figures for the year 1964. Through the co-operation of the Department of Citizenship and Immigration, data on the number of visitors entering Canada direct from countries other than the United States, which had been discontinued in 1961 and 1962, were again made available early in the spring of 1963.

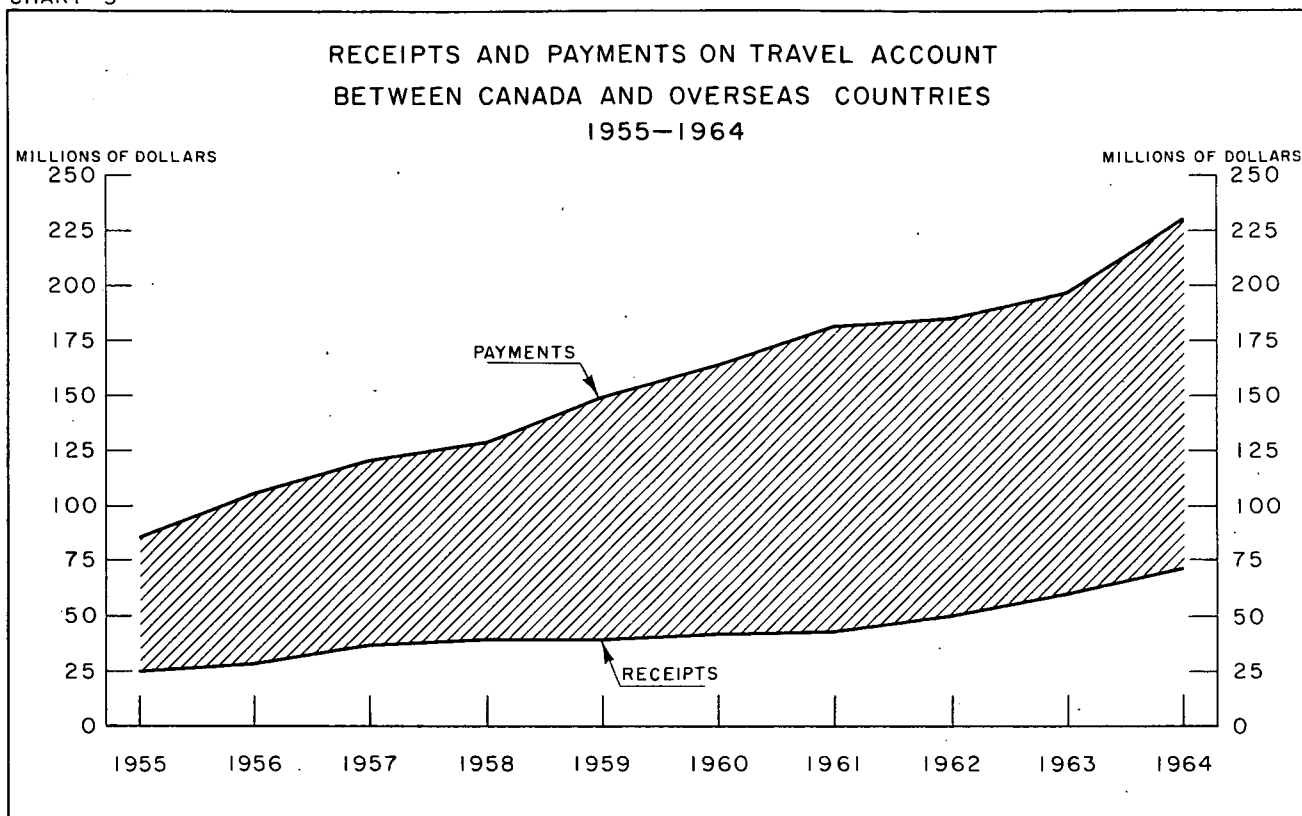
STATEMENT 22. Balance of Payments on Travel Account Between Canada and Overseas Countries,¹ 1963 and 1964²

	All overseas countries		United Kingdom		Other sterling area		Other O.E.C.D. in Europe		All other countries	
	1963	1964	1963	1964	1963	1964	1963	1964	1963	1964
millions of dollars										
Receipts	60	72	28	33	8	11	16	17	8	11
Payments	197	231	70	80	21	23	86	105	20	23
Net balance	- 137	- 159	- 42	- 47	- 13	- 12	- 70	- 88	- 12	- 12

¹ Exclusive of Hawaii.

² Subject to revision.

CHART-3



Expenditures

The net total expenditures involved in travel between Canada and overseas countries are estimated to have reached a record high of \$303 million in 1964. This amount comprises payments by Canadian residents of \$231 million on overseas travel, some \$34 million or 17.3 per cent more than in 1963, and receipts from overseas visitors to Canada of \$72 million, an increase of \$12 million. Therefore,

with payments by Canadians in overseas countries increasing more than receipts from overseas travellers to Canada, the deficit on travel account with overseas countries widened by \$22 million or 16 per cent to \$159 million. This marks the first significant increase in the travel deficit with overseas countries since 1961. During the years 1961 to 1963 the deficit had remained around \$136 million.

Overseas Visitors to Canada

Volume and Expenditures

Non-resident visitors (other than immigrants) arriving in Canada direct from overseas countries numbered 112,763 in 1964. Data for 1963 are available for the last nine months of the year only, and the volume of overseas visitors to Canada during that time amounted to 76,370. The comparable nine-month period of 1964 shows that the volume of entries direct from countries other than the United States numbered 102,624, an increase of 26,254 or 34 per cent over the 1963 figure.

The estimated receipts from residents of overseas countries travelling in Canada during 1964 amounted to \$72 million, an increase of \$12 million or 20 per cent over 1963. Receipts from visitors entering Canada direct from overseas totalled \$51 million, while expenditures of those entering via the

United States are estimated at \$21 million. A further breakdown of the receipts reveals that visitors from the United Kingdom accounted for an estimated \$33 million or 45.8 per cent of the total. Expenditures by travellers from this area increased by \$5 million or 17.9 per cent over 1963. Estimated expenditures by overseas travellers to Canada who came from other "sterling area" countries amounted to \$11 million in 1964, some \$3 million more than in the previous year. Residents of other European countries spent an estimated \$17 million in 1964, accounting for 23.6 per cent of the total receipts from overseas visitors to Canada. In 1963 estimated expenditures by overseas visitors from this area amounted to \$16 million. Estimated expenditures by visitors from areas not already mentioned rose by \$3 million to \$11 million. A quarterly analysis shows that receipts were greatest in the third quarter, amounting to \$30 million. The third quarter

**STATEMENT 23. Non-immigrant Visitors Entering Canada Direct from Overseas Countries,
Principal Countries, compiled Quarterly, 1964**

Country of residence	First quarter	Second quarter	Third quarter	Fourth quarter	Year
United Kingdom	3,550	14,651	24,845	7,640	50,686
Commonwealth countries (n.e.s.)	1,285	2,144	2,982	1,711	8,122
Australia	199	403	861	521	1,984
Bahamas	96	121	40	85	342
Barbados	81	131	221	81	514
Bermuda	278	390	323	136	1,127
Hong Kong	61	58	229	62	410
India	112	242	270	214	838
Jamaica	315	396	226	232	1,169
New Zealand	64	239	315	232	850
Pakistan	31	22	108	51	212
Trinidad and Tobago	48	142	389	97	676
O.E.C.D. in Europe (n.e.s.)	3,580	11,848	13,717	8,280	37,425
Austria	65	233	473	199	970
Belgium	107	400	555	273	1,335
Denmark	101	646	549	358	1,654
France	635	1,385	2,753	1,658	6,431
Germany	713	2,975	2,967	1,836	8,491
Greece	180	342	424	410	1,356
Ireland (Republic)	66	233	215	89	603
Italy	535	1,137	1,141	860	3,673
Netherlands, The	457	3,402	2,534	1,089	7,482
Norway	163	309	794	416	1,682
Portugal	79	104	149	179	511
Spain	80	80	136	143	439
Sweden	271	238	391	266	1,166
Switzerland	128	364	636	504	1,632
Europe (n.e.s.)	362	1,454	1,277	1,130	4,223
Czechoslovakia	62	302	242	134	740
Finland	21	60	94	79	254
Poland	34	302	325	282	943
U.S.S.R.	47	54	91	115	307
Yugoslavia	72	134	125	159	490
Other European countries	126	602	400	361	1,489
Africa	96	162	382	220	860
South Africa (Republic)	52	88	109	87	336
Other African countries	44	74	273	133	524
Asia (n.e.s.)	294	500	983	1,191	2,968
China	48	62	108	99	317
Japan	205	331	568	877	1,981
Other Asian countries	41	107	307	215	670
Middle East	118	264	380	477	1,239
Israel	55	131	198	270	654
Other Middle East countries	63	133	182	207	585
Central America	548	1,440	1,438	905	4,331
Mexico	458	1,268	1,346	720	3,792
Other Central American countries	90	172	92	185	539
South America	112	240	528	392	1,272
Argentina	21	84	103	79	287
Other South American countries	91	156	425	313	985
West Indies (n.e.s.)	53	69	489	137	748
Other countries	141	198	347	203	889
Grand totals	10,139	32,970	47,368	22,286	112,763

also showed the largest increase in comparison with 1963—some \$5 million. Estimated expenditures of overseas visitors during the second quarter totalled \$20 million, some \$2 million more than in the same period of 1963. Receipts from overseas

visitors in the first quarter are estimated at \$6 million, an increase of \$1 million, while in the fourth quarter receipts of \$16 million represent a gain of \$4 million in comparison with 1963 data.

**STATEMENT 24. Non-immigrant Visitors Entering Canada Direct from Overseas Countries,
Principal Ports of Entry, compiled Quarterly, 1964**

Port of entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Gander, Nfld.	212	544	734	377	1,867
Halifax Airport, N.S.	245	770	1,150	570	2,735
Montreal Airport, Que.	6,173	13,899	17,640	12,040	49,752
Toronto Airport, Ont.	1,793	7,385	18,158	4,094	31,430
Winnipeg, Man.	160	842	1,306	614	2,922
Edmonton, Alta.	136	1,259	474	180	2,049
Vancouver Airport, B.C.	865	1,199	2,608	2,064	6,736
Totals	9,584	25,898	42,070	19,939	97,491
Halifax, N.S. (vessel)	292	208	47	154	701
Montreal, Que. (vessel)	—	463	960	288	1,711
Quebec, Que.	—	5,761	3,275	1,172	10,208
Vancouver, B.C. (vessel)	57	184	316	321	878
Totals	349	6,616	4,598	1,935	13,498
Other ports (aeroplane and vessel)	206	456	700	412	1,774
Grand totals	10,139	32,970	47,368	22,286	112,763

The aeroplane was the most popular form of transportation used by overseas visitors travelling to Canada in 1964. Some 98,135 or 87 per cent of the total number of direct entries from overseas countries arrived at the main Canadian airports. Direct arrivals by boat at the main harbours amounted to 13,509, which represents 12 per cent of the total. The breakdown in type of transportation is not available for the remaining 1,119 arrivals who account for about 1 per cent of the total.

Visitors arriving directly from the United Kingdom during 1964 numbered 50,686 and represented 45 per cent of the total number of non-immigrant entries from overseas countries. The number of overseas visitors originating in other Commonwealth countries totalled 8,870 which amounts to 8 per cent of the total volume. Non-immigrant entries from other European countries numbered 37,425, accounting for 33 per cent of the total, while visitors from areas not already specified amounted to 15,782, constituting 14 per cent of the direct entries from overseas.

Length of Stay

Based on compilations from the response to questionnaires which are distributed by port officials to a sample of overseas visitors to Canada, residents of the United Kingdom remained in Canada between 33 and 34 days on the average. Persons from other European countries averaged 34 days in Canada while respondents who were residents of

other Commonwealth countries remained in Canada an average of about 26 days. The average length of stay reported by visitors from areas not already specified amounted to between 15 and 16 days. While overseas visitors travelling to Canada by boat reported a higher average length of stay than plane travellers, it could be that some included the number of days en route to Canada, although they were requested to report only the length of stay in Canada. However, boat travel seems to be the popular choice of transportation for persons with more time to spend on travel and usually the length of stay at destination is longer than that of the plane travellers.

Purpose of Trip

The purpose of trip reported by overseas visitors to Canada during 1964 was ascertained from the aggregate of all questionnaires reporting one or more purposes of trip. Those reporting more than one purpose were weighted and combined with those reporting one purpose only. The resulting information is presented quarterly by area of residence in Statement 25. During 1964, 66.5 per cent of all travellers from overseas countries came to Canada to visit friends or relatives. The corresponding proportion in 1963 amounted to 72.5 per cent. Some 17.8 per cent of the respondents specified business as their purpose for travelling to Canada compared with 15.1 per cent in 1963, while the proportion of travellers who came to Canada for recreational purposes advanced by between 2 and 3 percentage points to 13.3 per cent.

**STATEMENT 25. Purpose of Trip reported by Overseas Visitors to Canada,
compiled Quarterly by Country of Residence, 1964**

Country of residence	Business	Formal study	Recreation	Visiting friends or relatives	Government service
	per cent				
Aeroplane and vessel:					
First quarter:					
United Kingdom	35.3	—	2.0	59.3	3.4
Other European countries	53.2	1.6	6.5	38.7	—
Other Commonwealth countries	28.3	—	17.4	54.3	—
All other countries	23.1	—	—	76.9	—
Totals	37.0	0.3	5.3	55.6	1.8
Second quarter:					
United Kingdom	27.4	—	7.8	63.8	1.0
Other European countries	24.6	2.9	15.4	55.9	1.2
Other Commonwealth countries	22.7	0.9	34.1	42.3	—
All other countries	15.0	5.0	42.5	35.0	2.5
Totals	25.1	1.1	16.7	56.2	0.9
Third quarter:					
United Kingdom	3.5	0.2	10.8	84.5	1.0
Other European countries	13.0	0.7	13.9	71.1	1.3
Other Commonwealth countries	18.2	—	32.5	48.0	1.3
All other countries	8.1	—	48.7	40.5	2.7
Totals	6.9	0.2	14.5	77.2	1.2
Fourth quarter:					
United Kingdom	18.5	0.8	6.5	72.7	1.5
Other European countries	39.3	4.2	5.5	48.7	2.3
Other Commonwealth countries	15.2	—	30.4	41.3	13.1
All other countries	40.5	—	18.9	40.6	—
Totals	26.2	1.7	9.3	60.1	2.7
Year:					
United Kingdom	13.9	0.2	8.7	75.9	1.3
Other European countries	25.5	2.2	11.5	59.3	1.5
Other Commonwealth countries	20.5	0.4	31.5	44.9	2.7
All other countries	21.2	1.6	33.1	42.5	1.6
Grand totals	17.8	0.9	13.3	66.5	1.5

Purpose of trip showed considerable variation according to the area of residence. Almost 76 per cent of the visitors arriving from the United Kingdom came to Canada to visit friends or relatives, while, on the other hand, the proportion of arrivals from other countries who specified this purpose amounted to only 42.5 per cent. The percentage of travel for business reasons ranged from close to 14 per cent of the visitors from the United Kingdom to between 25 and 26 per cent of the respondents originating in other European countries. Recreation was reported by only 8.7 per cent of the travellers

from the United Kingdom but by more than 33 per cent of the arrivals from other countries.

Purpose of trip also displayed marked variation on a quarterly basis. For example, the percentage of travellers who came to Canada to visit friends or relatives ranged from between 55 and 56 per cent in the first quarter to more than 77 per cent in the third. Similarly, travel for business reasons accounted for only about 7 per cent of the overseas arrivals during the third quarter but in the first quarter this proportion amounted to 37 per cent.

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

The number of Canadian residents returning from trips to countries other than the United States has been steadily increasing during the past few years. The economy-priced chartered trips to overseas countries, arranged by organizations, groups, et cetera, have become very popular and, no doubt, contributed to the impressive upsurge in volume for this important segment of travel in 1964. Moreover, the increased interest of Canadians in overseas travel is also evident in expenditures which rose substantially over the 1963 figure.

Residents of Canada returning from trips to countries other than the United States during 1964 amounted to 391,645. This represents an increase of 49,588 or 14.5 per cent over the previous year. A breakdown of this total shows 322,645 residents returning direct to Canada and 69,000 returning via the United States. Comparable data for 1963 show 282,057 returning direct and 60,000 returning via the United States.

Gross expenditures by Canadians returning from trips to countries other than the United States during 1964 are estimated at \$320 million, compared with \$277 million in 1963, an increase of \$43 million or 15.5 per cent. Included in this total are \$165 million for expenditures in overseas countries and \$155 million for oceanic transportation costs. In the previous year, expenditures in overseas countries amounted to \$139 million while oceanic transportation costs totalled \$138 million. Included in the cost of oceanic transportation are payments to Canadian and United States transportation companies amounting to \$79 million and \$10 million, respectively. Payments to Canadian carriers do not represent a transfer of funds outside the country and, therefore, are not included in data on balance of payments. On the other hand, payments to United States carriers are transferred to the travel account between Canada and the United States. Net expenditures of Canadians returning from overseas countries amounted to \$231 million in 1964, a substantial advance of \$34 million or 17.3 per cent over the

preceding year. This \$231 million represents the debit part of the balance of payments on travel account between Canada and overseas countries.

A breakdown of the debits by area shows that the United Kingdom accounted for \$80 million or about 35 per cent of the total payments. Other sterling areas received \$23 million or 10 per cent, other O.E.C.D. countries in Europe \$105 million or 45 per cent, while payments to all other countries totalled \$23 million, which amounts to 10 per cent of the total. In comparison with 1963, payments to other O.E.C.D. countries showed the largest advance, amounting to \$19 million. Increases were also recorded by the United Kingdom (\$10 million), other sterling areas (\$2 million) and all other countries (\$3 million).

Based on survey data, estimates on some of the main destinations of Canadians travelling to countries other than the United States indicate that about 172,000 trips were taken to the United Kingdom and 180,000 to O.E.C.D. countries. Included in both these estimates are some 88,000 persons who took trips to both areas. Residents visiting other Commonwealth countries in 1964 are estimated at 60,000, some 56,000 of whom visited Bermuda and the Caribbean area. The number of Canadians estimated to have visited areas not already specified amounted to 47,000. Included in this figure are an estimated 25,000 Canadian visits to Mexico. In addition, data from the 1964 survey of Canadians visiting countries other than the United States indicate that approximately 18,000 of the travellers visited two or more areas and some 3,000 are estimated to have taken cruises.

An additional breakdown on the estimated number of trips to some of the European countries visited most frequently by Canadian residents returning either direct or via the United States from overseas, indicates that 84,000 visits were made to France, 68,000 to Germany, 54,000 to Switzerland, 53,000 to Italy and 51,000 to The Netherlands. These figures do not include the many visits made to these countries by Canadian civilian or military personnel posted overseas.

Canadian Travel Overseas (Direct)

Volume

During the year 1964 there was a substantial increase in the number of Canadian travellers returning direct from trips to countries other than the United States. Volume figures show there were 322,645 residents who returned direct from trips overseas as compared with 282,057 in 1963, an advance of 40,588 or 14.4 per cent. An analysis on a quarterly basis shows that travel overseas experienced gains in each quarter, particularly in the

second and third quarters. Re-entries during the second quarter rose by 14,205 or almost 24 per cent to 74,043, while Canadians returning direct from overseas countries during the third quarter amounted to 123,395, a gain of 15,059 or about 14 per cent in comparison with the same period of 1963. Direct re-entries totalled 67,176 in the first quarter and 58,031 in the final quarter, while the corresponding numbers in 1963 were 60,502 and 53,381, respectively.

**STATEMENT 26. Residents of Canada Returning Direct from Overseas Countries,
Principal Ports of Re-entry, 1960 - 64**

Port of re-entry	1960	1961	1962	1963	1964
Gander, Nfld.	4,471	6,885	6,962	5,421	4,537
Halifax Airport, N.S.	1,588 ¹	5,355	5,817	7,610	7,673
Sydney Airport, N.S.	656	795	906	1,111	695
Montreal Airport, Que.	77,965	96,859	104,184	105,399	119,866
Ottawa, Ont.	51	2,511	2,253	2,145	5,194
Toronto Airport, Ont.	36,673	44,021	57,472	77,578	89,839
Winnipeg, Man.	483	3,997	4,357	5,726	8,285
Edmonton, Alta.	2,705	2,575	4,107	6,694	8,572
Calgary, Alta.	—	150	438	1,350	3,193
Vancouver Airport, B.C.	17,040	16,630	19,806	23,652	26,616
Totals	141,632	179,778	206,302	236,686	274,470
St. John's Nfld.	430	300	16	15	8
Halifax, N.S. (vessel)	4,502 ²	2,789	2,550	2,295	2,186
Saint John, N.B.	399	510	2,283	233	77
Quebec, ³ Que.	34,601	30,524	27,713	23,786	18,891
Vancouver, B.C. (vessel)	1,512	2,526	2,718	2,160	2,529
Totals	41,444	36,649	35,280	28,489	23,691
Other ports (aeroplane and vessel)	5,490	6,691	11,818	16,882	24,484
Grand totals	188,566	223,118	253,400	282,057	322,645

¹ August-December inclusive.² Includes re-entries by aeroplane prior to August, 1960.³ Many returning residents cleared at Quebec disembark at Montreal.

**STATEMENT 27. Residents of Canada Returning Direct from Overseas Countries,
Principal Ports of Re-entry, compiled Quarterly, 1964**

Port of re-entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Gander, Nfld.	897	1,057	1,498	1,085	4,537
Halifax Airport, N.S.	784	2,413	2,892	1,584	7,673
Sydney Airport, N.S.	—	—	627	68	695
Montreal Airport, Que.	24,581	28,441	44,309	22,535	119,866
Ottawa, Ont.	393	1,284	2,695	822	5,194
Toronto Airport, Ont.	19,312	20,391	35,363	14,773	89,839
Winnipeg, Man.	968	1,847	3,905	1,565	8,285
Edmonton, Alta.	754	2,682	4,072	1,064	8,572
Calgary, Alta.	939	945	1,121	188	3,193
Vancouver Airport, B.C.	10,206	4,385	7,547	4,478	26,616
Totals	58,834	63,445	104,029	48,162	274,470
St. John's, Nfld.	—	2	6	—	8
Halifax, N.S. (vessel)	1,166	353	209	458	2,186
Saint John, N.B.	—	—	—	77	77
Quebec, ¹ Que.	—	5,131	10,122	3,638	18,891
Vancouver, B.C. (vessel)	1,145	617	408	359	2,529
Totals	2,311	6,103	10,745	4,532	23,691
Other ports (aeroplane and vessel)	6,031	4,495	8,621	5,337	24,484
Grand totals	67,176	74,043	123,395	58,031	322,645

¹ Many returning residents cleared at Quebec disembark at Montreal.

Expenditures

It is estimated that the gross expenditures by Canadians returning direct from overseas countries climbed to a record high of \$256 million in 1964, an increase of \$28 million or approximately 12 per cent compared with 1963. Of this \$256 million, \$134 million was allocated for expenditures in overseas countries and \$123 million for oceanic transportation costs. Included in the transportation costs are some \$3 million in payments to United States carriers which are debited to the travel account with that country, and \$71 million in fares to Canadian carriers which do not represent a movement of money outside Canada and, therefore, are not included in the net payments of Canadians travelling overseas. The transportation costs paid to Canadian carriers represented approximately 58 per cent of all transportation payments to both foreign and domestic carriers. This proportion represents no increase over the corresponding 1963 figure. During the period 1960-63, the share that Canadian transportation companies received of the total transportation costs had been steadily increasing. Canadians returning direct in 1964 paid about \$49 million to carriers (other than those of United States or Canadian registry) for transportation to and from North America and their expenditures in overseas countries amounted to some \$134 million, together representing a total of \$183 million in payments. This marks an increase of \$22 million or 13.7 per cent over the 1963 amount.

A breakdown of the estimated expenditures by Canadians within overseas countries (excluding all transoceanic transportation costs) shows that disbursements within the United Kingdom amounted to \$43.1 million, marking an increase of \$4 million or about 10 per cent in comparison with 1963 data. Other European countries received \$64 million, exceeding the figure for the previous year by \$12.2 million or almost 24 per cent. Canadians returning direct from travel to other sterling areas spent \$15.1 million within these countries, around \$0.5 million or between 3 and 4 per cent more than in 1963. Expenditures within all other countries not elsewhere specified were also higher in 1964, advancing by \$1.9 million to \$11.4 million.

A comparison with 1963 on a quarterly basis shows that payments by Canadians for overseas travel (exclusive of transportation costs to United States and Canadian carriers) recorded gains in each quarter. Net payments in the first quarter amounted to \$32 million, a gain of \$5 million or about 19 per cent, while payments in the second quarter rose by \$5 million or between 13 and 14 per cent to \$42 million. During the third quarter, expenditures by Canadians returning direct from overseas countries totalled \$73 million as compared with \$65 million in the same period of the previous year. An estimated \$36 million was spent on overseas travel by Canadians returning direct in the final quarter, \$4 million or 11 per cent more than in the same quarter of 1963.

Type of Transportation

Air lines (both foreign and domestic) received over 90 per cent of all overseas transportation costs paid by Canadian travellers returning direct in 1964. This was an increase of between three and four percentage points over the comparable 1963 proportion. Further evidence of the popularity of air travel may be gained from an analysis of Statement 26 which shows the number of Canadians returning direct from overseas countries by principal ports of re-entry into Canada. It should be noted that, beginning in 1964, certain airports, which previously did not receive sufficient traffic to warrant their being listed, have been included in Statement 26. Greenwood, Nova Scotia, has been deleted because of the low volume of re-entries. Data in Statement 26 for the years 1960 to 1963 have been revised to allow comparisons with 1964. An analysis shows that direct re-entries via the principal airports numbered 274,470, representing about 85 per cent of the total volume or an increase of around 1 percentage point over the comparable 1963 proportion. In addition, the total number of re-entries via the principal airports marked an advance of 37,784 or 16 per cent in comparison with 1963. On the other hand, the number of Canadians returning direct from overseas countries at principal seaports in 1964 dropped 4,798 or about 17 per cent to 23,691. Other ports (both aeroplane and vessel) not elsewhere mentioned in Statement 26 accounted for 24,484 or between 7 and 8 per cent of the direct re-entries in 1964 as compared with about 6 per cent in 1963.

With the exception of Gander, Newfoundland, and Sydney, Nova Scotia, all major airports reported a greater volume of direct re-entries in 1964 than in the previous year.

Montreal Airport with 119,866 re-entries experienced the largest absolute gain with an increase of 14,467 re-entries or 14 per cent in comparison with the volume recorded in 1963. The number of Canadians who returned direct from trips to overseas countries at Malton Airport, Toronto, increased by 12,261 or 16 per cent to 89,839. Direct re-entries at Vancouver Airport in 1964 amounted to 26,616, an increase of 2,964 or between 12 and 13 per cent over the 1963 figure. The number of Canadians returning directly to Canada by vessel was lower at each seaport except Vancouver. Re-entries by boat at the latter port amounted to 2,529 in 1964, an increase of 369 re-entries over the previous year. Most of the decrease in the number of Canadians returning direct by vessel was attributable to the port of Quebec, where 4,895 or between 20 and 21 per cent fewer re-entries were reported.

Residents of Canada returning direct from overseas by port of re-entry on a quarterly basis are shown in Statement 27. Re-entries in each of the four quarters of 1964 were greater than in the corre-

sponding periods of 1963. The third quarter experienced the largest increase in volume with re-entries in this quarter advancing by 15,059 or 14 per cent to 123,395. On the other hand, the largest percentage gain occurred during the second quarter amounting to about 24 per cent. Direct re-entries in the first and fourth quarters represented increases of 11 per cent and 9 per cent, respectively. Re-entries in the third quarter accounted for 38 per cent of the total number of Canadians returning direct from overseas countries, about the same proportion as in 1963. Some 21 per cent of the direct re-entries were recorded in the first quarter, 23 per cent in the second and 18 per cent in the fourth quarter. A quarterly analysis of the number of Canadians returning directly to Canada by plane in 1964 shows that the third quarter accounted for about 38 per cent of the re-entries by this type of transportation. Approximately 21 per cent of the direct re-entries by air can be attributed to the first quarter, 23 per cent to the second and 18 per cent to the fourth quarter. Direct re-entries by vessel show more quarterly variation than plane travel. Canadian travellers returning direct from overseas by vessel in the third quarter represented about 45 per cent of the total re-entries by boat, while the first quarter accounted for only 10 per cent, the second quarter 26 per cent and the fourth quarter 19 per cent. The St. Lawrence River ports are mainly responsible for the low volume of re-entries by vessel recorded during the first quarter of the year. Since airports are not affected as much by winter conditions as seaports, the quarterly trends are not so pronounced in plane travel.

Destination

Data on destinations reported by Canadian travellers returning direct from trips overseas are arranged on the basis of the area rather than the country visited, as many of the respondents, and particularly those reporting on trips to Europe, indicate several countries visited on one trip abroad. Data from the 1964 compilations are presented in Statement 28, on a quarterly basis by type of transportation. In 1964 the percentage of travel to the United Kingdom only, amounted to 25.1 per cent, while the proportion of combined trips to both the United Kingdom and other European areas was 23.9 per cent. Accordingly, some 49 per cent of the direct re-entries in 1964 visited either the United Kingdom only or in combination with trips to Continental Europe. Using survey data as a basis, it is estimated that some 158,000 Canadians visited the United Kingdom in 1964 and returned direct to Canada. Included in this estimate are some 77,000 Canadians who visited the United Kingdom and also one or more other European countries.

Survey results also indicate that visits to Continental Europe only, were reported by 25.3 per cent of the respondents returning direct to Canada in 1964. As already noted, an additional 23.9 per cent specified visits to both Continental Europe

and the United Kingdom. Again using the survey as a basis, it is estimated that some 159,000 Canadians (including the 77,000 persons who visited both the United Kingdom and the Continent) visited Continental Europe in 1964. Many Canadians include more than one country in their trip, and the 159,000 persons are estimated to have made some 430,000 visits to Continental European countries during 1964. The indicated percentages visiting one or more Continental European countries are as follows: one country 41 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 8 per cent. These figures represent relatively little change from the comparable 1963 proportions. These estimates are based on the results compiled from questionnaires covering about 6,700 persons who had visited the United Kingdom and Continental Europe during 1964. Survey results show that, by percentage of visits, the main countries visited in Continental Europe in order were: France, Germany, Switzerland, The Netherlands, and Italy. Further compilations from the survey indicate that the estimated number of visits to France by Canadians returning direct in 1964 amounted to 74,000. In addition, some 60,000 visits were made to Germany, 48,000 to Switzerland, 46,000 to The Netherlands, and 45,000 to Italy. The above estimates do not include visits made by persons returning from Europe via the United States or the many visits to these countries by members of the Canadian armed forces and civilian personnel posted in Europe.

The proportion of respondents who indicated they had been to other Commonwealth countries in 1964 amounted to 12.3 per cent. Based on the survey results, it is estimated that some 40,000 Canadians visited other Commonwealth areas in 1964. The popular destinations within this classification were countries previously included in the former West Indies Federation, the Bahamas, and Bermuda. These areas accounted for about 38,000 of the visits to other Commonwealth countries. Survey results also showed that some 10.3 per cent of the respondents who returned direct had visited areas not already mentioned. The destination reported most frequently by this group of travellers was Mexico, which accounted for 5.3 per cent of the aggregate or an estimated 17,000 visits during the year. Other areas included in this category are Hawaii, Central and South America, the Far East, etc. The percentage of respondents who indicated they had been to a combination of several areas amounted to 3.1 per cent in 1964.

A quarterly comparison with 1963 destination data shows that travel to some areas displayed considerable change in the various quarters of the year. The proportion of Canadians who travelled to both the United Kingdom and Continental Europe ranged from 11.2 per cent of the re-entries in the first quarter to 31.1 per cent in the third quarter. Travel to Continental Europe only, accounted for 27.8 per cent of the direct re-entries in the third

STATEMENT 28. Destination reported by Canadians Returning Direct from Overseas Countries,¹ compiled Quarterly by Type of Transportation, 1964

Destination reported	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	per cent				
Aeroplane:					
United Kingdom only	16.8	22.8	34.4	20.5	25.5
United Kingdom and other European countries	10.3	19.2	29.4	26.6	22.3
Other European countries only	20.1	22.4	27.8	27.7	25.4
Other Commonwealth countries	24.3	18.8	3.2	11.9	13.2
All other countries	26.0	13.8	2.8	8.7	10.6
Combined destinations	2.5	3.0	2.4	4.6	3.0
Totals	100.0	100.0	100.0	100.0	100.0
Vessel:					
United Kingdom only	20.0	22.7	25.4	19.4	20.6
United Kingdom and other European countries	56.9	29.9	45.4	45.0	42.5
Other European countries only	23.1	28.6	27.4	20.9	24.4
Other Commonwealth countries	—	4.5	—	—	0.9
All other countries	—	6.5	—	9.3	6.9
Combined destinations	—	7.8	1.8	5.4	4.7
Totals	100.0	100.0	100.0	100.0	100.0
Aeroplane and vessel:					
United Kingdom only	16.8	22.8	33.4	20.4	25.1
United Kingdom and other European countries	11.2	19.7	31.1	27.7	23.9
Other European countries only	20.2	22.7	27.8	27.3	25.3
Other Commonwealth countries	23.9	18.1	2.9	11.2	12.3
All other countries	25.5	13.5	2.5	8.7	10.3
Combined destinations	2.4	3.2	2.3	4.7	3.1
Grand totals	100.0	100.0	100.0	100.0	100.0

¹ Including Hawaii.

quarter, a gain of 2.7 percentage points in comparison with the corresponding percentage in 1963. The percentage of travel to Continental Europe only, also increased in the first and second quarters but decreased during the fourth quarter when compared with the previous year. The proportion of visits to other Commonwealth areas was higher during the first half of the year, reflecting the popularity of winter vacations in West Indies countries, the Bahamas, and Bermuda. Almost 24 per cent of the Canadians re-entering in the first quarter and about 18 per cent in the second quarter had been to other Commonwealth areas, whereas the percentages for the third and fourth quarters were 2.9 per cent and 11.2 per cent, respectively. Similarly, the percentage of Canadians specifying visits to "all other countries" was higher during the first and second quarters of 1964. The percentage of visits to combined destinations displayed little quarterly variation during the year.

The destinations reported by Canadian travellers returning direct shows considerable variation in the areas visited when examined on a port of re-entry

basis. For example, a higher proportion of direct re-entries through the airports at Gander, Newfoundland and Halifax, Nova Scotia, were returning from visits to European countries than were re-entries through Dorval and Malton. Some 52 per cent of the respondents re-entering at each of the airports of Gander and Halifax specified visits to the United Kingdom. On the other hand, only about 21 per cent of the re-entries via Dorval and 30 per cent at Malton had visited the United Kingdom. A similar though somewhat less pronounced trend can be noted in the percentage of persons returning via these four ports who had been to both the United Kingdom and Continental Europe. In the case of Dorval and Malton, a higher proportion of the direct re-entries through these two airports reported more southerly destinations, such as Mexico, West Indies countries, and the Bahamas. In 1964, some 4 per cent of the re-entries direct at Malton had been to Bermuda, about 15 per cent to West Indies countries, 6 per cent to the Bahamas and close to 7 per cent to Mexico. Most of the respondents who re-entered Canada through the airports at Winnipeg, Manitoba and Edmonton, Alberta, were returning from trips to

European countries, while, on the other hand, those who re-entered at Vancouver Airport were more evenly distributed according to destination. For instance, trips to the United Kingdom only, amounted to 8 per cent of the re-entries at the latter port, while between 10 and 11 per cent had visited other European countries as well. Furthermore, the proportion of re-entries at Vancouver Airport indicating destinations in Continental Europe only, amounted to just over 18 per cent. Generally, a higher proportion of travel to non-European destinations was recorded at this airport than at others across Canada, with 15 per cent of the re-entries returning from Mexico and 39 per cent from Hawaii.

The percentage of direct re-entries by vessel at the seaports of Montreal and Quebec who had visited the United Kingdom only, amounted to about 25 per cent. Some 44 per cent of the persons returning by ship at these ports had taken trips to both the United Kingdom and other Europe, while 28 per cent had visited Continental Europe only. A similar analysis of re-entries via the Atlantic seaports also indicates a high percentage of travel to European areas. While respondents re-entering Canada by vessel at Vancouver not unexpectedly reported very few destinations in Europe, many indicated travel to a combination of several areas and to Hawaii.

Length of Stay

A further examination of overseas questionnaires completed by residents of Canada returning direct revealed that the average length of stay abroad varied with the country visited and the type of transportation used. Data on length of stay are presented in Statements 29 and 30. In 1964, respondents returning direct from visits to the United Kingdom only, had remained about 32 days on the average in comparison with about 34 days the preceding year. Canadians returning by plane averaged 31 days in the United Kingdom, approximately 1 day more than in 1963, while boat travellers remained an average of 53 days, some 7 days less than in the previous year. The average length of stay for respondents returning direct after a combined trip to the United Kingdom and other European countries was 41 days in 1964, some 2 days longer than in 1963. Re-entries by plane averaged between 37 and 38 days while boat travellers remained an average of 70 days. Comparable 1963 averages show plane travellers with 36 days and boat travellers with 52 days. Canadians re-entering direct from travel to countries in Continental Europe averaged a visit lasting between 38 and 39 days in 1964, about 3 days less than in 1963. The average length of stay for plane travellers declined by 3 days to 36 days but the average for persons returning by

STATEMENT 29. Average Length of Stay reported by Canadians Returning Direct from Overseas Countries,¹ compiled by Destination and Type of Transportation, 1963-64

Destination reported	Aeroplane		Vessel		Aeroplane and vessel	
	1963	1964	1963	1964	1963	1964
	number of days					
United Kingdom only	30.0	30.7	60.2	52.8	34.4	32.0
United Kingdom and other European countries	36.3	37.4	51.8	70.3	39.0	41.0
Other European countries only	38.9	35.7	71.4	74.8	41.4	38.4
Other Commonwealth countries	17.1	17.1	115.0 ³	46.6	17.3	17.3
All other countries ²	21.7	19.6	44.2	38.5	22.3	20.2

¹ Including Hawaii.

² Excluding travel to more than one area per trip.

³ Mainly trips to Australia and New Zealand.

vessel increased by between 3 and 4 days to 75 days. Data on residents returning from trips to other Commonwealth countries show the average length of stay was 17 days, the same as in 1963. Those returning direct by plane averaged 17 days, representing no change over 1963, while direct re-entries by vessel averaged between 46 and 47 days. Some of the more popular destinations within this category were Bermuda, West Indies countries, Australia and New Zealand. Moreover, a high proportion of the travel to these areas was by plane. The average length of stay also showed considerable variation according to the country visited within this classification. For example, trips to Bermuda averaged 14 days, trips to West Indies countries 18 days,

whereas respondents visiting Australia and New Zealand remained an average of 97 days. Canadian travellers returning direct from areas not already specified spent an average of 20 days per trip in 1964, a decrease of about 2 days from the 1963 average. The most popular destinations within this category were Mexico, Central America and Hawaii. Respondents who had been to Mexico averaged a 19 days stay while visits to Central America lasted 15 days on the average. The average length of stay of respondents who returned direct from trips to Hawaii amounted to 20 days. In summary, the average length of stay reported by Canadians returning direct from overseas trips in 1964 differed very little in comparison with the 1963 averages.

STATEMENT 30. Average Length of Stay reported by Canadians Returning Direct from Overseas Countries,¹ compiled Quarterly by Destination and Type of Transportation, 1964

Destination reported	Returning to Canada during the				
	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	number of days				
Aeroplane:					
United Kingdom only	30.6	26.0	32.1	32.5	30.7
United Kingdom and other European countries	38.9	27.5	40.5	38.6	37.4
Other European countries only	34.1	32.2	38.4	35.2	35.7
Other Commonwealth countries	15.1	21.5	17.4	13.6	17.1
All other countries ²	18.4	22.3	20.2	19.0	19.6
Vessel:					
United Kingdom only	60.0	51.1	50.6	63.8	52.8
United Kingdom and other European countries	92.0	135.3	55.0	67.0	70.3
Other European countries only	54.9	117.2	62.8	85.6	74.8
Other Commonwealth countries	—	46.6	—	—	46.6
All other countries ²	—	32.2	44.7	35.3	38.5
Aeroplane and vessel:					
United Kingdom only	31.3	27.2	33.6	34.2	32.0
United Kingdom and other European countries	44.2	35.3	42.5	40.9	41.0
Other European countries only	34.5	37.3	40.9	37.4	38.4
Other Commonwealth countries	15.1	21.8	17.4	13.6	17.3
All other countries ²	18.4	22.5	23.4	20.6	20.2

¹ Including Hawaii.

² Excluding travel to more than one area per trip.

Data in Statement 30 show the variation in the length of stay according to the time of year. Canadians visiting the United Kingdom only, remained longer during the fourth quarter (34 days), followed by the third, first and second quarters, in that order by length of stay. Canadians re-entering Canada direct in the first quarter, after visiting both the United Kingdom and Continental Europe, averaged 44 days, followed by 43 days reported by persons returning in the third quarter, 41 days in the fourth and 35 days in the second quarter. Respondents returning from trips to Continental Europe averaged 41 days in the third quarter, 37 days in both the second and fourth quarters and between 34 and 35 days in the first quarter. The average visit to other Commonwealth countries, which is weighted by visits of from 10 to 20 days to Bermuda and the Caribbean area, was of shorter duration than visits to Europe or other areas. The average length of stay reported by this group ranged from between 13 and 14 days in the fourth quarter to about 22 days in the second quarter. Visits to countries not already specified varied from an average of about 18 days in the first quarter to about 23 days in the third quarter.

Purpose of Trip

As in previous years, data were compiled in 1964 on the purpose of trip reported by the respondents to the survey who returned direct from overseas. By means of a weighting process, all questionnaires reporting one or more purposes of trip were used to obtain the information which is presented by type of transportation in Statement 31 on a quarterly basis, and by destination in Statement 32. Survey results show that recreation was specified by 45.3 per cent of the respondents, about 1 percentage point more than in 1963. Between 43 and 44 per cent of the respondents in 1964 had travelled overseas to visit friends or relatives in comparison with 44.4 per cent in 1963. There was also a slight drop of less than one-half per cent in the portion specifying business reasons for travelling overseas, while about the same percentage of re-entries (2.2 per cent) specified health reasons in 1964 as in 1963. Formal study was indicated by 1.1 per cent of the respondents returning direct from overseas in 1964, a slight gain of 0.3 percentage points in comparison with the proportion in the preceding year.

STATEMENT 31. Purpose of Trip reported by Canadians Returning Direct from Overseas Countries,¹ compiled Quarterly by Type of Transportation, 1964

Type of transportation by quarter	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
Aeroplane:					
First quarter	6.1	0.8	4.5	55.1	33.5
Second quarter	11.7	0.5	3.2	46.9	37.7
Third quarter	5.7	1.0	0.7	37.7	54.9
Fourth quarter	12.4	1.5	1.1	45.5	39.5
Year	8.2	0.9	2.3	45.3	43.3
Vessel:					
First quarter	1.5	3.1	3.4	54.9	37.1
Second quarter	2.6	5.6	3.6	35.2	53.0
Third quarter	2.4	1.8	1.1	46.2	48.5
Fourth quarter	3.3	2.3	2.6	55.5	36.3
Year	2.5	2.6	1.9	46.3	46.7
Aeroplane and vessel:					
First quarter	6.0	0.9	4.5	55.1	33.5
Second quarter	11.3	0.8	3.2	46.4	38.3
Third quarter	5.4	1.1	0.7	38.5	54.3
Fourth quarter	11.9	1.5	1.2	46.1	39.3
Year	7.9	1.1	2.2	45.3	43.5

¹ Including Hawaii.

During 1964, the difference between the proportion of plane and boat travellers who had gone overseas for recreational purposes amounted to 1 percentage point. Some 45.3 per cent of the plane travellers who responded to the survey specified recreation compared with 46.3 per cent of the re-entries by boat. Travel overseas for the purpose of visiting friends or relatives was reported by a higher proportion of boat travellers (46.7 per cent) than plane travellers (43.3 per cent). However, 8.2 per cent of the respondents travelling by air indicated

business trips in comparison with between 2 and 3 per cent of the boat traffic. In comparison with 1963, the most significant change was a rise in the proportion of travel overseas for recreation, amounting to 1 percentage point for air and over 3 points for boat travel. On the other hand, trips by plane to visit friends or relatives experienced a slight reduction of 0.6 percentage points while the percentage of respondents by vessel specifying this reason dropped to 46.7 per cent from 48.8 per cent.

STATEMENT 32. Purpose of Trip reported by Canadians Returning Direct from Overseas Countries,¹ compiled by Destination, 1964

Destination reported	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
Aeroplane:					
United Kingdom only	6.2	0.7	0.7	21.0	71.4
United Kingdom and other European countries	13.2	1.7	0.7	51.7	32.7
Other European countries only	7.6	1.2	1.1	27.3	62.8
Other Commonwealth countries	4.1	—	6.9	79.0	10.0
All other countries	9.0	0.7	5.1	76.7	8.5
Totals	8.2	0.9	2.3	45.3	43.3
Vessel:					
United Kingdom only	3.2	0.9	1.7	30.2	64.0
United Kingdom and other European countries	2.5	3.0	0.4	63.7	30.4
Other European countries only	1.8	4.1	2.6	24.8	66.7
Other Commonwealth countries	—	—	—	50.0	50.0
All other countries	2.5	1.2	6.8	74.1	15.4
Totals	2.5	2.6	1.9	46.3	46.7
Aeroplane and vessel:					
United Kingdom only	6.0	0.7	0.8	21.5	71.0
United Kingdom and other European countries	12.0	1.9	0.6	53.0	32.5
Other European countries only	7.2	1.4	1.2	27.2	63.0
Other Commonwealth countries	4.1	—	6.9	78.8	10.2
All other countries	8.8	0.7	5.1	76.6	8.8
Grand totals	7.9	1.1	2.2	45.3	43.5

¹ Including Hawaii.

² Less than 0.1

Further information on purpose of trip reported by Canadians returning direct from overseas in 1964 was compiled by destination and is presented in Statement 32. While the majority of trips (71 per cent) to the United Kingdom were to visit friends or relatives, at the same time, this marks a decline of almost 2 percentage points in comparison with 1963. On the other hand, the proportion specifying recreation climbed to 21.5 per cent from 19.8 per cent in the previous year. Some 53 per cent of the respondents who had been both to the United Kingdom and Continental Europe checked recreation, a slight decrease from the corresponding 1963 percentage, the proportion visiting friends or relatives recorded an increase of 1.3 percentage points, while business reasons experienced a decline amounting to about 1 point. The proportion of respondents returning from trips to Continental Europe only, who visited friends or relatives amounted to 63 per cent, some 4.3 percentage points above the corresponding 1963 percentage. The percentage of re-entries from this area specifying recreation declined by 2.4 points to 27.2 per cent. In so far as purpose of trip is concerned, visits which include travel to more than one country are usually for recreation which includes vacation and other pleasure. An analysis of purpose of trip reported by respondents returning from other Commonwealth areas in 1964 once again shows a high percentage of travel for recreation, amounting to 78.8 per cent, about the same proportion as in 1963. The percentage specifying visits to friends or relatives declined to 10.2 per cent from 11.5 per cent in the previous year. Destinations not already mentioned are treated collectively under the heading "all other countries". In 1964, results indicate that recreation was specified by the majority (76.6 per cent) of the respondents in this category. This represents a substantial gain of between 6 and 7 percentage points over the corresponding proportion in 1963. The percentage of re-entries from this area specifying business reasons and visits to friends or relatives, in each case, amounted to 8.8 per cent.

Additional information compiled from the questionnaires, completed by a sample of Canadians returning from visits overseas in 1964, indicates that between 64 and 65 per cent of the respondents had travelled in groups of two or more, an increase of more than 1 percentage point in comparison with 1963. Quarterly data show that about 66 per cent of

the respondents returning direct in the first quarter of 1964 travelled in groups of two or more, as did 59 per cent in the fourth quarter and 65 per cent of the re-entries in both the second and third quarters. The most notable change from 1963 data was an advance of between 2 and 3 points in the percentage of group travel in the second quarter. Furthermore, the proportion of group travel varied considerably with the purpose of trip, ranging from about 32 per cent of the re-entries who travelled abroad for formal study to between 59 and 70 per cent of the respondents specifying health reasons. Approximately 37 per cent of the respondents who went overseas for business reasons travelled in groups of two or more, as did 66 per cent of those who visited friends or relatives and between 68 and 69 per cent of those specifying recreation.

Province of Residence

During 1964, data were compiled on the province of residence of Canadians returning direct from overseas countries. Data giving the percentage of visitors by province of residence are shown in Statement 33 on a quarterly basis. Comparable data on the percentage each province contributes to the total population of Canada are as follows: Atlantic Provinces 10.3 per cent of the total, Quebec 28.9 per cent, Ontario 34.3 per cent, Manitoba and Saskatchewan 9.9 per cent, Alberta 7.4 per cent and British Columbia including the Yukon and Northwest Territories 9.2 per cent.

On the basis of data appearing in Statement 33 the number of persons returning direct from overseas by province of residence are estimated as follows: Atlantic Provinces 15,800, Quebec 87,400, Ontario 140,700, Manitoba and Saskatchewan 15,100, Alberta 21,000 and British Columbia including the Yukon 43,600 or a total of 322,600 for Canada.

These estimates as a percentage of the population of each province are as follows: Atlantic Provinces 8.0 per cent, Quebec 15.7 per cent, Ontario 21.3 per cent, Manitoba and Saskatchewan 7.9 per cent, Alberta 14.7 per cent, British Columbia 23.9 per cent, with the total for Canada being 16.7 per cent of the population. Data on the province of residence classified by area of destination appear in Statement 34.

**STATEMENT 33. Province of Residence of Canadians Returning Direct from Overseas Countries,¹
Compiled Quarterly, 1964**

Province of residence	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	per cent				
Aeroplane and vessel:					
Atlantic Provinces	3.0	5.1	5.2	6.7	4.9
Quebec	32.3	27.6	23.2	28.0	27.1
Ontario	39.3	47.6	45.6	39.4	43.5
Manitoba and Saskatchewan	3.1	4.9	5.6	4.6	4.7
Alberta	4.9	6.4	7.4	6.6	6.5
British Columbia	17.4	8.4	13.0	14.7	13.3
Totals	100.0	100.0	100.0	100.0	100.0

¹ Including Hawaii.

**STATEMENT 34. Province of Residence of Canadians Returning Direct from Overseas Countries,
by Destination, 1964**

Destination	Province of residence					
	Atlantic Provinces	Quebec	Ontario	Prairie Provinces	British Columbia	Canada
	per cent					
United Kingdom only	8.3	17.8	54.3	11.1	8.5	100.0
United Kingdom and other European countries	7.3	25.1	44.5	12.3	10.8	100.0
Other European countries only	2.5	38.5	32.7	13.3	13.0	100.0
Bermuda and Caribbean	3.2	26.3	62.5	4.6	3.4	100.0
Mexico	—	35.2	33.8	8.4	22.6	100.0
Central and South America	2.8	63.9	22.2	2.8	8.3	100.0
Hawaii	0.6	4.4	12.9	15.7	66.4	100.0
All other countries	2.9	17.9	39.6	11.3	28.3	100.0
Combined destinations	2.4	43.8	29.9	11.0	12.9	100.0
All countries	4.9	27.1	43.5	11.2	13.3	100.0

Canadian Travel Overseas (Via the United States)

Volume and Expenditures

As the number of Canadians travelling overseas via the United States has been expanding over the past few years, this segment of travel is increasing in importance. In 1964, a record high was established when Canadians returning from trips overseas via the United States were estimated to number 69,000, an increase of 9,000 persons or 15 per cent compared to the 1963 volume. Estimated gross expenditures by this group of travellers advanced by \$14 million or between 28 and 29 per cent to \$63 million in 1964. Of this \$63 million, \$31 million was spent within overseas countries while oceanic transportation costs accounted for \$32 million of the total. Similar figures for 1963 are \$24 million and \$25 million, respectively. Some \$8 million or 25 per cent of the total transportation payments went to Canadian carriers and an estimated \$7 million or about 22 per cent to carriers registered in the United States. Payments to United States carriers are transferred to the U.S. travel account whereas fares paid to Canadian transportation companies do not represent a transfer of funds from Canada so are not included in the cost of overseas travel. Net estimated expenditures (exclusive of transportation costs to United States and Canadian carriers) of Canadians returning from overseas countries via the United States in 1964 amounted to \$48 million, up \$12 million or 33.3 per cent above the corresponding figure for the previous year. This \$48 million included some \$17 million in overseas transportation costs paid to carriers other than those of United States or Canadian registry.

A breakdown of the estimated expenditures within overseas countries (exclusive of all overseas transportation costs) by Canadians returning via the United States in 1964 reveals that the United Kingdom received \$4 million, other European countries \$13 million, other sterling areas \$7 million, and all other countries \$7 million. In comparison

with 1963, increases were recorded by all four areas with payments within other European countries showing the largest gain, amounting to nearly \$4 million.

Destination

Compilations of data from returned questionnaires indicate that the destinations of Canadians returning from overseas countries via the United States in 1964 were distributed as follows: United Kingdom only, 5 per cent; Continental Europe 15 per cent; a combination of the United Kingdom and other Europe 15 per cent; other Commonwealth countries 29 per cent; other areas not elsewhere specified 20 per cent; and a combination of two or more areas 12 per cent. In addition, some 4 per cent of the respondents returning to Canada via the United States are estimated to have taken cruises in 1964.

On the basis of survey results, the number of Canadians returning via the United States from visits to the United Kingdom in 1964 are estimated at 14,000, including 10,000 persons who took trips to both the United Kingdom and Continental Europe. Residents returning via the United States after visits to Continental European countries only, are estimated at 10,000 which, including the number visiting both the United Kingdom and other European countries, means a total of 20,000 Canadians visited Continental Europe in 1964. The number of Canadians returning via the United States from visits to other Commonwealth areas are estimated at 20,000—of which number some 18,000 were visits to the Caribbean countries including Bermuda. Residents returning from visits to countries in areas not already specified are estimated at about 14,000 and some 8,000 of these visits were to Mexico. Further estimates show that 8,000 Canadians returning via the United States had been to two or more areas in 1964 while 3,000 had taken cruises.

On a quarterly basis, between 16 and 17 per cent of the re-entries via the United States in the first quarter had been to the Bahamas, while about 16 per cent indicated trips to countries which formerly comprised the West Indies Federation. The percentage of travellers who returned from Mexico amounted to between 15 and 16 per cent, while destinations in European areas accounted for about 19 per cent of the re-entries via the United States in the first quarter. During the second quarter of 1964, some 12 per cent of the respondents returning via the United States indicated Mexico as their destination. Travel to the Bahamas accounted for 11 per cent of the re-entries in this quarter, while 6 per cent and 10 per cent had been to Bermuda and the former West Indies Federation, respectively. In comparison with the first quarter, travel to European areas increased but the percentage of travellers indicating destinations in Mexico and in the Caribbean area both represented declines. During the third quarter, the highest proportion of travel to European areas was recorded, amounting to between 51 and 52 per cent of the re-entries via the United States. The proportion of respondents returning in the third quarter who had been to Mexico amounted to about 9 per cent, which was lower than in any other quarter. The proportion of travel to Bermuda increased slightly during the third quarter to about 7 per cent, but visits to the Bahamas and the former West Indies Federation experienced percentage declines in comparison with the first and second quarters. During the fourth quarter, between 33 and 34 per cent of the respondents returning via the United States indicated they had been to Europe, a

decline from the record high proportion registered in the third quarter. Mexico was specified by about 13 per cent of the re-entries via the United States, while the percentage indicating Bermuda as their destination, amounting to between 5 and 6 per cent, represented a slight decline in comparison with the third quarter. On the other hand, travel to the Bahamas increased, accounting for 13 per cent of the re-entries via the United States in the fourth quarter, a higher proportion than in the second and third quarters but lower than in the first.

Length of Stay

During 1964 data were also compiled on the average length of stay reported by Canadians who returned from overseas countries via the United States. The information obtained is presented in Statement 35, compiled quarterly by destination. The average lengths of stay, as shown in this statement, refer only to the time spent within the overseas countries and do not include any time spent en route in the United States.

According to survey results, the average trip abroad by Canadians returning via the United States lasted about 39 days in 1964, some 2.5 days more than in 1963. The time spent en route in the United States averaged 4.7 days and the average at destination amounted to 34.4 days. The time spent en route represented a slight decline from 1963 while the time spent at destination represented a gain of approximately 3 days.

STATEMENT 35. Average Length of Stay¹ reported by Canadians Returning from Overseas Countries² via the United States, compiled Quarterly by Destination, 1964

Destination reported	Returning to Canada during the				
	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	number of days				
United Kingdom only	40.8	35.2	30.6	34.6	34.6
United Kingdom and other European countries	48.1	47.8	54.2	47.8	50.2
Other European countries only	61.3	76.5	50.4	68.7	64.1
Other Commonwealth countries	11.7	20.9	21.0	10.2	15.6
All other countries ³	19.3	23.5	28.0	30.9	23.4
Grand totals⁴	26.2	37.8	40.3	39.9	34.4

¹ Excluding time spent en route in the United States.

² Including Hawaii.

³ Excluding cruise travel and travel to more than one area per trip.

⁴ Excluding cruise travel but including travel to more than one area per trip.

Residents of Canada who had visited the United Kingdom only, remained an average of 34.6 days there, a decline of 3.8 days, while the average time spent en route in the United States amounted to 2.7 days, a decline of 0.8 days from the 1963 average. Trips to the United Kingdom and Continental Europe combined lasted 52.4 days on the average, comprising 50.2 days overseas and 2.2 days en route in the United States. The average length of stay in the United States represented a decrease of

1.6 days, while the average for the main part of the trip was about 1 day shorter than in 1963. An analysis of questionnaires indicating areas in Continental Europe as destination shows that the average trip lasted 66 days in 1964 or 6.4 days more than in 1963. Respondents remained in the United States an average of 1.9 days, marking a decrease of 0.3 days from 1963, and averaged 64.1 days during the remainder of the trip, an increase of almost 7 days.

Persons visiting other Commonwealth countries averaged 21.2 days per trip, comprising 15.6 days at destination and 5.6 days en route in the United States. Trips to Bermuda lasted an average of 18.7 days compared with 13.2 days in 1963. En route travel in the United States lasted 3 days on the average and the time spent in Bermuda itself amounted to 15.7 days, both increases over 1963. Moreover, the time spent in Bermuda by persons returning via the United States was 1.5 days longer than the average length of stay of direct re-entries. Respondents who had been to the former West Indies Federation in 1964 averaged 19.2 days, a decline from the previous year. Visits to this area involved 3.6 days in the United States en route and 15.6 days at destination. The length of stay at destination was 2 days less than the average for persons returning direct from the same destination. An examination of travel by respondents who had been to the Bahamas reveals that the whole trip lasted an average of 16.6 days, consisting of an average of 8.8 days in the United States and 7.8 days at destination. The time spent in the Bahamas was 3.8 days less than the average for persons returning direct. However, visits to the Bahamas are weighted by the many short excursions taken by Canadians vacationing in the Southern United States. Trips to Australia and New Zealand via the United States averaged 63.3 days, marking an expansion of about 16 days over the 1963 average. En route travel through the United States lasted 4.4 days, while the length of stay for the remainder of the trip averaged 58.9 days.

Visits to other countries lasted an average of 30.7 days; 7.3 days were spent in the United States and 23.4 days was the average length of stay at destination. Mexico continues to be the most popular destination within this classification and in 1964 the average trip to Mexico by residents returning via the United States lasted 28.5 days, a drop of 1.1 days from the 1963 average. The average stay

in Mexico amounted to 18.4 days and the time spent en route in the United States averaged 10.1 days. At the same time, the length of stay in Mexico was slightly less than the average for persons who returned direct. Travellers to Central America and the non-British West Indies averaged 24.2 days per trip, comprising 22 days at destination and 2.2 days en route through the United States. The whole trip lasted between 2 and 3 days longer than the average in 1963. Respondents who had been to South America in 1964 averaged 42.8 days, a slight increase over the 1963 average. En route travel in the United States lasted 4.6 days and the time spent at destination amounted to 38.2 days.

Canadians who returned via the United States after having taken a cruise averaged 24.6 days per trip, comprising 4.6 days en route in the United States and 20 days for the remainder of the trip. The majority of cruise travel is to the Caribbean area.

Purpose of Trip

All questionnaires showing one or more purposes of trip were used in compilations of data for 1964. The most striking differences between the direct and via the United States travel were in the proportions specifying recreation and visiting friends or relatives. Close to 61 per cent of the respondents returning via the United States in 1964 indicated recreation as compared to 45.3 per cent of the direct re-entries. On the other hand, the proportion of travellers via the United States specifying visits to friends or relatives amounted to 23.3 per cent, in comparison with between 43 and 44 per cent of the respondents returning direct. Some 10.6 per cent of the persons who re-entered via the United States had been overseas for business reasons as opposed to about 8 per cent of the direct re-entries. Trips for health reasons were specified by 4.4 per cent of the via re-entries and 2.2 per cent of the direct.

STATEMENT 36. Purpose of Trip reported by Canadians Returning from Overseas Countries¹ via the United States, compiled by Destination, 1964.

Destination reported	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
United Kingdom only	13.4	0.3	2.8	24.5	59.0
United Kingdom and other European countries	15.0	1.1	0.9	54.6	28.4
Other European countries only	9.5	2.3	3.0	26.2	59.0
Other Commonwealth countries	7.2	0.4	5.5	76.6	10.3
All other countries	12.0	1.1	5.3	66.4	15.2
Grand totals	10.6	1.0	4.4	60.7	23.3

¹ Including Hawaii.

During 1964, 59 per cent of the respondents who had returned via the United States from trips to the United Kingdom only, indicated that their purpose of trip was to visit friends or relatives compared with between 61 and 62 per cent in 1963. The proportion specifying recreation jumped from 19 per cent to between 24 and 25 per cent, while travel for business reasons represented 13.4 per cent of the visits to this area, a drop of 3.2 percentage points from the 1963 proportion. Between 54 and 55 per cent of the re-entries from overseas via the United States, who had visited a combination of destinations in the United Kingdom and Continental Europe, had travelled for recreation, an increase of

5.7 per cent over the corresponding percentage in the previous year, while visits to friends or relatives was specified by between 28 and 29 per cent as compared with 31 per cent in 1963. The percentage of travel to both these areas for business reasons declined from 16.6 per cent to 15 per cent. Of the respondents who had been to Continental Europe only, some 59 per cent visited friends or relatives, a decline of about 3 percentage points from the 1963 proportion. The percentage specifying recreation amounted to 26.2 per cent, a slight gain over the previous year, while the proportion of visits to Continental Europe for business advanced to 9.5 per cent from 8.2 per cent in 1963.

STATEMENT 37. Purpose of Trip reported by Canadians Returning from Overseas Countries¹ via the United States, compiled Quarterly, 1964

Period of re-entry	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
First quarter	7.8	0.5	4.8	68.0	18.9
Second quarter	13.9	0.9	6.3	57.5	21.4
Third quarter	7.3	2.0	1.7	52.6	36.4
Fourth quarter	15.3	1.2	2.2	60.6	20.7
Year	10.6	1.0	4.4	60.7	23.3

¹ Including Hawaii.

Survey results for 1964 indicated that 76.6 per cent of the travel by Canadians returning via the United States after trips to other Commonwealth areas was for recreation, compared with 81.3 per cent in 1963. Some 10.3 per cent of the respondents returning from countries in this classification indicated they had visited friends or relatives while 7.2 per cent specified business reasons. Both these proportions represent increases over the corresponding 1963 percentages. As much of the travel to other Commonwealth areas is to Bermuda, the Bahamas, and the former West Indies Federation, this accounts for the high percentage of trips for recreational purposes. Recreation also accounts for most of the travel to countries not already specified. During 1964, between 66 and 67 per cent of the respondents returning via the United States from trips to countries within this group specified this purpose, a decline of between 1 and 2 points from the 1963 proportion. Visits to friends or relatives accounted for 15.2 per cent compared with 15.8 per cent in the preceding year, while business trips represented 12 per cent of the re-entries from all other countries, up from 9.8 per cent in 1963.

An analysis of purpose of trip on a quarterly basis as presented in Statement 37, shows that recreation was the most frequently mentioned reason for travel throughout the year while visiting friends or relatives was next in popularity. The percentage of travel for recreation accounted for 52.6 per cent of the respondents returning via the

United States during the third quarter and for 68 per cent in the first quarter. The percentage of visits to friends or relatives ranged from almost 19 per cent of the re-entries via the United States in the first quarter to between 36 and 37 per cent in the third quarter. The proportion of travel for business reasons was highest during the fourth quarter, representing 15.3 per cent of the travel in that period. In comparison with the previous year, the most significant change in the proportion of business travel occurred in the second quarter, when the percentage of respondents indicating this reason jumped by 4.8 points to almost 14 per cent.

During 1964, survey results indicated that more than 67 per cent of the re-entries from overseas via the United States had travelled in groups of two or more, about the same proportion as in 1963 but between 2 and 3 points more than the percentage of direct group travel. The occurrence of group travel was greatest during the first quarter, amounting to 72.1 per cent. The percentage of group travel accounted for a lower proportion of re-entries during the remainder of the year, however, with between 67 and 68 per cent in the second quarter, 61.6 per cent in the third, and 60.6 per cent in the final quarter of 1964. Group travel varied considerably according to the purpose of trip and area of destination. For example, group travel accounted for more than 80 per cent of the re-entries via the United States who had gone overseas for health reasons.

**STATEMENT 38. Province of Residence of Canadians Returning from Overseas Countries¹
via the United States, compiled Quarterly, 1964**

Province of residence	First Quarter	Second Quarter	Third Quarter	Four Quarter	Year
	per cent				
Aeroplane and vessel:					
Atlantic Provinces	1.9	2.4	4.7	2.8	2.7
Quebec	22.7	25.7	28.1	26.7	25.2
Ontario	50.1	49.8	44.6	42.4	48.0
Manitoba and Saskatchewan	5.2	5.5	4.7	7.5	5.5
Alberta	4.1	5.2	4.0	6.1	4.7
British Columbia	16.0	11.4	13.9	14.5	13.9
Totals	100.0	100.0	100.0	100.0	100.0

¹ Including Hawaii.

**STATEMENT 39. Province of Residence of Canadians Returning from Overseas Countries
via the United States, by Destination, 1964**

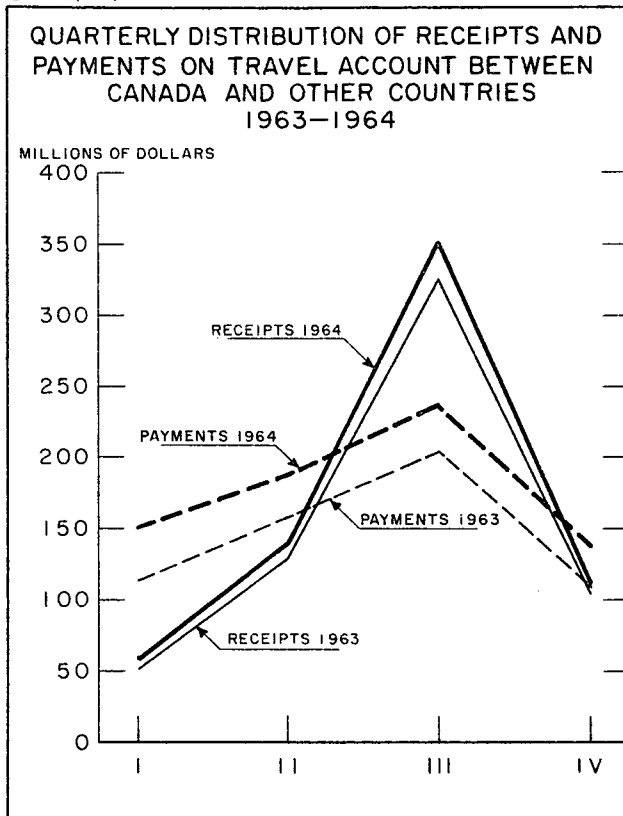
Destination	Province of residence					
	Atlantic Provinces	Quebec	Ontario	Prairie Provinces	British Columbia	Canada
	per cent					
United Kingdom only	2.1	10.8	65.5	10.3	11.3	100.0
United Kingdom and other European countries	5.1	16.2	47.2	13.3	18.2	100.0
Other European countries only	0.9	22.3	61.1	7.5	8.2	100.0
Bermuda and Caribbean	3.6	33.6	49.0	5.4	8.4	100.0
Mexico	1.8	20.0	41.9	17.8	18.5	100.0
Central and South America	3.9	40.9	39.2	7.2	8.8	100.0
Hawaii	2.2	10.9	22.8	19.6	44.5	100.0
All other countries	1.4	26.5	44.2	9.5	18.4	100.0
Cruises	2.0	29.1	57.6	8.9	2.4	100.0
Combined destinations	1.7	23.8	36.3	13.4	24.8	100.0
All countries	2.7	25.2	48.0	10.2	13.9	100.0

Quarterly Distribution of Receipts and Payments for International Travel

Quarterly estimates of the balance of payments on travel account between Canada and other countries for the period 1955-64 inclusive, are presented in Table 2. In 1964 the most significant feature of Canada's balance of payments on travel account was the return to a deficit position after the \$24 million surplus earned in 1963. This had been the first surplus in the Canadian travel account with other countries since 1950 when a credit balance of \$49 million was recorded. The main reasons for the surplus in 1963 were increases in receipts from United States travellers and overseas visitors and a decrease in Canadian expenditure in foreign countries. However, 1964's deficit of \$50 million marked a return to the more usual pattern for Canada's balance of payments on travel account.

On a quarterly basis, Table 2 indicates that debit balances were recorded for the first, second and fourth quarters but that the third quarter showed a credit balance of \$113 million, a decrease of \$8 million when compared with the 1963 third quarter credit balance. The deficit in each of the other three quarters increased compared to the corresponding quarter of 1963, with that in the first quarter rising \$28 million to \$91 million and that in the second quarter increasing to \$47 million from \$29 million. The fourth quarter total reflected the greatest percentage increase in net deficit as it advanced from \$5 million in 1963 to \$25 million in 1964. However, it was still well below the 1961 fourth quarter net debit of \$40 million.

CHART-4



An examination of quarterly receipts in the Canadian travel account with other countries in-

dicates increases occurred in all four quarters. The greater part of expenditures by foreign visitors in Canada has always been in the third quarter (July to September) and 1964 was no exception as third quarter receipts totalled \$351 million, an increase of \$26 million over the comparable 1963 figure. In 1964, some 53 per cent of the total receipts were received in the third quarter. The second quarter received the next highest total with a gain of \$11 million over the 1963 second quarter figure which brought its total to \$140 million or 21.2 per cent of the 1964 receipts on travel account. Both first and fourth quarter receipts rose by \$8 million, but the total amount of fourth quarter receipts were almost twice that of the first. Expenditures by foreign visitors in the fourth quarter totalled \$112 million, 16.9 per cent of the 1964 total receipts from foreign visitors, while receipts during the first quarter came to \$59 million, or 8.9 per cent of the aggregate.

Payments made by Canadians travelling outside the country in 1964 increased in all four quarters and were more evenly distributed than were receipts. There was also very little change in the quarterly pattern of expenditures. The largest single amount, \$238 million, was recorded in the third quarter which accounted for 33.4 per cent of the total payments made by Canadians travelling abroad in 1964, while \$187 million or 26.3 per cent of the aggregate was spent in the second quarter. Payments made during the first quarter advanced \$36 million for a total of \$150 million, 21.1 per cent of the 1964 aggregate, and \$137 million or 19.2 per cent of the total was spent in the fourth quarter. Chart 4 gives a graphic illustration of the variations in receipts and payments made in 1963 and 1964.

Supplementary Analysis of International Travel

The millions of dollars spent by foreign visitors in Canada and by Canadians abroad have become a very important part of our balance of payments account. Most Canadian exports and imports take the form of commodities such as wheat and newsprint. International travel receipts are an "invisible" export involving a flow of money into the country in the form of payments by foreign visitors for expenses such as food, lodging, local transportation and miscellaneous items. Payments are an "invisible" import involving a flow of funds abroad to pay for similar expenses incurred by Canadian travellers.

In comparison with other leading exports in 1964, international travel receipts ranked third with a value of \$652 million. They were preceded only by the export of wheat and newsprint, valued at \$1,023 million and \$835 million, respectively. Sales of the fourth leading export, woodpulp, totalled \$461 million. As an import, international travel payments ranked second in importance, having a

value of \$712 million. They were exceeded only by imports of non-farm machinery and parts which were valued at \$874 million. The value of the third largest import, automobile parts, was \$555 million, some \$157 million behind that of international travel payments.

In Canadian-American trade, travel receipts from American visitors, the second largest export, were valued at \$590 million. They were exceeded only by the export of newsprint which was valued at \$689 million. The third most valuable export was that of lumber and softwood worth \$346 million. As an import, travel payments made by Canadians in the United States (excluding Hawaii) ranked third in importance with a value of \$476 million. Imports of non-farm machinery and parts were first with a value of \$736 million and automobile parts (excluding engines) second with \$543 million. The fourth leading import from the United States was electrical apparatus, valued at \$261 million, some \$215 million

STATEMENT 40. Estimated Tourist Nights¹ of United States Residents Travelling in Canada and Residents of Canada Travelling in the United States by Automobile, Plane, Bus, and Rail, compiled Quarterly, 1964

	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Tourist nights of United States residents ² travelling in Canada	3, 199, 900	7, 713, 400	26, 015, 300	5, 648, 700	42, 577, 300
Persons ²	982, 600	2, 353, 900	6, 017, 300	1, 504, 500	10, 858, 300
Tourist nights of Canadian residents travelling in the United States	8, 741, 500	12, 692, 900	15, 520, 600	6, 330, 700	43, 285, 700
Persons	744, 600	1, 047, 300	2, 370, 100	897, 800	5, 059, 800

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

² Automobile traffic includes extensions but excludes commuter traffic and persons not classified by length of stay.

STATEMENT 41. Estimated Tourist Nights¹ of United States Residents Travelling in Canada and Residents of Canada Travelling in the United States, by Type of Transportation, 1964

	Automobile	Plane	Bus	Rail	Total
Tourist nights of United States residents travelling in Canada	34, 556, 500 ²	2, 814, 800	3, 643, 100	1, 562, 900	42, 577, 300
Persons	9, 669, 300 ²	518, 400	444, 400	226, 200	10, 858, 300
Tourist nights of Canadian residents travelling in the United States	28, 544, 300	6, 299, 300	5, 421, 300	3, 020, 800	43, 285, 700
Persons	3, 887, 300	517, 900	422, 000	232, 600	5, 059, 800

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

² Includes extensions but excludes commuter traffic and persons not classified by length of stay.

below the invisible import of travel payments. From these comparisons it can be seen that international travel is important not only in Canada's domestic economy but in relation to Canada's position as the fifth largest trading nation.

Average Expenditure

In 1964 the average expenditure per American short-term visitor to Canada was \$2.90 while that of Canadian short-term visitors to the United States amounted to \$2.15. Short-term trips refer to those travellers entering and leaving on the same day. The difference between average expenditure rates for Americans and Canadians was much more pronounced for long-term visitors. The average expenditure rate of American long-term visitors to Canada was \$47.25 as compared to an average expenditure by Canadian long-term visitors in the United States of \$81.30. One of the factors contributing to the difference in average expenditure is the increasing number of Canadians who spend long periods in the southern states during the winter months. This requires deep penetration into the United States involving substantial mileage in trips which may last for upwards of 4 or 5 months. On the other hand, the concentration of Canadian cities and many of

the attractions in Canada are much closer to the border and it would appear that there is not the tendency for many Americans to penetrate Canada to the equivalent of Canadian trips to the southern states.

A comparison of the number of visits made to Canada by American residents with the total United States population shows that the number of visits to Canada in 1964 was equal to about 17 per cent of the population, or approximately one in six. However, Canadian per capita travel to the United States was considerably higher as Canadians averaged 1.7 trips per person in 1964. The amount spent by Canadian travellers in the United States represented \$24.70 per resident of Canada, compared to \$20.27 in 1963. The United States average expenditure per capita for travel in Canada also increased, rising from \$2.91 in 1963 to \$3.10 in 1964.

Tourist Nights

The estimated number of tourist nights of United States residents travelling in Canada and Canadian residents visiting the United States are presented quarterly in Statement 40 and by type of transportation in Statement 41. In order to arrive at the esti-

mated number of tourist nights, the number of persons travelling by each mode of transportation was multiplied by the average number of nights each group spent abroad. Therefore, the term "tourist nights" is affected not only by length of stay but also by the numbers staying overnight. In 1964 the number of tourist nights spent by Canadians in the United States totalled 43,285,700 while American tourist nights in Canada amounted to 42,577,300. However, over twice as many Americans, 10,858,300, visited Canada on long-term trips by automobile, plane, bus and rail as compared to the number of

Canadian travellers to the United States by comparable types of transportation, some 5,059,800. The extended winter holidays spent by many Canadians in the southern states contributed to the higher Canadian average. In the first quarter, for example, the average length of stay of Canadians was 12 nights, but by the third quarter months of July to September, the average length of stay had decreased to 7 nights. The average expenditure per American tourist night in Canada was \$12.40, while that of Canadians travelling in the United States amounted to \$9.70.

STATISTICAL TABLES

**TABLE 1. Balance of Payments on Travel Account Between Canada and Other Countries,
1926-64¹**

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	435	459 ²	- 24	47	183	- 136	482	642	- 160
1962	512	419 ²	+ 93	50	186	- 136	562	605	- 43
1963	549	388 ²	+ 161	60	197	- 137	609	585	+ 24
1964 ¹	590	481 ²	+ 109	72	231	- 159	662	712	- 50

¹ Subject to revision.

² Includes Hawaii.

**TABLE 2. Quarterly Estimates of the Balance of Payments on Travel Account
Between Canada and Other Countries, 1955-64¹**

Year	First quarter	Second quarter	Third quarter	Fourth quarter	Total
millions of dollars					
Quarterly receipts:					
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	39	103	255	85	482
1962	46	127	297	92	562
1963	51	129	325	104	609
1964 ¹	59	140	351	112	662
Per cent of year:					
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	8.1	21.4	52.9	17.6	100.0
1962	8.2	22.6	52.8	16.4	100.0
1963	8.4	21.2	53.3	17.1	100.0
1964 ¹	8.9	21.2	53.0	16.9	100.0
Quarterly payments:					
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	129	168	220	125	642
1962	126	182	197	100	605
1963	114	158	204	109	585
1964 ¹	150	187	238	137	712
Per cent of year:					
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	20.1	26.2	34.2	19.5	100.0
1962	20.8	30.1	32.6	16.5	100.0
1963	19.5	27.0	34.9	18.6	100.0
1964 ¹	21.1	26.3	33.4	19.2	100.0
Quarterly balance (Net credits + Net debits -):					
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	- 90	- 65	+ 35	- 40	- 160
1962	- 80	- 55	+ 100	- 8	- 43
1963	- 63	- 29	+ 121	- 5	+ 24
1964 ¹	- 91	- 47	+ 113	- 25	- 50

¹ Subject to revision.

TABLE 3. Number of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1964, 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
		One night	Two or more nights	
Section I. Traffic within Ontario:				
(a) St. Lawrence River ports	Fort Erie and Niagara Falls.....	3,877	12,956	16,833
	Lake Erie ports	1	5	6
	St. Clair and Detroit River ports	4,629	4,027	8,656
	Sault Ste. Marie.....	1,186	1,589	2,775
	Western Ontario ports	1	318	319
	St. Lawrence River ports	39,782	102,097	141,879
	All ports in Canada	53,431	136,965	190,396
(b) Fort Erie and Niagara Falls.....	St. Lawrence River ports	7,843	22,171	30,014
	Lake Erie ports	40	96	136
	St. Clair and Detroit River ports	87,960	24,321	112,281
	Sault Ste. Marie.....	2,379	5,426	7,805
	Western Ontario ports	30	950	980
	Fort Erie and Niagara Falls	568,361	311,422	879,783
	All ports in Canada.....	667,875	386,193	1,054,068
(c) Lake Erie ports	St. Lawrence River ports	3	18	21
	Fort Erie and Niagara Falls.....	61	168	229
	St. Clair and Detroit River ports	69	126	195
	Sault Ste. Marie	—	21	21
	Western Ontario ports	—	1	1
	Lake Erie ports.....	40	451	491
	All ports in Canada	173	799	972
(d) St. Clair and Detroit River ports	St. Lawrence River ports.....	4,926	5,356	10,282
	Fort Erie and Niagara Falls	95,679	34,576	130,255
	Lake Erie ports.....	83	89	172
	Sault Ste. Marie	506	7,497	8,003
	Western Ontario ports	—	555	555
	St. Clair and Detroit River ports	597,621	307,177	904,798
	All ports in Canada	699,858	368,434	1,068,292
(e) Sault Ste. Marie	St. Lawrence River ports	1,411	2,104	3,515
	Fort Erie and Niagara Falls	3,058	7,271	10,329
	Lake Erie ports	—	5	5
	St. Clair and Detroit River ports	1,039	7,063	8,102
	Western Ontario ports	5,608	12,338	17,946
	Sault Ste. Marie	26,555	47,375	73,930
	All ports in Canada	38,710	84,658	123,368
(f) Western Ontario ports	St. Lawrence River ports	41	348	389
	Fort Erie and Niagara Falls	29	1,205	1,234
	Lake Erie ports.....	—	1	1
	St. Clair and Detroit River ports	10	671	681
	Sault Ste. Marie.....	5,736	13,925	19,661
	Western Ontario ports	19,740	65,730	85,470
	All ports in Canada	26,758	90,131	116,889

See footnote at end of table.

TABLE 3. Number of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1964, 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
		One night	Two or more nights	
Section II. Traffic from Ontario to other provinces:				
St Lawrence River ports	All ports in Quebec	3,799	13,112	16,911
All ports in Ontario west of Kingston and east of Port Arthur	All ports in Quebec	2,827	32,093	34,920
All ports in Western Ontario	All ports in Manitoba	1,153	3,894	5,047
All ports in Ontario	All ports in Quebec	6,630	45,637	52,317
	All ports in the Atlantic Provinces	631	8,043	8,674
	All ports in Manitoba	1,184	5,136	6,320
	All ports in Saskatchewan	48	786	834
	All ports in Alberta	5	2,226	2,231
	All ports in British Columbia	2	4,999	5,001
	All ports in Yukon Territory	—	858	858
	All ports in Ontario	1,478,305	999,449	2,477,754
	All ports in Canada	1,486,805	1,067,180	2,553,985
Section III. Traffic from the Atlantic Provinces to other provinces:				
All ports in the Atlantic Provinces..	All ports in Quebec	723	5,520	6,243
	All ports in Ontario	698	5,348	6,046
	All ports in the Atlantic Provinces	51,885	94,802	146,687
	All ports in Canada	53,306	105,933	159,239
Section IV. Traffic from Quebec to other provinces:				
All ports in Quebec	All ports in Ontario on the St. Law- rence River	2,934	9,893	12,827
	All ports in Ontario west of Kings- ton and east of Port Arthur	2,472	22,327	24,799
	All ports in Ontario	5,409	32,563	37,972
	All ports in the Atlantic Provinces	584	8,016	8,600
	All ports in Quebec	121,208	176,638	297,846
	All ports in Canada	127,201	218,170	345,371
Section V. Traffic from Manitoba to other provinces:				
All ports in Manitoba	All ports in Ontario	963	5,237	6,200
	All ports in Western Ontario	939	4,228	5,167
	All ports in Saskatchewan	209	1,247	1,456
	All ports in Alberta	53	1,440	1,493
	All ports in British Columbia	36	3,013	3,049
	All ports in Yukon Territory	—	848	848
	All ports in Manitoba	14,162	26,529	40,691
	All ports in Canada	15,424	38,487	53,911

See footnote at end of table.

TABLE 3. Number of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1964, 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
		One night	Two or more nights	
Section VI. Traffic from Saskatchewan to other provinces:				
All ports in Saskatchewan.....	All ports in Ontario.....	32	917	949
	All ports in Manitoba	163	1,306	1,469
	All ports in Alberta.....	139	1,679	1,818
	All ports in British Columbia	80	3,028	3,108
	All ports in Yukon Territory	—	2,235	2,235
	All ports in Saskatchewan	6,326	12,967	19,293
	All ports in Canada.....	6,739	22,216	28,955
Section VII. Traffic from Alberta to other provinces:				
All ports in Alberta	All ports in Ontario	24	2,367	2,391
	All ports in Manitoba	58	1,535	1,593
	All ports in Saskatchewan	189	1,707	1,896
	All ports in British Columbia	1,464	13,893	15,357
	All ports in Yukon Territory	—	5,154	5,154
	All ports in Alberta.....	5,197	11,140	16,337
	All ports in Canada.....	6,932	35,973	42,905
Section VIII. Traffic from British Columbia to other provinces:				
All ports in British Columbia.....	All ports in Ontario.....	—	4,062	4,062
	All ports in Manitoba	48	2,468	2,516
	All ports in Saskatchewan	120	2,337	2,457
	All ports in Alberta.....	938	12,418	13,356
	All ports in Yukon Territory	—	7,833	7,833
	All ports in British Columbia	102,388	192,049	294,437
	All ports in Canada.....	103,489	222,011	325,500
Section IX. Traffic from Yukon Terri- tory to other provinces:				
All ports in Yukon Territory.....	All ports in Ontario.....	—	752	752
	All ports in Manitoba	—	683	683
	All ports in Saskatchewan	—	1,534	1,534
	All ports in Alberta.....	—	3,930	3,930
	All ports in British Columbia	—	5,968	5,968
	All ports in Yukon Territory	4,351	1,752	6,103
	All ports in Canada.....	4,351	14,692	19,043
All ports in Canada	All ports in Canada	1,804,247	1,724,662	3,528,909²

¹ Exclusive of standing (L) permits and extensions.

² Does not include an additional 30,054 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 1964, classified by Length of Visit

Days stay	Number of permits	Per cent of total permits	Number of car days	Average persons per car	Number of persons	Number of person days
1 ²	4,309,644	54.77	4,309,644	2.99	12,872,574	12,872,574
2	1,804,248	22.93	3,608,496	2.67	4,822,987	9,645,974
3	566,083	7.19	1,698,245	2.76	1,564,454	4,693,362
4	315,456	4.01	1,261,824	2.74	864,240	3,456,960
5	187,344	2.38	936,720	2.78	520,907	2,604,535
6	125,341	1.59	752,046	2.82	353,834	2,123,004
7	103,240	1.31	722,680	2.92	301,283	2,108,981
8	107,721	1.37	861,768	3.08	331,280	2,650,240
9	65,525	0.83	589,725	2.97	194,791	1,753,119
10	42,996	0.55	429,960	2.88	123,965	1,239,650
11	30,863	0.39	339,493	2.83	87,259	959,849
12	24,266	0.31	291,192	2.81	68,100	817,200
13	21,109	0.27	274,417	2.84	59,883	778,479
14	19,956	0.25	279,384	2.94	58,621	820,694
15	21,194	0.27	317,910	3.01	63,770	956,550
16	13,256	0.17	212,096	2.88	38,152	610,432
17	9,043	0.12	153,731	2.73	24,646	418,982
18	6,600	0.08	118,800	2.63	17,331	311,958
19	5,361	0.07	101,859	2.59	13,903	264,157
20	4,667	0.06	93,340	2.56	11,926	238,520
21	4,204	0.05	88,284	2.58	10,827	227,367
22	4,181	0.05	91,982	2.56	10,724	235,928
23	3,266	0.04	75,118	2.56	8,362	192,326
24	2,708	0.04	64,992	2.50	6,781	162,744
25 - 29	10,850	0.14	292,634	2.39	25,942	699,656
30 - 39	11,576	0.15	384,499	2.40	27,811	923,881
40 - 59	7,696	0.10	372,208	2.29	17,656	853,844
60 - 89	5,352	0.07	386,943	2.32	12,412	897,388
90 - 179	4,227	0.05	500,426	2.11	8,904	1,054,145
180 and over	580	0.01	122,663	2.08	1,206	255,057
Not classified ³	30,054	0.38	—	2.54	76,348	—
Totals	7,868,607 4 309 644	100.00	19,733,079	2.87	22,600,879	54,827,556
Average length of stay			2.51			

¹ Exclusive of standing (L) permits and extensions.² Motorists entering and departing on the same day.³ Not classified by length of visit.

TABLE 5. Number of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1964, classified by Length of Visit, by Province of Exit

Days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia and Yukon Territory	Canada
1 ²	301,094	335,876	3,358,160	55,831	29,975	14,512	214,196	4,309,644
2	53,099	128,811	1,485,470	15,615	6,630	6,276	108,347	1,804,248
3	18,097	75,043	379,954	10,338	3,923	5,476	73,252	566,083
4	13,999	49,686	192,498	6,197	2,925	5,188	44,963	315,456
5	11,426	29,535	105,237	4,120	2,284	4,731	30,011	187,344
6	9,421	18,813	68,387	2,966	1,837	3,719	20,198	125,341
7	9,119	12,954	59,603	2,422	1,612	2,838	14,692	103,240
8	8,192	10,526	71,487	2,177	1,372	2,109	11,858	107,721
9	6,206	6,836	39,435	1,574	1,004	1,570	8,900	65,525
10	5,008	4,677	23,341	1,254	733	1,253	6,730	42,996
11	3,928	3,461	15,744	973	625	1,027	5,105	30,863
12	3,504	2,494	12,093	834	492	813	4,036	24,266
13	3,075	2,028	10,745	706	458	660	3,437	21,109
14	2,958	1,680	11,148	571	332	511	2,756	19,956
15	2,576	1,494	13,447	473	346	449	2,409	21,194
16	1,735	1,146	7,635	378	221	323	1,818	13,256
17	1,173	824	4,885	297	208	246	1,410	9,043
18	900	614	3,321	247	181	234	1,103	6,600
19	776	562	2,582	197	163	191	890	5,361
20	694	481	2,240	190	130	173	759	4,667
21	623	425	2,059	151	109	128	709	4,204
22	590	393	2,254	116	91	105	632	4,181
23	470	332	1,691	97	60	88	528	3,266
24	354	306	1,363	79	70	88	448	2,708
25 - 29	1,528	1,223	5,476	363	301	272	1,687	10,850
30 - 39	1,627	1,438	5,742	410	319	290	1,750	11,576
40 - 59	1,188	923	3,833	240	259	207	1,046	7,696
60 - 89	1,006	598	2,507	213	173	136	719	5,352
90 - 179	979	474	1,771	181	155	134	533	4,227
180 and over	63	105	241	45	21	18	87	580
Not classified ³	3,163	5,683	13,773	801	377	662	5,595	30,054
Totals	468,571	699,441	5,908,122	110,056	57,386	54,427	570,604	7,868,607

¹ Exclusive of standing (L) permits and extensions.² Automobiles entering and departing on the same day.³ Not classified by length of visit.

TABLE 6. Percentage Distribution of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1964, 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 ²	64.26	48.02	56.84	50.73	52.23	26.66	37.54	54.77
2	11.33	18.42	25.14	14.19	11.55	11.53	18.99	22.93
3	3.86	10.73	6.43	9.39	6.84	10.06	12.84	7.19
4	2.99	7.10	3.26	5.63	5.10	9.53	7.88	4.01
5	2.44	4.22	1.78	3.74	3.98	8.69	5.26	2.38
6	2.01	2.69	1.16	2.70	3.20	6.83	3.54	1.59
7	1.95	1.85	1.01	2.20	2.81	5.22	2.57	1.31
8	1.75	1.50	1.21	1.98	2.39	3.88	2.08	1.37
9	1.32	0.98	0.67	1.43	1.75	2.89	1.56	0.83
10	1.07	0.67	0.40	1.14	1.28	2.30	1.18	0.55
11	0.84	0.49	0.27	0.88	1.09	1.89	0.89	0.39
12	0.75	0.36	0.20	0.76	0.86	1.49	0.71	0.31
13	0.66	0.29	0.18	0.64	0.80	1.21	0.60	0.27
14	0.63	0.24	0.19	0.52	0.58	0.94	0.48	0.25
15	0.55	0.21	0.23	0.43	0.60	0.83	0.42	0.27
16	0.37	0.16	0.13	0.34	0.38	0.59	0.32	0.17
17	0.25	0.12	0.08	0.27	0.36	0.45	0.25	0.12
18	0.19	0.09	0.06	0.23	0.32	0.43	0.19	0.08
19	0.17	0.08	0.04	0.18	0.28	0.35	0.16	0.07
20	0.15	0.07	0.04	0.17	0.23	0.32	0.13	0.06
21	0.13	0.06	0.03	0.14	0.19	0.24	0.12	0.05
22	0.13	0.06	0.04	0.11	0.16	0.19	0.11	0.05
23	0.10	0.05	0.03	0.09	0.10	0.16	0.09	0.04
24	0.07	0.04	0.02	0.07	0.12	0.16	0.08	0.04
25 - 29	0.33	0.17	0.09	0.33	0.52	0.50	0.30	0.14
30 - 39	0.35	0.21	0.10	0.37	0.56	0.53	0.31	0.15
40 - 59	0.25	0.13	0.06	0.22	0.45	0.38	0.18	0.10
60 - 89	0.21	0.09	0.04	0.19	0.30	0.25	0.13	0.07
90 - 179	0.21	0.07	0.03	0.16	0.27	0.25	0.09	0.05
180 and over	0.01	0.02	0.01	0.04	0.04	0.03	0.02	0.01
Not classified ³	0.67	0.81	0.23	0.73	0.66	1.22	0.98	0.38
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 Automobiles entering and departing on the same day.³ Not classified by length of visit.

TABLE 7. Number of Non-resident Persons Travelling in Automobiles on Customs Permits¹ who Departed from Canada in 1964, 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 ²	895,048	987,987	9,983,832	189,855	91,390	51,488	672,974	12,872,574
2	138,236	340,377	3,965,380	46,219	19,301	20,073	293,401	4,822,987
3	51,772	210,534	1,043,465	30,678	11,738	16,903	199,364	1,564,454
4	40,485	139,254	519,978	18,654	8,552	15,481	121,836	864,240
5	32,542	81,903	289,906	12,276	6,889	14,488	82,903	520,907
6	26,780	51,848	191,782	8,923	5,547	11,252	57,702	353,834
7	26,220	36,245	175,709	7,399	5,059	8,667	41,984	301,283
8	23,995	29,393	226,408	6,726	4,091	6,542	34,125	331,280
9	18,315	19,164	118,908	4,896	2,916	4,839	25,753	194,791
10	14,830	12,766	67,552	3,725	2,165	3,776	19,151	123,965
11	11,440	9,353	44,332	2,824	1,827	3,073	14,410	87,259
12	10,382	6,546	33,589	2,467	1,388	2,486	11,242	68,100
13	9,256	5,341	30,310	2,037	1,333	2,027	9,579	59,883
14	9,202	4,517	32,948	1,654	1,000	1,513	7,787	58,621
15	8,086	4,059	41,372	1,336	1,054	1,274	6,589	63,770
16	5,245	3,037	22,189	1,098	624	934	5,025	38,152
17	3,323	2,064	13,402	881	561	712	3,703	24,646
18	2,475	1,481	8,579	710	498	640	2,948	17,331
19	2,085	1,315	6,698	528	447	527	2,303	13,903
20	1,902	1,134	5,543	497	386	525	1,939	11,926
21	1,690	994	5,253	415	299	377	1,799	10,827
22	1,590	899	5,863	321	223	281	1,547	10,724
23	1,302	812	4,295	249	154	238	1,312	8,362
24	978	758	3,329	212	175	224	1,105	6,781
25 - 29	4,002	2,668	13,014	908	717	664	3,969	25,942
30 - 39	4,035	3,278	13,920	977	749	694	4,158	27,811
40 - 59	2,816	2,009	8,797	576	579	499	2,380	17,656
60 - 89	2,339	1,363	5,844	527	393	299	1,647	12,412
90 - 179	2,065	966	3,751	362	362	284	1,114	8,904
180 and over	143	230	485	76	46	45	181	1,206
Not classified ³	8,332	14,607	34,381	2,161	1,011	1,797	14,059	76,348
Totals.....	1,360,911	1,976,902	16,920,814	350,167	171,474	172,622	1,647,989	22,600,879

¹ Exclusive of standing (L) permits and extensions.

² Persons entering and departing on the same day.

³ Not classified by length of visit.

TABLE 8. Number of Non-resident Automobiles which Entered Canada on Customs Permits Through Provinces Indicated and which Departed in the Year 1964, after Remaining One or More Nights, classified by U.S. Federal States or Countries of Registration

State	Nfld. P.E.I. N.S. ¹	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Alabama	8	264	520	2,323	98	63	147	279	70	3,772
Alaska	—	14	72	401	228	507	816	4,945	9,979	16,962
Arizona	9	89	176	2,320	173	118	599	1,474	189	5,147
Arkansas	6	79	133	1,070	109	60	120	159	58	1,794
California	93	1,201	3,145	21,745	1,969	1,365	6,162	53,740	1,819	91,239
Colorado	7	140	389	3,056	412	517	1,587	1,740	217	8,065
Connecticut	881	11,805	24,081	20,257	122	52	138	274	71	57,681
Delaware	54	369	754	2,504	20	14	42	83	16	3,856
Dist. of Columbia	66	308	867	2,335	61	42	52	138	69	3,938
Florida	167	1,956	4,045	18,245	391	265	531	1,135	232	26,967
Georgia	29	256	560	3,502	91	71	165	219	79	4,972
Hawaii	—	20	60	329	20	2	41	257	6	735
Idaho	4	44	79	635	106	101	980	6,018	222	8,189
Illinois	155	1,248	3,506	81,199	2,608	1,035	1,781	1,794	290	93,616
Indiana	103	761	1,259	38,369	642	326	513	600	167	42,740
Iowa	21	244	474	17,830	1,739	918	640	697	145	22,708
Kansas	20	186	320	4,992	909	544	608	734	106	8,419
Kentucky	14	194	287	5,585	72	61	108	384	54	6,759
Louisiana	6	185	366	1,880	125	68	251	289	82	3,252
Maine	541	58,706	20,516	3,483	28	18	27	79	12	83,410
Maryland	266	1,449	3,380	14,731	114	81	210	304	41	20,576
Massachusetts	3,225	31,122	47,273	34,872	110	79	247	383	67	117,378
Michigan	154	1,659	3,653	988,556	1,456	695	1,220	1,340	442	999,175
Minnesota	14	227	1,007	55,531	14,814	2,543	1,498	1,524	316	77,474
Mississippi	6	144	421	1,536	74	44	101	188	26	2,540
Missouri	19	249	464	8,815	814	332	561	664	153	12,071
Montana	2	65	168	868	350	5,427	10,415	3,802	186	21,283
Nebraska	7	85	247	3,874	1,101	605	537	530	82	7,068
Nevada	1	26	81	428	45	49	235	1,003	68	1,936
New Hampshire	334	3,827	24,225	4,000	19	15	42	105	23	32,590
New Jersey	1,031	5,903	21,349	48,065	275	166	427	685	113	78,014
New Mexico	7	99	153	723	74	75	312	392	89	1,924
New York	2,045	11,319	96,693	752,807	407	639	841	1,260	222	866,233
North Carolina	49	419	972	4,407	73	62	119	202	65	6,368
North Dakota	1	34	142	3,272	17,908	7,913	347	435	58	30,110
Ohio	260	2,522	4,309	190,857	696	369	888	1,245	299	201,445
Oklahoma	6	106	252	2,759	287	336	426	424	77	4,673
Oregon	10	118	230	1,781	291	252	939	31,535	586	35,742
Pennsylvania	761	4,916	11,582	120,034	358	263	590	932	246	139,682
Rhode Island	203	2,111	7,764	5,413	15	11	27	122	9	15,675
South Carolina	14	209	423	1,604	69	41	101	126	41	2,628
South Dakota	1	18	93	1,837	1,221	605	370	340	72	4,557
Tennessee	35	188	403	3,756	142	72	137	281	74	5,088
Texas	37	517	1,157	7,695	626	471	1,604	1,959	378	14,444
Utah	1	31	108	1,002	95	92	1,701	1,507	84	4,621
Vermont	87	849	52,332	2,910	17	8	35	75	19	56,332
Virginia	171	1,090	2,557	10,196	228	98	220	409	108	15,077
Washington	5	178	365	2,585	523	500	1,973	197,054	909	204,092
West Virginia	18	224	243	4,980	34	24	35	73	14	5,645
Wisconsin	27	392	1,183	40,635	1,588	722	883	994	215	46,639
Wyoming	1	25	49	393	113	193	513	380	63	1,730
Totals U.S.	10,982	148,190	344,887	2,552,982	53,860	28,929	42,862	325,311	19,028	3,527,031
Not classified ² ...	153	3,010	5,683	13,773	801	377	662	5,488	107	30,054
Other countries ³ ..	14	53	484	1,003	51	26	43	189	15	1,878
Grand totals⁴ ..	11,149	151,253	351,054	2,567,758	54,712	29,332	43,567	330,988	19,150	3,558,963

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 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.

² Not classified by state or country of registration.

³ Other countries comprise: Argentina 7, Austria 6, Australia 6, Bahamas 24, Belgium 46, Bermuda 12, Bolivia 2, Brazil 9, British Honduras 3, China 4, Colombia 13, Costa Rica 2, Cuba 5, Denmark 28, Ecuador 1, El Salvador 3, England 306, Ethiopia 2, Finland 1, France 136, Germany 632, Gibraltar 1, Greece 3, Guam 11, Guatemala 9, Haiti 6, Honduras 2, Iceland 1, India 7, Ireland 12, Italy 20, Japan 44, Java 2, Lebanon 1, Libya 3, Luxembourg 4, Mexico 166, Morocco 1, Netherlands 52, Netherlands Antilles 9, New Zealand 2, Nicaragua 2, Norway 20, Panama Canal Zone 111, Pakistan 1, Philippine Islands 7, Peru 4, Portugal 2, Puerto Rico 12, St. Pierre and Miquelon 3, Scotland 1, Republic of South Africa 4, Southern Rhodesia 1, Spain 24, Sweden 28, Switzerland 36, Turkey 1, Venezuela 1, Virgin Islands 6, West Indies 9, Yugoslavia 1.

⁴ Do not include 26,013 standing (L) permits and 8,128 extensions.

TABLE 9. Number of Non-resident Automobiles which Entered Canada on Customs Permits¹ Through Provinces Indicated and which Departed in the Year 1964, after Remaining Two or More Nights, 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.....	8	122	332	971	81	61	138	201	66	1,980
Alaska.....	—	9	50	254	225	505	810	4,351	7,942	14,146
Arizona.....	9	73	127	1,085	148	106	551	1,179	134	3,412
Arkansas.....	6	43	73	514	79	57	111	130	51	1,064
California.....	92	937	2,540	10,748	1,763	1,267	5,676	44,781	1,281	69,085
Colorado.....	7	92	311	1,156	328	471	1,447	1,364	144	5,320
Connecticut.....	863	8,324	18,353	9,917	103	50	129	241	52	38,032
Delaware.....	53	280	626	1,407	19	14	41	70	13	2,523
Dist. of Columbia..	66	257	736	1,475	51	40	45	111	22	2,803
Florida.....	161	1,590	3,254	11,176	346	238	505	911	184	18,365
Georgia.....	29	187	415	1,562	76	59	158	165	75	2,726
Hawaii.....	—	13	46	135	19	2	40	176	6	437
Idaho.....	4	34	56	328	79	92	766	4,259	172	5,790
Illinois.....	154	1,003	2,885	50,549	2,329	992	1,624	1,435	200	61,171
Indiana.....	99	535	978	22,520	556	311	467	482	130	26,078
Iowa.....	21	190	373	12,190	1,451	875	567	551	107	16,325
Kansas.....	19	112	250	2,564	757	442	525	501	76	5,246
Kentucky.....	14	133	246	3,136	62	58	98	219	45	4,011
Louisiana.....	6	113	299	847	96	60	237	196	76	1,930
Maine.....	521	21,901	13,449	1,572	21	16	26	72	9	37,587
Maryland.....	262	1,178	2,731	7,826	100	78	190	244	27	12,636
Massachusetts.....	3,180	27,621	36,893	16,736	97	73	232	344	45	85,221
Michigan.....	152	1,314	2,749	322,073	1,328	673	1,106	1,187	328	330,910
Minnesota.....	13	162	783	32,808	9,958	2,400	1,308	1,290	239	48,961
Mississippi.....	5	78	348	861	55	35	81	147	24	1,634
Missouri.....	19	197	366	5,049	662	308	497	501	108	7,707
Montana.....	2	39	132	356	253	3,474	6,758	2,668	143	13,825
Nebraska.....	7	67	167	2,105	931	554	454	402	64	4,751
Nevada.....	1	23	76	248	38	43	215	833	58	1,535
New Hampshire.....	323	3,113	14,587	1,687	17	14	41	74	18	19,874
New Jersey.....	1,015	4,996	17,037	28,186	235	154	400	595	88	52,706
New Mexico.....	7	48	122	390	58	59	300	289	74	1,347
New York.....	2,023	9,667	58,031	264,151	363	395	789	1,105	151	336,675
North Carolina.....	48	278	735	2,423	56	56	109	154	56	3,915
North Dakota.....	1	25	104	2,023	10,477	4,527	288	335	43	17,823
Ohio.....	257	1,801	3,357	119,681	623	356	816	1,051	218	128,160
Oklahoma.....	6	76	196	1,356	226	261	389	306	57	2,873
Oregon.....	10	86	191	830	235	221	811	25,232	429	28,045
Pennsylvania.....	747	3,899	9,317	75,916	317	247	549	727	190	91,909
Rhode Island.....	201	1,805	6,324	2,427	12	9	25	71	8	10,882
South Carolina.....	14	152	305	718	56	36	93	78	38	1,490
South Dakota.....	1	13	63	1,031	962	544	323	251	55	3,243
Tennessee.....	35	134	297	1,681	123	70	122	209	64	2,735
Texas.....	34	311	748	3,463	491	392	1,459	1,430	298	8,626
Utah.....	1	22	81	406	73	81	1,487	1,153	64	3,368
Vermont.....	85	696	13,304	1,464	15	7	34	60	16	15,681
Virginia.....	171	838	1,988	5,559	188	93	208	316	88	9,449
Washington.....	4	119	267	1,342	462	447	1,605	118,258	677	123,181
West Virginia.....	16	108	180	3,195	27	20	31	63	14	3,654
Wisconsin.....	27	252	898	26,301	1,341	679	783	799	167	31,247
Wyoming.....	1	13	27	174	75	168	471	287	51	1,267
Totals U.S.....	10,800	95,079	217,803	1,066,572	38,443	22,190	35,935	221,854	14,685	1,723,361
Not classified ³	153	3,010	5,683	13,773	801	377	662	5,488	107	30,054
Other countries ⁴	13	41	366	608	44	26	38	157	7	1,300
Grand totals ..	10,966	98,130	223,852	1,080,953	39,288	22,593	36,635	227,499	14,799	1,754,715

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: Argentina 2, Austria 5, Australia 6, Bahamas 23, Belgium 32, Bermuda 9, Bolivia 2, Brazil 3, British Honduras 3, China 4, Colombia 8, Costa Rica 2, Cuba 4, Denmark 26, Ecuador 1, El Salvador 3, England 236, Ethiopia 1, Finland 1, France 92, Germany 400, Gibraltar 1, Greece 2, Guam 10, Guatemala 9, Haiti 5, Honduras 2, India 2, Ireland 7, Italy 16, Japan 29, Java 2, Lebanon 1, Libya 3, Luxembourg 4, Mexico 131, Morocco 1, Netherlands 34, Netherlands Antilles 8, New Zealand 2, Nicaragua 2, Norway 9, Panama Canal Zone 54, Pakistan 1, Philippine Islands 5, Peru 2, Puerto Rico 7, St. Pierre and Miquelon 3, Scotland 1, Republic of South Africa 2, Southern Rhodesia 1, Spain 15, Sweden 26, Switzerland 29, Turkey 1, Virgin Islands 5, West Indies 4, Yugoslavia 1.

**TABLE 10. Number of Non-resident Automobiles Travelling in Canada on Customs Permits¹
which Departed in the Years 1960-64**
Classified by Selected U.S. Federal States of Registration

State	1960	1961	1962	1963	1964
North Eastern.....	1, 182, 646	1, 239, 689	1, 295, 279	1, 350, 447	1, 446, 995
Connecticut.....	44, 433	46, 555	52, 242	54, 198	57, 681
Maine.....	75, 915	75, 177	76, 334	78, 589	83, 410
Massachusetts.....	101, 777	105, 218	110, 918	114, 377	117, 378
New Hampshire.....	28, 326	29, 693	30, 293	29, 904	32, 590
New Jersey.....	63, 365	66, 463	70, 670	78, 272	78, 014
New York.....	690, 677	739, 441	759, 057	790, 110	866, 233
Pennsylvania.....	112, 718	112, 612	129, 731	136, 383	139, 682
Rhode Island.....	13, 811	13, 810	14, 952	15, 360	15, 675
Vermont.....	51, 624	50, 720	51, 082	53, 254	56, 332
Per cent of total.....	43. 9	43. 3	42. 4	41. 8	41. 0
Great Lakes.....	1, 006, 494	1, 071, 587	1, 138, 388	1, 243, 376	1, 383, 615
Illinois.....	62, 146	67, 284	76, 427	80, 507	93, 616
Indiana.....	28, 434	29, 783	34, 575	38, 152	42, 740
Michigan.....	737, 359	785, 532	811, 458	888, 968	999, 175
Ohio.....	148, 181	151, 794	174, 196	192, 123	201, 445
Wisconsin.....	30, 374	37, 194	41, 732	43, 626	46, 639
Per cent of total.....	37. 4	37. 4	37. 2	38. 4	39. 2
North Western.....	98, 805	109, 100	111, 585	123, 303	128, 867
Minnesota.....	54, 895	65, 211	67, 650	72, 834	77, 474
Montana.....	17, 990	18, 182	19, 209	21, 464	21, 283
North Dakota.....	23, 920	25, 707	24, 726	29, 005	30, 110
Per cent of total.....	3. 6	3. 8	3. 7	3. 8	3. 6
West Coast.....	235, 528	261, 790	299, 305	300, 645	331, 073
California.....	64, 971	69, 184	111, 354	78, 433	91, 239
Oregon.....	25, 111	28, 509	28, 426	32, 145	35, 742
Washington.....	145, 446	164, 097	159, 525	190, 067	204, 092
Per cent of total.....	8. 7	9. 1	9. 8	9. 3	9. 4
Other (Remaining states and foreign countries).....	171, 858	182, 253	211, 558	216, 222	238, 359
Per cent of total.....	6. 4	6. 4	6. 9	6. 7	6. 8
Totals.....	2, 693, 331	2, 864, 419	3, 056, 115	3, 233, 993	3, 528, 909
Not classified ²	20, 050	28, 272	24, 120	25, 921	30, 054

¹ Includes all entries of automobiles spending one or more nights in Canada—excludes vehicles entering and departing on the same day, extensions, and all trips on standing (L) permits.

² 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, 1960-64

Classified by Selected U.S. Federal States of Origin²

State	1960	1961	1962	1963	1964
North Eastern	398,000	432,000	425,000	445,000	472,000
Connecticut	23,000	31,000	32,000	30,000	28,000
Massachusetts	55,000	67,000	50,000	55,000	71,000
New Jersey	61,000	54,000	61,000	61,000	61,000
New York	179,000	208,000	214,000	217,000	239,000
Pennsylvania	55,000	54,000	51,000	64,000	51,000
Other North Eastern ³	25,000	18,000	17,000	18,000	22,000
Per cent of total	37.3	39.9	37.8	38.4	37.1
Great Lakes	264,000	258,000	256,000	262,000	278,000
Illinois	81,000	90,000	82,000	91,000	79,000
Indiana	15,000	23,000	19,000	12,000	15,000
Michigan	79,000	60,000	66,000	61,000	85,000
Ohio	72,000	66,000	70,000	77,000	76,000
Wisconsin	17,000	19,000	19,000	21,000	23,000
Per cent of total	24.8	23.8	22.8	22.6	21.9
North Western	43,000	54,000	52,000	83,000	60,000
Minnesota	32,000	33,000	39,000	63,000	38,000
Other North Western ³	11,000	21,000	13,000	20,000	22,000
Per cent of total	4.0	4.9	4.6	7.1	4.7
West Coast	193,000	168,000	206,000	195,000	256,000
California	101,000	65,000	113,000	94,000	118,000
Oregon	23,000	17,000	19,000	22,000	29,000
Washington	69,000	86,000	74,000	79,000	109,000
Per cent of total	18.1	15.5	18.3	16.8	20.1
Remaining states	169,000	172,000	186,000	175,000	206,000
Colorado	8,000	11,000	13,000	13,000	14,000
Florida	9,000	13,000	9,000	10,000	10,000
Iowa	10,000	11,000	9,000	8,000	8,000
Maryland	12,000	13,000	9,000	9,000	12,000
Missouri	18,000	10,000	20,000	17,000	14,000
Texas	24,000	23,000	26,000	25,000	30,000
Other remaining ³	88,000	91,000	100,000	93,000	118,000
Per cent of total	15.8	15.9	16.5	15.1	16.2
Totals	1,067,000	1,084,000	1,125,000	1,160,000	1,272,000

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 1964, classified by Length of Visit

Estimated days stay	Plane		Bus		Rail	
	Number of persons	Per cent of total persons	Number of persons	Per cent of total persons	Number of persons	Per cent of total persons
1 ²	32,213	5.85	36,236	7.54	14,402	5.98
2	91,957	16.70	46,905	9.76	22,804	9.48
3	105,668	19.19	66,417	13.82	34,911	14.51
4	85,460	15.52	62,380	12.98	39,698	16.50
5	53,027	9.63	37,486	7.80	24,657	10.25
6	39,811	7.23	22,635	4.71	17,353	7.21
7	27,697	5.03	31,382	6.53	17,720	7.36
8	19,162	3.48	41,859	8.71	11,535	4.79
9	13,216	2.40	14,610	3.04	9,878	4.10
10	11,453	2.08	19,752	4.11	6,765	2.81
11	11,398	2.07	10,381	2.16	4,657	1.93
12	9,802	1.78	8,699	1.81	4,346	1.81
13	5,782	1.05	6,584	1.37	2,930	1.22
14	6,057	1.10	6,440	1.34	3,618	1.50
15	7,379	1.34	5,046	1.05	3,796	1.58
16	3,744	0.68	9,900	2.06	1,905	0.79
17	1,046	0.19	4,469	0.93	2,734	1.14
18	3,194	0.58	2,787	0.58	1,741	0.72
19	1,432	0.26	2,787	0.58	1,679	0.70
20	826	0.15	3,316	0.69	905	0.38
21	1,927	0.35	3,701	0.77	590	0.24
22	1,266	0.23	2,883	0.60	969	0.40
23	1,212	0.22	2,115	0.44	713	0.30
24	2,478	0.45	2,932	0.61	1,079	0.45
25 - 29	3,634	0.66	7,353	1.53	2,578	1.07
30 - 39	4,185	0.76	9,564	1.99	2,683	1.11
40 - 59	3,249	0.59	6,488	1.35	1,921	0.80
60 - 89	2,368	0.43	4,998	1.04	2,084	0.87
90 - 179	—	—	481	0.10	—	—
180 and over	—	—	—	—	—	—
Totals.....	550,643	100.00	480,586	100.00	240,651	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 1964, classified by Length of Visit

Estimated days stay	Number of cars	Per cent of total cars	Number of car days	Estimated expenditures	Per cent of total expenditures	Average expenditure per car	Average expenditure per car per day
				\$		\$	\$
1 ¹	7,732,269	84.44	7,732,269	35,777,200	14.08	4.60	4.60
2	328,795	3.59	657,590	9,518,800	3.75	29.00	14.50
3	242,019	2.64	726,057	17,541,800	6.90	72.50	24.20
4	150,500	1.64	602,000	14,259,300	5.61	94.80	23.70
5	112,953	1.23	564,765	13,471,400	5.30	119.30	23.90
6	70,112	0.77	420,672	10,109,500	3.98	144.20	24.00
7	74,605	0.81	522,235	11,744,000	4.62	157.40	22.50
8	47,506	0.52	380,048	8,204,600	3.23	172.70	21.60
9	29,916	0.33	269,244	5,637,300	2.22	188.40	20.90
10	58,795	0.64	587,950	12,143,100	4.78	206.50	20.70
11	17,895	0.19	196,845	4,049,300	1.59	226.30	20.60
12	26,457	0.29	317,484	6,276,200	2.47	237.20	19.80
13	15,429	0.17	200,577	4,034,100	1.59	261.50	20.10
14	44,425	0.48	621,950	12,305,700	4.84	277.00	19.80
15	28,447	0.31	426,705	8,008,300	3.15	281.50	18.80
16	16,933	0.18	270,928	5,390,300	2.12	318.30	19.90
17	12,131	0.13	206,227	3,959,400	1.56	326.40	19.20
18	12,657	0.14	227,826	4,468,400	1.76	353.00	19.60
19	6,949	0.08	132,031	2,598,600	1.02	374.00	19.70
20	13,653	0.15	273,060	5,421,700	2.13	397.10	19.90
21	21,589	0.24	453,369	8,751,000	3.44	405.30	19.30
22	6,308	0.07	138,776	2,602,000	1.03	412.50	18.80
23	5,129	0.06	117,967	2,083,600	0.82	406.30	17.70
24	4,250	0.05	102,000	1,917,500	0.76	451.10	18.80
25- 29	17,503	0.19	470,481	8,215,800	3.23	469.40	17.50
30- 39	22,043	0.24	707,801	11,240,700	4.42	509.90	15.90
40- 59	13,519	0.15	625,795	7,821,300	3.08	578.50	12.50
60- 89	8,929	0.10	620,298	5,727,500	2.25	641.50	9.20
90- 179	12,056	0.13	1,513,390	8,221,800	3.24	682.00	5.40
180 and over	3,452	0.04	737,692	2,625,600	1.03	760.60	3.60
Totals	9,157,224	100.00	20,824,032	254,125,800	100.00	27.80	12.20
Average length of stay per car			2.27				

¹ Automobiles leaving and returning on the same day.

**TABLE 14. Number of and Average Expenditure per Day by Canadian Motorists
Returning to Canada in 1964, 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 ¹	2.69	20,764,407	20,764,407	1.70
2	2.83	930,342	1,860,684	5.10
3	2.75	666,353	1,999,059	8.80
4	2.77	417,154	1,668,616	8.50
5	2.75	310,762	1,553,810	8.70
6	2.71	190,106	1,140,636	8.90
7	2.70	201,169	1,408,183	8.30
8	2.83	134,634	1,077,072	7.60
9	2.80	83,911	755,199	7.50
10	2.70	158,683	1,586,830	7.70
11	2.78	49,742	547,162	7.40
12	2.61	69,163	829,956	7.60
13	2.75	42,466	552,058	7.30
14	2.69	119,373	1,671,222	7.40
15	2.93	83,334	1,250,010	6.40
16	2.84	48,057	768,912	7.00
17	2.83	34,339	583,763	6.80
18	2.70	34,202	615,636	7.30
19	2.49	17,295	328,605	7.90
20	2.42	33,090	661,800	8.20
21	2.43	52,503	1,102,563	7.90
22	2.45	15,458	340,076	7.70
23	2.71	13,889	319,447	6.50
24	2.42	10,273	246,552	7.80
25 - 29	2.50	43,742	1,175,785	7.00
30 - 39	2.30	50,751	1,629,615	6.90
40 - 59	2.23	30,081	1,392,449	5.60
60 - 89	2.01	17,973	1,248,584	4.60
90 - 179	1.84	22,188	2,785,260	3.00
180 and over	1.81	6,248	1,335,198	2.00
Totals	2.69	24,651,688	53,199,149	4.80
Average length of stay per person			2.16	

¹ Motorists leaving and returning on the same day.

TABLE 15. Number of Canadian Automobiles Returning to Canada in 1964, classified by Length of Visit, by Province of Re-entry into Canada

Estimated days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia and Yukon Territory	Canada
1 ¹	1,818,325	1,188,084	3,539,999	158,264	81,869	52,770	892,958	7,732,269
2	48,423	86,193	124,153	14,824	4,267	4,531	46,404	328,795
3	17,255	56,663	92,832	18,011	5,595	4,273	47,390	242,019
4	11,225	43,996	56,306	10,016	3,481	3,103	22,373	150,500
5	11,179	40,355	38,720	6,319	1,688	1,786	12,906	112,953
6	7,153	24,861	24,036	3,621	1,377	1,508	7,556	70,112
7	6,836	28,497	25,394	3,634	1,728	1,270	7,246	74,605
8	4,011	18,133	15,450	2,184	904	1,334	5,490	47,506
9	2,313	10,042	10,015	1,178	671	1,179	4,518	29,916
10	4,033	20,281	21,603	2,420	961	966	8,531	58,795
11	1,219	5,580	5,873	596	498	659	3,470	17,895
12	1,777	7,767	10,063	1,064	571	478	4,737	26,457
13	1,870	4,546	4,765	674	335	540	2,699	15,429
14	1,539	15,202	17,922	1,626	613	991	6,532	44,425
15	1,301	13,259	7,751	738	474	1,005	3,919	28,447
16	1,266	6,003	5,918	549	262	258	2,677	16,933
17	458	4,264	3,987	375	300	334	2,413	12,131
18	895	3,661	4,188	662	282	320	2,649	12,657
19	468	1,996	2,564	234	177	120	1,390	6,949
20	671	4,312	5,264	521	466	221	2,198	13,653
21	938	9,231	7,339	796	316	396	2,573	21,589
22	—	2,109	2,551	309	110	258	971	6,308
23	482	1,294	1,738	245	140	135	1,095	5,129
24	407	1,155	1,406	171	187	64	860	4,250
25 - 29	1,568	4,454	7,109	1,362	486	205	2,319	17,503
30 - 39	1,386	8,608	7,145	835	598	602	2,869	22,043
40 - 59	1,448	4,641	3,970	587	356	358	2,159	13,519
60 - 89	1,217	2,924	2,828	173	172	369	1,246	8,929
90 - 179	894	3,578	4,004	1,033	825	327	1,395	12,056
180 and over	154	753	1,752	268	131	104	290	3,452
Totals	1,950,711	1,622,442	4,056,645	233,289	109,840	80,464	1,103,833	9,157,224

¹ Automobiles leaving and returning on the same day.

**TABLE 16. Number and Expenditures of Canadian Travellers Returning to Canada
by Plane in 1964, classified by Length of Visit**

Estimated days stay	Number of persons	Per cent of total persons	Number of person days	Estimated expenditures	Per cent of total expenditures	Average expenditure per person	Average expenditure per person per day
				\$		\$	\$
1 ¹	26,493	4.9	26,493	1,765,600	1.5	66.60	66.60
2	56,551	10.4	113,102	5,677,800	4.9	100.40	50.20
3	53,043	9.7	159,129	6,787,100	5.9	128.00	42.70
4	49,051	9.0	196,204	7,815,900	6.8	159.30	39.80
5	42,094	7.7	210,470	7,515,900	6.5	178.60	35.70
6	27,035	5.0	162,210	5,729,800	5.0	211.90	35.30
7	29,264	5.4	204,848	6,218,500	5.4	212.50	30.40
8	17,210	3.2	137,680	3,594,900	3.1	208.90	26.10
9	10,019	1.8	90,171	2,029,500	1.8	202.60	22.50
10	29,942	5.5	299,420	6,587,800	5.7	220.00	22.00
11	6,706	1.2	73,766	1,669,300	1.4	248.90	22.60
12	14,361	2.6	172,332	3,405,600	3.0	237.10	19.80
13	8,527	1.6	110,851	2,048,000	1.8	240.20	18.50
14	38,101	7.0	533,414	8,761,800	7.6	230.00	16.40
15	14,186	2.6	212,790	3,579,200	3.1	252.30	16.80
16	8,663	1.6	138,608	2,163,000	1.9	249.70	15.60
17	10,291	1.9	174,947	2,553,300	2.2	248.10	14.60
18	6,240	1.2	112,320	1,720,900	1.5	275.80	15.30
19	3,643	0.7	69,217	941,200	0.8	258.40	13.60
20	7,229	1.3	144,580	2,219,600	1.9	307.10	15.40
21	19,516	3.6	409,836	5,888,200	5.1	301.70	14.40
22	2,888	0.5	63,536	798,400	0.7	276.50	12.60
23	2,442	0.5	56,166	632,500	0.6	259.00	11.30
24	2,345	0.4	56,280	707,100	0.6	301.50	12.60
25- 29	10,988	2.0	298,214	3,584,600	3.1	326.20	12.00
30- 39	18,256	3.4	585,652	5,804,100	5.0	317.90	9.90
40- 59	10,426	1.9	480,222	4,099,200	3.6	393.20	8.50
60- 89	7,849	1.4	539,776	3,732,700	3.2	475.60	6.90
90-179	8,740	1.6	1,024,328	4,754,100	4.1	543.90	4.60
180 and over	2,326	0.4	477,621	2,579,400	2.2	1,109.00	5.40
Totals	544,425	100.0	7,334,183	115,365,000	100.0	211.90	15.70

¹ Persons leaving and returning on the same day.

TABLE 17. Number and Expenditures of Canadian Travellers Returning to Canada by Bus¹ in 1964, classified by Length of Visit

Estimated days stay	Number of persons	Per cent of total persons	Number of person days	Estimated expenditures	Per cent of total expenditures	Average expenditure per person	Average expenditure per person per day
				\$		\$	\$
1 ²	16,972	3.9	16,972	218,800	0.4	12.90	12.90
2	48,689	11.1	97,378	1,584,200	3.2	32.50	16.30
3	59,318	13.5	177,954	2,800,100	5.6	47.20	15.70
4	37,674	8.6	150,696	2,062,100	4.1	54.70	13.70
5	26,273	6.0	131,365	1,774,300	3.5	67.50	13.50
6	15,944	3.6	95,664	1,400,300	2.8	87.80	14.60
7	31,330	7.1	219,310	2,942,800	5.9	93.90	13.40
8	16,758	3.8	134,064	1,794,700	3.6	107.10	13.40
9	10,115	2.3	91,035	1,085,800	2.2	107.40	11.90
10	24,087	5.5	240,870	2,776,300	5.5	115.30	11.50
11	6,772	1.5	74,492	843,400	1.7	124.50	11.30
12	11,615	2.7	139,380	1,581,400	3.2	136.20	11.40
13	6,258	1.4	81,354	975,400	1.9	155.90	12.00
14	22,801	5.2	319,214	3,298,000	6.6	144.60	10.30
15	10,672	2.4	160,080	1,752,100	3.5	164.20	11.00
16	6,300	1.4	100,800	1,108,200	2.2	175.90	11.00
17	4,200	1.0	71,400	734,400	1.5	174.90	10.30
18	4,757	1.1	85,626	819,300	1.6	172.20	9.60
19	2,357	0.5	44,783	403,200	0.8	171.10	9.00
20	5,057	1.2	101,140	882,700	1.8	174.60	8.70
21	11,744	2.7	246,624	2,101,300	4.2	178.90	8.50
22	2,743	0.6	60,346	506,400	1.0	184.60	8.40
23	2,057	0.5	47,311	491,500	1.0	238.90	10.40
24	2,872	0.7	68,928	506,300	1.0	176.30	7.40
25 - 29	9,772	2.2	267,362	2,132,700	4.3	218.20	8.00
30 - 39	14,187	3.2	461,078	3,127,000	6.2	220.40	6.80
40 - 59	11,958	2.7	553,655	3,098,000	6.2	259.10	5.60
60 - 89	7,800	1.8	531,414	2,244,200	4.5	287.70	4.20
90 - 179	6,086	1.4	695,995	3,004,800	6.0	493.70	4.30
180 and over	1,757	0.4	376,209	1,978,800	4.0	1,126.20	5.30
Totals	438,925	100.0	5,842,499	50,028,500	100.0	114.00	8.60

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 1964, classified by Length of Visit

Estimated days stay	Number of persons	Per cent of total persons	Number of person days	Estimated expenditures	Per cent of total expenditures	Average expenditure per person	Average expenditure per person per day
				\$		\$	\$
1 ²	6,018	2.5	6,018	186,700	0.6	31.00	31.00
2	21,452	9.0	42,904	977,500	2.9	45.60	22.80
3	30,446	12.8	91,338	1,850,400	5.6	60.80	20.30
4	24,961	10.5	99,844	1,989,000	6.0	79.70	19.90
5	20,719	8.7	103,595	1,817,200	5.5	87.70	17.50
6	11,703	4.9	70,218	1,300,300	3.9	111.10	18.50
7	16,278	6.8	113,946	1,690,500	5.1	103.90	14.80
8	8,727	3.7	69,816	980,800	2.9	112.40	14.10
9	4,197	1.8	37,773	482,600	1.4	115.00	12.80
10	13,680	5.7	136,800	1,655,000	5.0	121.00	12.10
11	3,109	1.3	34,199	459,700	1.4	147.90	13.40
12	5,618	2.3	67,416	883,400	2.7	157.20	13.10
13	2,798	1.2	36,374	459,500	1.4	164.20	12.60
14	12,791	5.4	179,074	2,066,400	6.2	161.60	11.50
15	5,197	2.2	77,955	987,500	3.0	190.00	12.70
16	3,176	1.3	50,816	621,800	1.9	195.80	12.20
17	2,576	1.1	43,792	544,700	1.6	211.40	12.40
18	2,199	0.9	39,582	510,700	1.5	232.20	12.90
19	1,177	0.5	22,363	260,800	0.8	221.60	11.70
20	3,220	1.3	64,400	661,000	2.0	205.30	10.30
21	5,485	2.3	115,185	1,248,700	3.8	227.70	10.80
22	1,488	0.6	32,736	336,400	1.0	226.10	10.30
23	1,310	0.5	30,130	331,100	1.0	252.70	11.00
24	977	0.4	23,448	267,700	0.8	274.00	11.40
25 - 29	5,285	2.2	142,589	1,424,800	4.3	269.60	10.00
30 - 39	9,083	3.8	293,290	2,646,800	8.0	291.40	9.00
40 - 59	5,952	2.5	273,137	1,776,600	5.3	298.50	6.50
60 - 89	3,753	1.6	258,319	1,386,700	4.2	369.50	5.40
90 - 179	3,997	1.7	456,857	2,331,000	7.0	583.20	5.10
180 and over	1,221	0.5	271,441	1,071,600	3.2	877.60	4.00
Totals	238,593	100.0	3,285,355	33,206,900	100.0	139.00	10.10

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

TABLE 19. Number of Non-resident Automobiles and Other Vehicles Entering Canada, by Province of Entry, 1960 - 64

Province of entry	1960	1961	1962	1963	1964
Length of stay — One or more nights in Canada					
Atlantic Provinces	153,347	158,925	162,791	171,385	184,764
Quebec	327,889	336,251	339,881	337,092	360,363
Ontario	1,970,479	2,121,440	2,236,169	2,439,526	2,683,576
Manitoba	43,956	46,349	48,961	56,047	60,196
Saskatchewan	23,130	23,742	25,311	30,024	30,966
Alberta	42,025	43,815	46,230	51,017	48,550
British Columbia	250,846	280,930	353,631	315,944	349,389
Yukon Territory	13,507	14,481	17,623	20,012	21,359
Canada	2,825,179	3,025,933	3,230,597	3,421,047	3,739,163¹
Length of stay — Entering and departing on the same day					
Atlantic Provinces	224,324	234,073	260,238	280,159	301,795
Quebec	295,068	320,815	324,121	329,126	336,977
Ontario	2,809,937	2,927,477	3,049,399	3,224,274	3,371,730
Manitoba	49,816	52,163	52,210	55,937	56,069
Saskatchewan	19,816	21,347	25,304	29,255	30,079
Alberta	14,946	13,036	14,398	15,106	14,723
British Columbia	143,235	167,066	195,588	189,587	213,879
Yukon Territory	225	297	860	1,752	2,090
Canada	3,557,367	3,736,274	3,922,118	4,125,196	4,327,342²
Repeats and taxis					
Atlantic Provinces	1,260,655	1,186,555	1,156,677	1,031,629	948,306
Quebec	181,698	181,612	172,565	174,874	162,491
Ontario	890,139	884,649	851,087	774,465	841,482
Manitoba	52,238	53,227	52,056	59,274	60,749
Saskatchewan	13,332	14,106	14,590	15,585	17,630
Alberta	21,105	21,993	21,822	24,019	19,942
British Columbia	62,640	58,306	53,790	50,505	54,493
Yukon Territory	8	—	189	247	374
Canada	2,481,815	2,400,448	2,322,776	2,130,598	2,105,467
Commercial vehicles					
Atlantic Provinces	94,857	81,276	79,221	62,831	57,063
Quebec	107,172	112,331	107,437	112,416	108,058
Ontario	190,500	184,943	201,168	214,119	211,896
Manitoba	22,917	27,473	22,649	19,299	16,407
Saskatchewan	6,817	8,146	9,652	10,356	11,514
Alberta	8,791	7,373	8,551	13,908	9,522
British Columbia	53,361	58,244	58,299	62,544	67,014
Yukon Territory	1,950	1,443	2,155	2,127	4,015
Canada	486,365	481,229	489,132	497,600	485,489

¹ Includes 268 bicycles, 3,659 motorcycles and 98,063 trailers in 1964.

² Includes 124 bicycles, 4,513 motorcycles and 13,058 trailers in 1964.

**TABLE 20. Number of Non-resident Automobiles and Other Vehicles Entering Canada,
by Month of Entry, 1960 - 64**

Month	1960	1961	1962	1963	1964
Length of stay – One or more nights in Canada					
January	78,574	83,795	82,376	86,802	102,124
February	77,393	85,014	86,312	92,739	115,587
March	84,936	108,816	112,876	118,683	131,063
April	133,167	133,707	148,027	159,105	161,251
May	210,024	212,111	223,879	239,757	288,197
June	309,351	345,074	416,673	423,303	454,153
July	621,038	655,675	662,234	706,595	754,086
August	565,062	605,027	705,984	765,973	778,422
September	326,046	349,414	339,474	331,185	404,132
October	185,519	190,995	190,266	216,508	244,394
November	121,594	130,784	137,621	152,863	160,585
December	112,475	125,521	124,875	127,534	145,169
Totals	2,825,179	3,025,933	3,230,597	3,421,047	3,739,163¹
Length of stay – Entering and departing on the same day					
January	154,593	172,003	161,664	164,234	200,242
February	133,689	160,976	154,980	168,784	208,592
March	160,707	195,459	216,295	232,063	239,319
April	263,101	273,019	286,523	307,221	301,626
May	296,404	308,480	336,882	344,233	392,876
June	357,946	369,679	422,162	476,981	452,145
July	603,834	620,524	631,563	658,567	704,388
August	574,953	579,835	631,183	650,599	643,986
September	341,353	364,912	375,739	360,327	400,261
October	271,277	270,149	259,446	305,714	309,068
November	214,733	222,543	234,370	247,785	264,802
December	184,777	198,695	211,311	208,688	210,037
Totals	3,557,367	3,736,274	3,922,118	4,125,196	4,327,342²

¹ Includes 268 bicycles, 3,659 motorcycles and 98,063 trailers in 1964.² Includes 124 bicycles, 4,513 motorcycles and 13,058 trailers in 1964.

**TABLE 20. Number of Non-resident Automobiles and Other Vehicles Entering Canada,
by Month of Entry, 1960 - 64 — Concluded**

Month	1960	1961	1962	1963	1964
Repeats and taxis					
January	142,505	136,012	128,044	108,837	112,853
February	130,307	121,343	115,202	104,689	106,751
March	150,101	142,556	137,324	114,486	120,787
April	171,477	169,865	172,157	150,578	140,282
May	203,535	200,053	203,097	177,089	184,086
June	236,583	239,206	244,231	218,772	218,807
July	314,601	315,575	299,415	285,371	281,608
August	331,083	315,804	314,263	298,127	285,848
September	251,462	237,791	233,181	207,276	210,063
October	216,705	207,496	188,567	189,127	175,391
November	178,149	166,601	157,486	152,705	147,731
December	155,307	148,146	129,809	123,541	121,260
Totals	2,481,815	2,400,448	2,322,776	2,130,598	2,105,467
Commercial vehicles					
January	43,385	38,083	41,619	43,760	41,200
February	44,665	39,248	40,247	41,867	39,060
March	47,794	43,312	44,173	46,652	39,781
April	39,292	36,204	37,907	42,377	40,518
May	39,188	40,779	41,867	40,171	40,538
June	39,177	41,978	40,383	39,910	43,045
July	37,916	44,075	40,598	41,350	40,193
August	39,976	42,743	42,725	42,084	40,159
September	37,414	37,520	37,240	38,338	40,035
October	39,854	40,731	41,871	43,939	40,546
November	40,736	39,211	41,527	38,775	39,429
December	36,968	37,345	38,975	38,377	40,985
Totals	486,365	481,229	489,132	497,600	485,489

TABLE 21. Number of Non-immigrant Travellers Entering Canada from the United States, by Non-automobile Transportation, by Province of Entry, 1960-64

Province of entry	1960	1961	1962	1963	1964
Aeroplane					
Atlantic Provinces	19,155	22,871	21,786	23,790	25,681
Quebec	119,301	142,178	136,295	149,060	166,428
Ontario	176,430	212,829	214,511	216,505	242,422
Manitoba	20,350	17,412	17,993	17,832	23,263
Saskatchewan	2,864	4,210	4,102	3,112	3,362
Alberta	16,200	9,232	9,254	9,927	15,405
British Columbia	71,399	69,329	71,264	64,097	74,082
Yukon Territory ¹	9,116	7,458	7,303	2,729	2,673
Canada	434,815	485,519	482,508	487,052	553,316
Bus²					
Atlantic Provinces	8,224	8,914	11,793	13,297	12,940
Quebec	68,844	77,096	88,988	85,454	95,614
Ontario	281,034	266,323	273,073	339,045	363,012
Manitoba	7,988	6,752	9,591	9,539	8,742
Saskatchewan	455	374	356	232	219
Alberta	7,327	7,759	9,345	8,901	9,111
British Columbia	40,036	45,915	60,285	52,884	60,087
Yukon Territory	1,624	2,237	2,238	2,805	2,596
Canada	415,532	415,370	455,669	512,157	552,321
Rail³					
Atlantic Provinces	3,665	1,298	1,431	1,454	442
Quebec	88,307	73,272	76,524	68,695	83,257
Ontario	113,272	96,472	89,671	76,336	84,602
Manitoba	17,962	18,227	27,633	22,669	22,372
Saskatchewan	4,410	3,409	4	4	4
Alberta	1,490	1,517	4	4	4
British Columbia	39,637	33,684	35,141	30,598	33,653
Yukon Territory	10,784	12,460	14,174	16,988	16,325
Canada	279,527	240,339	244,574	216,740	240,651
Boat					
Atlantic Provinces	5,606	4,373	4,490	2,311	1,427
Quebec	7,103	6,675	10,609	9,734	13,115
Ontario	294,444	319,857	347,987	376,338	353,183
Manitoba	—	—	—	—	—
Saskatchewan	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	132,140	134,807	333,409	119,588	124,352
Yukon Territory ¹	12	1	3	8	9
Canada	439,305	465,713	696,498	507,979	492,086

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 22. Number of Non-immigrant Travellers Entering Canada from the United States, by Non-automobile Transportation, by Month of Entry, 1960 - 64

Month	1960	1961	1962	1963	1964
Aeroplane¹					
January	25,235	26,002	28,371	29,789	36,483
February	23,556	21,863	25,613	27,143	29,263
March	25,766	28,301	27,881	29,297	32,917
April	27,858	30,214	33,412	31,829	35,375
May	37,504	40,339	42,976	40,560	49,081
June	52,499	54,701	58,116	55,809	60,865
July	52,068	57,242	56,448	56,024	66,272
August	53,220	66,430	60,000	60,308	65,742
September	47,324	57,892	49,353	48,975	55,725
October	36,532	40,751	40,743	44,311	46,251
November	27,065	30,960	31,471	32,148	37,912
December	26,188	30,824	28,124	30,859	37,430
Totals	434,815	485,519	482,508	487,052	553,316
Bus²					
January	12,793	15,475	13,610	14,708	23,239
February	13,633	18,710	15,986	16,443	19,164
March	13,316	15,789	15,070	18,774	19,730
April	26,543	22,848	26,994	30,148	30,522
May	39,377	36,593	39,723	44,557	53,409
June	48,115	47,360	53,729	60,432	61,469
July	84,406	76,612	83,127	90,374	101,506
August	72,389	72,837	84,550	117,769	102,313
September	40,636	44,138	52,425	50,402	59,178
October	27,840	26,384	29,406	28,824	34,894
November	19,400	20,541	21,529	20,890	24,068
December	17,084	18,083	19,520	18,836	22,829
Totals	415,532	415,370	455,669	512,157	552,321

See footnotes at end of table.

TABLE 22. Number of Non-immigrant Travellers Entering Canada from the United States, by Non-automobile Transportation, by Month of Entry, 1960 - 64 - Concluded

Month	1960	1961	1962	1963	1964
Rail (Gross entries)					
January	46,779	35,777	38,840	34,562	46,098
February	43,475	33,747	31,018	28,269	22,957
March	37,265	31,631	29,286	26,425	29,470
April	42,161	37,161	34,035	31,443	26,245
May	46,280	40,677	36,592	32,129	33,244
June	61,050	51,058	56,773	45,415	50,150
July	73,265	62,909	72,670	58,354	63,421
August	69,347	63,941	65,828	57,611	62,046
September	50,524	44,723	46,292	35,859	40,346
October	39,218	37,843	32,365	28,586	32,260
November	31,827	29,514	30,002	23,179	25,505
December	48,958	43,212	43,069	42,714	41,064
Totals	590,149	512,193	516,770	444,546	472,806
Rail (Net entries)¹					
January	17,996	14,420	13,220	12,351	19,825
February	19,110	14,264	13,200	11,774	11,772
March	15,847	13,226	11,399	10,884	13,708
April	17,165	14,011	13,167	13,065	12,423
May	21,899	19,207	16,474	16,250	17,439
June	33,899	26,777	30,787	25,095	25,818
July	41,498	38,129	45,655	33,904	36,146
August	36,231	33,712	35,859	33,917	33,394
September	22,979	20,371	20,529	17,389	21,348
October	17,804	17,272	13,925	14,715	16,546
November	13,499	11,825	12,015	11,726	12,488
December	21,600	17,125	18,344	15,670	19,744
Totals	279,527	240,339	244,574	216,740	240,651
Boat					
January	651	851	277	442	1,140
February	1,227	1,476	503	267	398
March	1,782	236	824	411	264
April	1,680	1,276	1,369	1,270	1,081
May	17,852	19,759	42,624	17,937	22,370
June	60,599	61,040	112,308	76,858	72,692
July	133,043	138,039	194,106	151,973	160,852
August	140,063	149,699	216,968	161,058	155,920
September	63,290	74,481	103,381	70,856	64,249
October	15,015	15,360	21,605	22,810	10,990
November	3,008	2,796	2,053	3,675	1,957
December	1,095	700	480	422	173
Totals	439,305	465,713	696,498	507,979	492,086

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 23. Number of Canadian Automobiles and Other Vehicles Returning from the United States, by Province of Re-entry into Canada, 1960 - 64

Province of re-entry	1960	1961	1962	1963	1964
Length of stay – One or more nights in United States					
Atlantic Provinces	142,266	124,692	135,078	113,293	132,386
Quebec	378,173	381,967	349,027	380,749	434,340
Ontario	535,481	545,361	432,570	460,495	516,646
Manitoba	79,710	79,052	69,393	78,765	75,025
Saskatchewan	33,191	29,542	23,242	25,188	27,971
Alberta	46,410	39,212	28,705	30,168	27,694
British Columbia	268,234	266,314	229,889	201,107	210,624
Yukon Territory	607	678	952	1,132	1,047
Canada	1,484,072	1,466,818	1,268,856	1,290,897	1,425,733
Length of stay – Leaving and returning same day					
Atlantic Provinces	1,841,852	1,883,640	1,872,867	1,907,400	1,947,397
Quebec	1,031,255	1,098,335	1,054,946	1,074,882	1,211,561
Ontario	3,092,997	3,038,938	3,057,106	3,338,450	3,600,788
Manitoba	158,501	169,244	163,065	170,771	163,144
Saskatchewan	79,151	79,475	72,246	74,606	82,387
Alberta	53,403	59,184	59,933	62,976	53,295
British Columbia	884,711	932,913	862,118	857,138	906,150
Yukon Territory	437	535	2,374	1,481	1,392
Canada	7,142,307	7,262,264	7,144,655	7,487,704	7,966,114¹
Commercial vehicles					
Atlantic Provinces	142,236	129,650	128,626	125,378	117,705
Quebec	160,623	165,244	169,100	164,439	177,080
Ontario	256,356	256,107	249,635	267,769	316,021
Manitoba	34,293	34,078	26,661	22,786	21,032
Saskatchewan	7,927	7,357	7,168	7,230	7,714
Alberta	11,995	9,653	9,804	8,985	6,049
British Columbia	41,659	48,598	38,819	27,028	25,575
Yukon Territory	190	260	731	602	420
Canada	655,279	650,947	630,544	624,217	671,596

¹ Includes 13,630 motorcycles, 58,750 bicycles and 161,465 taxis in 1964.

TABLE 24. Number of Canadian Automobiles and Other Vehicles Returning from the United States, by Month of Re-entry into Canada, 1960 - 64

Month	1960	1961	1962	1963	1964
Length of stay – One or more nights in United States					
January	52,940	57,648	54,909	47,765	54,101
February	47,288	50,217	48,633	43,530	52,108
March	56,104	64,298	62,537	58,249	84,547
April	111,585	114,360	112,026	94,270	80,501
May	115,287	113,685	103,162	91,506	108,317
June	112,445	116,070	104,009	103,217	108,945
July	268,408	255,003	207,629	217,174	232,369
August	262,222	248,657	209,881	236,599	276,286
September	162,850	157,137	136,452	141,464	152,891
October	140,106	135,650	106,976	124,020	127,475
November	84,299	81,661	62,320	72,200	79,649
December	70,538	72,432	60,322	60,903	68,544
Totals	1,484,072	1,466,818	1,268,856	1,290,897	1,425,733
Length of stay – Leaving and returning same day					
January	436,748	437,343	436,864	447,038	506,925
February	418,745	426,884	417,895	429,537	513,774
March	464,460	514,888	523,123	542,784	605,861
April	589,616	587,447	612,681	620,763	620,228
May	653,732	638,347	625,092	669,729	735,390
June	648,691	696,779	693,298	729,217	743,725
July	880,880	873,768	833,514	848,641	937,277
August	783,444	792,309	755,937	808,096	874,625
September	639,676	653,087	657,205	680,618	690,340
October	619,552	617,331	574,909	639,505	659,093
November	513,396	511,640	499,772	535,209	553,103
December	493,367	512,441	514,365	536,567	525,773
Totals	7,142,307	7,262,264	7,144,655	7,487,704	7,966,114¹
Commercial vehicles					
January	65,213	63,709	71,629	62,931	66,408
February	62,903	59,401	64,389	56,326	68,793
March	56,294	51,504	53,617	48,135	51,813
April	44,531	44,649	44,901	44,913	46,500
May	51,639	48,634	50,170	48,183	49,908
June	54,786	52,677	47,701	50,441	55,473
July	52,054	55,663	49,356	52,310	53,727
August	54,604	57,591	51,811	52,001	53,062
September	53,617	52,963	47,309	50,022	55,264
October	54,062	54,854	52,167	55,120	57,242
November	50,702	51,727	47,154	48,685	50,166
December	54,874	57,575	50,340	55,150	63,240
Totals	655,279	650,947	630,544	624,217	671,596

¹ Includes 13,630 motorcycles, 58,750 bicycles and 161,465 taxis in 1964.

TABLE 25. Number of Canadian Travellers Returning from the United States, by Non-automobile Transportation, by Province of Re-entry into Canada, 1960-64

Province of re-entry	1960	1961	1962	1963	1964
Aeroplane					
Atlantic Provinces	15,692	18,013	16,914	17,208	17,532
Quebec	128,810	130,288	142,136	151,354	172,673
Ontario	224,978	239,855	251,614	254,973	281,252
Manitoba	11,717	11,684	13,005	11,965	14,237
Saskatchewan	853	1,446	1,584	1,073	1,131
Alberta	14,370	9,081	8,701	8,075	10,350
British Columbia	54,722	47,030	50,696	44,653	46,465
Yukon Territory	386	304	428	1,263	657
Canada	451,528	457,701	485,078	490,564	544,297
Bus¹					
Atlantic Provinces	9,487	9,223	8,597	8,869	10,307
Quebec	88,444	82,655	90,395	93,146	107,567
Ontario	228,005	216,076	191,272	197,902	222,224
Manitoba	21,720	20,920	17,407	18,896	18,511
Saskatchewan	373	330	340	151	391
Alberta	3,878	3,971	3,684	3,991	3,826
British Columbia	93,158	97,412	131,821	77,058	86,258
Yukon Territory	156	213	143	195	406
Canada	445,221	430,800	443,659	400,208	449,490
Rail					
Atlantic Provinces	4,110	1,551	1,534	1,313	774
Quebec	104,116	91,633	84,481	82,310	90,261
Ontario	154,073	120,274	114,938	98,580	99,092
Manitoba	16,806	15,670	14,656	29,783	34,300
Saskatchewan	2,146	907	—	—	—
Alberta	—	79	—	—	—
British Columbia	49,516	34,790	34,258	26,817	30,742
Yukon Territory	1,629	1,684	1,056	1,043	1,003
Canada	332,396	266,588	250,923	239,846	256,172
Boat					
Atlantic Provinces	12,147	8,503	8,276	5,870	6,617
Quebec	5,402	4,488	6,401	10,141	11,748
Ontario	86,914	80,780	75,296	86,105	82,978
Manitoba	—	—	—	—	—
Saskatchewan	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	19,053	16,423	24,660	12,343	14,261
Yukon Territory	37	38	44	51	45
Canada	123,553	110,232	114,677	114,510	115,649

¹ Exclusive of local bus traffic between border communities.

TABLE 26. Number of Canadian Travellers Returning from the United States, by Non-automobile Transportation, by Month of Re-entry into Canada, 1960 - 64

Month	1960	1961	1962	1963	1964
Aeroplane					
January	40,997	38,746	43,887	42,229	49,099
February	36,164	29,804	38,080	37,886	42,143
March	42,749	47,106	52,289	49,153	50,347
April	46,990	48,466	53,644	51,180	51,208
May	38,820	36,550	44,068	41,121	46,948
June	34,092	35,826	36,683	36,178	41,785
July	33,395	33,995	32,424	34,033	39,512
August	38,397	38,975	39,630	41,566	47,620
September	38,371	36,603	38,831	40,645	46,317
October	39,165	41,473	39,446	44,546	51,411
November	32,267	35,208	34,415	37,749	40,275
December	30,121	34,949	31,681	34,278	37,632
Totals.....	451,528	457,701	485,078	490,564	544,297
Bus¹					
January	24,306	24,305	23,024	21,441	32,084
February	20,830	22,891	21,242	22,215	24,739
March	24,173	25,545	29,599	25,700	35,373
April	38,820	37,553	39,699	35,746	32,570
May	41,169	38,887	43,706	35,701	40,096
June	52,351	51,940	54,407	44,984	56,613
July	57,540	54,385	58,590	47,900	52,922
August	59,814	55,968	56,110	54,877	59,089
September	40,074	40,249	39,820	36,331	35,835
October	35,175	31,976	34,392	32,027	33,877
November	27,509	22,575	21,187	22,310	23,335
December	23,460	24,526	21,883	20,976	22,957
Totals.....	445,221	430,800	443,659	400,208	449,490

¹ Exclusive of local bus traffic between border communities.

TABLE 26. Number of Canadian Travellers Returning from the United States, by Non-automobile Transportation, by Month of Re-entry into Canada, 1960-64 - Concluded

Month	1960	1961	1962	1963	1964
Rail (Gross entries)					
January	31,180	25,482	23,164	20,627	28,608
February	25,466	18,782	15,633	15,282	15,755
March	26,556	19,900	17,382	16,901	23,844
April	37,403	28,156	27,229	24,324	20,319
May	24,651	18,258	17,802	16,954	18,884
June	21,803	18,462	19,180	16,963	18,644
July	33,185	27,210	26,436	25,830	25,506
August	37,076	30,873	29,671	27,201	29,462
September	25,873	21,279	20,051	19,215	20,137
October	26,043	21,976	19,768	19,867	21,476
November	19,705	15,536	15,679	15,146	14,458
December	23,455	20,674	18,928	21,536	19,079
Totals	332,396	266,588	250,923	239,846	256,172
Rail (Net entries)²					
January	30,770	25,142	21,877	20,178	26,493
February	25,156	18,413	14,840	14,568	15,061
March	26,255	19,423	16,385	15,845	22,951
April	36,891	27,781	25,749	23,663	19,122
May	24,265	17,891	16,751	16,472	17,422
June	21,488	18,006	17,938	15,019	17,080
July	32,855	26,735	24,725	23,012	23,694
August	36,650	30,199	28,047	23,932	27,404
September	25,434	20,324	18,839	17,284	18,760
October	25,663	21,385	18,717	18,086	19,988
November	19,315	14,786	14,877	13,314	12,998
December	23,107	19,157	17,525	19,395	17,620
Totals	327,849	259,242	236,270	220,768	238,593
Boat					
January	1,370	1,091	774	579	1,542
February	1,479	1,247	1,257	411	1,298
March	941	765	1,261	808	468
April	2,089	1,951	3,369	1,182	2,120
May	3,946	4,627	6,160	3,002	4,779
June	12,244	9,783	12,204	12,252	12,299
July	34,914	29,199	23,247	33,439	38,042
August	40,492	36,103	41,915	40,348	34,216
September	17,131	15,549	16,732	13,050	12,666
October	4,211	4,937	5,485	5,757	4,067
November	2,796	2,404	1,468	2,560	2,294
December	1,940	2,576	805	1,122	1,858
Totals	123,553	110,232	114,677	114,510	115,649

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.

