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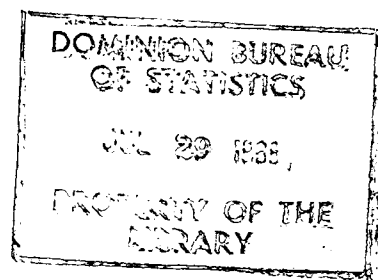
ANNUAL

1965

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TRAVEL BETWEEN CANADA
AND
OTHER COUNTRIES
1965



DOMINION BUREAU OF STATISTICS

DOMINION BUREAU OF STATISTICS
Balance of Payments and Financial Flows Division
Travel Statistics Section

TRAVEL BETWEEN CANADA
AND
OTHER COUNTRIES
1965

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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

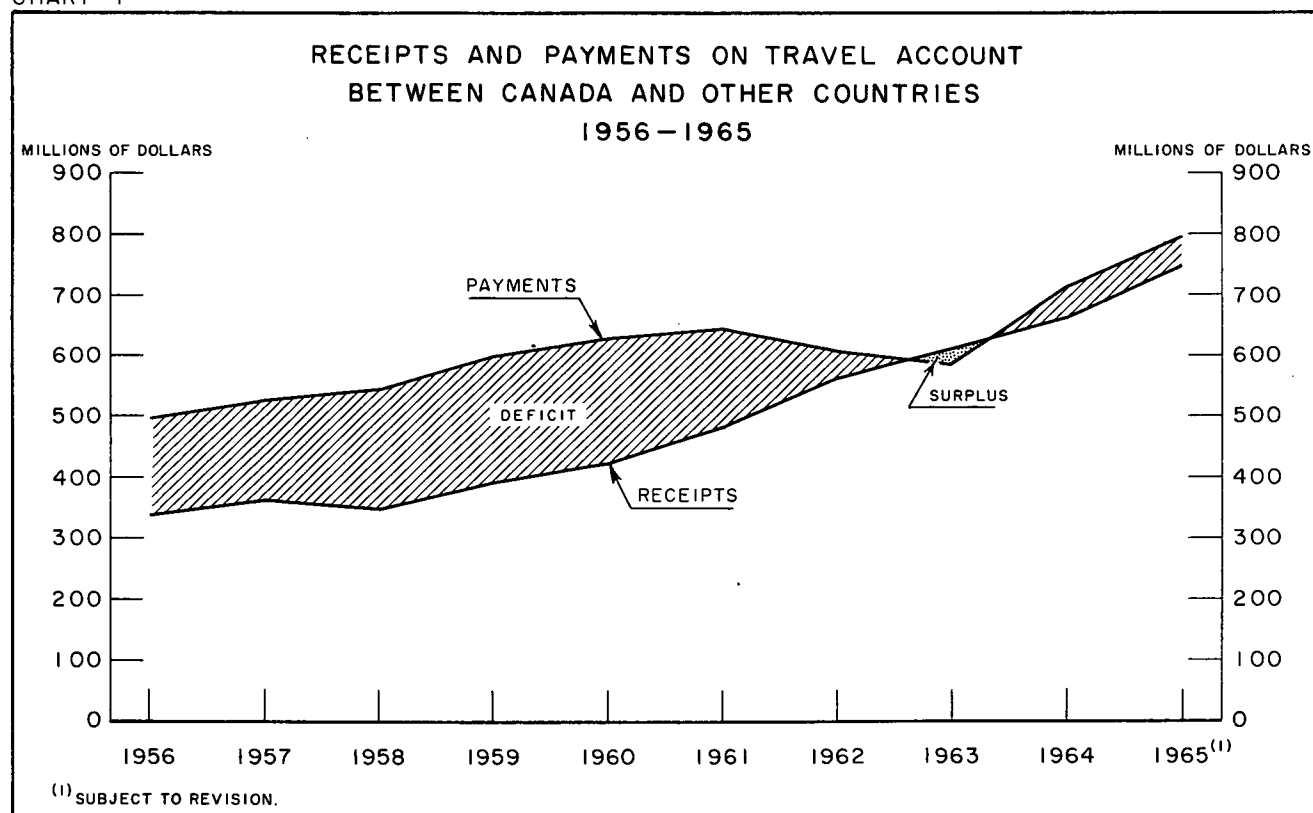
Travel between Canada and other countries has again set new records in both volume and expenditures. During the year 1965, some 68 million persons crossed Canada's borders. This figure comprises non-immigrant entries from the United States totalling 33.9 million and some 132,900 visitors entering direct from countries other than the United States. Also included in the figure are a total of 33.4 million Canadian residents returning from the United States and 386,300 re-entries direct from countries other than the United States.

Receipts and payments in millions of dollars surpassed the records set in 1964, with all sectors of travel showing increases. Expenditures of non-immigrants entering Canada from the United States were estimated at \$660 million, and those visitors entering direct from countries other than the United

States accounted for \$87 million of the total receipts for 1965. Payments by Canadians for travel in the United States (including Hawaii) came to \$548 million while expenditures by Canadians for travel to countries other than the United States contributed \$248 million to the total payments of 1965.

The balance on travel account with the United States continued to show a surplus, \$112 million in 1965, having reverted from a debit balance in 1961. However, this surplus was offset greatly by a record deficit of \$161 million on account with overseas countries. Reviewing the overall figure for 1965, a deficit balance of \$49 million remained in the balance of payments on travel account with all countries, marking the second debit balance since the surplus recorded in 1963.

CHART - I



United States Travel in Canada

In 1965, United States travellers spent an estimated \$659.8 million in Canada, 12 per cent or \$69.7 million more than in 1964. This represents a considerably higher increase than the \$41.2 million which was recorded between 1964 and 1963. Receipts in the third quarter accounted for close to 57 per cent

of the aggregate while 20 per cent was received in the second quarter, 15 per cent in the fourth and 8 per cent in the first quarter. The visitor spending in the third quarter amounted to \$375.3 million, a gain of 17 per cent or \$54.0 million compared to corresponding receipts in 1964. Second quarter receipts

increased 11 per cent or \$13.2 million for a total of \$132.8 million, whereas the \$52.9 million receipts in the first quarter represented little change from the corresponding figure in 1964. Fourth quarter receipts amounted to \$98.8 million, an advance of \$2.3 million or slightly more than 2 per cent.

The number of United States travellers to Canada came close to reaching the 34 million mark in 1965, when 33,887,000 persons visited Canada, 4.4 per cent or 1.4 million more than in 1964. All four quarters did not contribute to the overall increase in

1965 as first quarter entries declined 12 per cent or 517,000 to a total of 3,761,000. The increases in the other quarters more than compensated for this decrease. Entries in the second quarter advanced 6 per cent or 479,000 for a total of 8,249,000. Entries in the third quarter numbered 16,233,000, a gain of 7 per cent or 1,074,000 and in the fourth quarter they amounted to 5,644,000, an increase of 7.4 per cent or 388,000. Forty-eight per cent of the entries were in the third quarter of the year with the proportions for the others being 11, 24, and 17 per cent for the first, second and fourth quarters, respectively.

STATEMENT 1. Number and Expenditures of United States Travellers in Canada, 1962-65

Type of transportation	Number of persons				Expenditures			
	1962	1963	1964	1965 ¹	1962	1963	1964	1965 ¹
	thousands				millions of dollars			
Automobile:								
One or more nights in Canada.....	8,559	9,014	9,793	10,373	293.0	328.8	362.2	399.7
Entering and leaving same day.....	11,733	12,379	12,873	12,208	30.0	32.1	35.4	39.9
Repeat trips on standing (L) permits.....	4,309	3,737	3,705	3,623	—	—	—	—
Totals	24,601	25,130	26,371	26,204	323.0	360.9	397.6	439.6
Non-automobile:								
Plane	483	487	553	624	65.5	68.5	82.9	92.1
Bus.....	456	512	552	631	41.1	54.4	46.1	55.5
Rail.....	517	445	473	407	31.4	30.2	30.9	33.6
Boat	696	508	492	514	26.1	10.4	10.3	10.4
Other	4,903	4,783	4,022	5,507	25.3	24.5	22.3	28.6
Totals	7,055	6,735	6,092	7,683	189.4	188.0	192.5	220.2
Grand totals	31,656	31,865	32,463	33,887	512.4	548.9	590.1	659.8

¹ Subject to revision.

United States Travel in Canada by Types of Transportation

In Statements 1 to 3, United States travellers entering Canada are shown according to type of transportation and in the case of automobile traffic classified by length of stay. Statement 1 shows the number of persons and expenditures for the years 1962-65, while Statements 2 and 3 give the persons and expenditures by quarters for the year 1965.

Automobile travellers comprised the largest group of visitors, 77 per cent or 26,204,000 and accounted for \$439.6 million or 67 per cent of all expenditures. Although the total number of United States travellers in Canada increased in 1965, the number entering by automobile dropped 0.6 per cent or 167,000 compared with the corresponding 1964 total. This slight decrease can be attributed to the number entering and leaving on the same day (short-term travellers) and those persons making repeated trips, mainly Americans living near the border and

commuting to work in Canada. Short-term travellers accounted for 47 per cent of the automobile travellers in 1965 and numbered 12,208,000, a decline of 665,000 or 5 per cent while repeat trip entries decreased by 2 per cent or 82,000 for a total of 3,623,000, roughly 14 per cent of all entries by automobile. However, the effects of these decreases were offset, to a certain extent, by the 6 per cent increase of 580,000 in the number staying one or more nights in Canada, some 10,373,000. In spite of the overall decrease in numbers, the total receipts (\$439.6 million) of the automobile visitors rose by 11 per cent or \$42 million, most of which was due to the increase of \$37.5 million or 10 per cent in the amount (\$399.7 million) spent by the long-term travellers. This category comprised only 40 per cent of all entries by automobile yet accounted for 91 per cent of their expenditures. Short-term travellers spent \$39.9 million, an increase of 13 per cent or \$4.5 million.

**STATEMENT 2. Number of Non-residents Entering Canada from the United States,
compiled Quarterly, 1965**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	thousands				
Automobile:					
One or more nights in Canada	809	2,178	5,928	1,458	10,373
Entering and leaving same day	1,452	3,244	5,389	2,123	12,208
Repeat trips on standing (L) permits	577	969	1,322	755	3,623
Totals	2,838	6,391	12,639	4,336	26,204
Non-automobile:					
Plane	102	160	221	141	624
Bus	56	170	312	93	631
Rail	83	100	142	82	407
Boat	1	104	396	13	514
Other	681	1,324	2,523	979	5,507
Totals	923	1,858	3,594	1,308	7,683
Grand totals	3,761	8,249	16,233	5,644	33,887

An examination of automobile visitors on a quarterly basis indicates that 11 per cent of the total volume entered Canada during the first quarter, 24 per cent in the second, 48 per cent in the third and 17 per cent in the fourth quarter of 1965. The distribution of receipts for the quarters was somewhat the same pattern, with 7 per cent in the first quarter, 19 per cent in the second, 59 per cent in the third and 15 per cent in the fourth quarter.

The number of persons arriving by non-automobile types of transportation in 1965 increased for the first time since 1962 when 7,055,000 United States residents entered Canada by plane, bus, rail, and boat. The 7,683,000 entries recorded for 1965 represented an increase of 26 per cent or 1,591,000 over the corresponding 1964 total. The quarterly percentage distribution of non-automobile entries shows 12 per cent in the first, 24 per cent in the second, 47 per cent in the third and 17 per cent in the fourth

quarter of the year. Receipts from this group of travellers also rose substantially in 1965 with a gain of 14 per cent or \$27.7 million for a total of \$220.2 million. Of this total, 10 per cent was spent in the first quarter, 24 per cent in the second, 52 per cent in the third and 14 per cent in the fourth quarter of 1965.

The number of United States residents entering Canada by plane increased from 553,000 in 1964 to 624,000 in 1965, a gain of 13 per cent. Receipts from this group amounted to \$92.1 million, an increase of \$9.2 million or 11 per cent. A quarterly distribution of the receipts shows \$11.8 million was spent in the first quarter, \$22.4 million in the second, \$42.5 million in the third and \$15.4 in the fourth quarter of the year. The volume of plane travellers showed a similar trend by quarter, with a total of 102,000 entering in the first, 160,000 in the second, 221,000 in the third and 141,000 in the fourth quarter.

**STATEMENT 3. Expenditures of Non-residents Entering Canada from the United States,
compiled Quarterly, 1965¹**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	millions of dollars				
Automobile:					
One or more nights in Canada	26.2	70.9	242.3	60.3	399.7
Entering and leaving same day	4.1	10.2	18.2	7.4	39.9
Totals	30.3	81.1	260.5	67.7	439.6
Non-automobile:					
Plane	11.8	22.4	42.5	15.4	92.1
Bus	3.9	11.7	33.7	6.2	55.5
Rail	3.6	9.2	16.8	4.0	33.6
Boat	0.1	2.1	8.0	0.2	10.4
Other ²	3.2	6.3	13.8	5.3	28.6
Totals	22.6	51.7	114.8	31.1	220.2
Grand totals	52.9	132.8	375.3	98.8	659.8

¹ Subject to revision.

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

The number of persons entering Canada from the United States by bus in 1965 increased 14 per cent to reach a total of 631,000, some 79,000 more than in 1964. Close to half these persons (312,000) arrived in the third quarter and spent \$33.7 million, over 60 per cent of the total expenditures by bus travellers. Approximately 170,000 entered by bus during the second quarter and spent a total of \$11.7 million. The numbers and expenditures of the bus passengers were considerably less in the first and fourth quarters. The 56,000 who entered in the first quarter spent \$3.9 million and the fourth quarter bus entries of 93,000 spent \$6.2 million in Canada.

Rail was the only category with fewer entries in 1965. Including the in transit passengers across Southern Ontario, a total of 407,000 United States residents entered Canada by rail. When compared

with the 1964 figure, this represents a decrease of 66,000 or 14 per cent. However, in spite of the drop in volume, receipts from this group rose 9 per cent or \$2.7 million to \$33.6 million, due to the increase in average expenditures per rail passenger.

The number of persons entering Canada from the United States by boat rose 4.5 per cent or 22,000 for a total of 514,000 in 1965. However, receipts from this group are generally much lower than other types of transportation and in 1965 amounted to \$10.4 million. Some 77 per cent (396,000) of the persons entering Canada by boat did so during the months of July, August and September. Their expenditures of \$8.0 million in this period accounted for 77 per cent of total receipts from boat travellers. 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, 1965**

Period of entry	Atlantic Provinces	Quebec	Ontario	British Columbia	Canada
First quarter:					
Entering and leaving same day	3	—	7	7	17
One or more nights in Canada	2	—	1	25	28
Totals	5	—	8	32	45
Second quarter:					
Entering and leaving same day	36	2,622	11,480	45	14,183
One or more nights in Canada	18	52	6,223	1,015	7,308
Totals	54	2,674	17,703	1,060	21,491
Third quarter:					
Entering and leaving same day	27	3,982	26,235	117	30,361
One or more nights in Canada	129	499	17,974	4,715	23,317
Totals	156	4,481	44,209	4,832	53,678
Fourth quarter:					
Entering and leaving same day	7	687	1,601	8	2,303
One or more nights in Canada	1	2	635	87	725
Totals	8	689	2,236	95	3,028
Year:					
Entering and leaving same day	73	7,291	39,323	177	46,864
One or more nights in Canada	150	553	24,833	5,842	31,378
Grand totals	223	7,844	64,156	6,019	78,242

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

A special survey is used to secure information on the pleasure craft traffic entering Canada from the United States. Data compiled from the 1965 survey appear in Statement 4 which shows the number of pleasure craft entering the Atlantic Provinces, Quebec, Ontario and British Columbia arranged by

quarters and by length of stay for the year 1965. In 1965 the number of pleasure craft which entered Canada from the United States totalled 78,242, a small decrease of 1.3 per cent or 1,007 compared with 1964. Some 96 per cent of these boats entered Canada during the months of April to September inclusive.

During the year 1965, the majority of pleasure craft (82 per cent or 64,156) entered via Ontario ports, some 10 per cent entered by way of Quebec ports, 8 per cent into the coastal waterways of British Columbia, and less than one per cent through ports in the Atlantic Provinces. Although the number of pleasure craft arriving in the second and fourth quarters increased slightly, their effect on yearly data was offset by decreases in the first and third quarters. On a provincial basis, this was attributable to entries into Ontario and British Columbia.

Data from the survey of foreign pleasure craft revealed that the length of time spent in Canada varied considerably from province to province. For example, in British Columbia, 97 per cent of the foreign pleasure craft entries stayed one or more nights while in Quebec, 93 per cent entered and left on the same day. In Ontario, 61 per cent of the pleasure craft entries returned to the United States the same day while only one third of the entries into the Atlantic Provinces were classified as short-term.

From the survey of entries during the second and third quarters of 1965, data show the average

length of stay for boats remaining 24 hours or more in Canada was 6.4 days, the average number of persons in these boats was 4, and the average expenditure per person amounted to \$33.14. For pleasure craft remaining less than 24 hours, the average expenditure per person was \$3.72 and the average number of persons per boat was 4.2.

In 1965, some 5,507,000 persons were recorded as entries in the classification "other" means of transportation. This number, the highest in this category since 1962, represents a substantial increase of 37 per cent or 1,485,000 more entries than in 1964. The greatest increase in numbers occurred in the third quarter when entries doubled from 1,252,000 in 1964 to 2,523,000 in 1965. The receipts from United States residents who entered by "other" types of transportation also increased with a gain of 28 per cent or \$6.3 million for a total of \$28.6 million. Although persons in this category made up 72 per cent of the total volume of non-automobile travellers, due to the low average expenditure per person they accounted for only 13 per cent of all receipts.

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

In 1965, passenger car registrations in the United States totalled 74,904,253, an increase of 5 per cent over the 1964 figure. The total number of entries into Canada as a proportion of these registrations came to 5.1 per cent in 1965 compared with 4.9 per cent in 1964. 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.

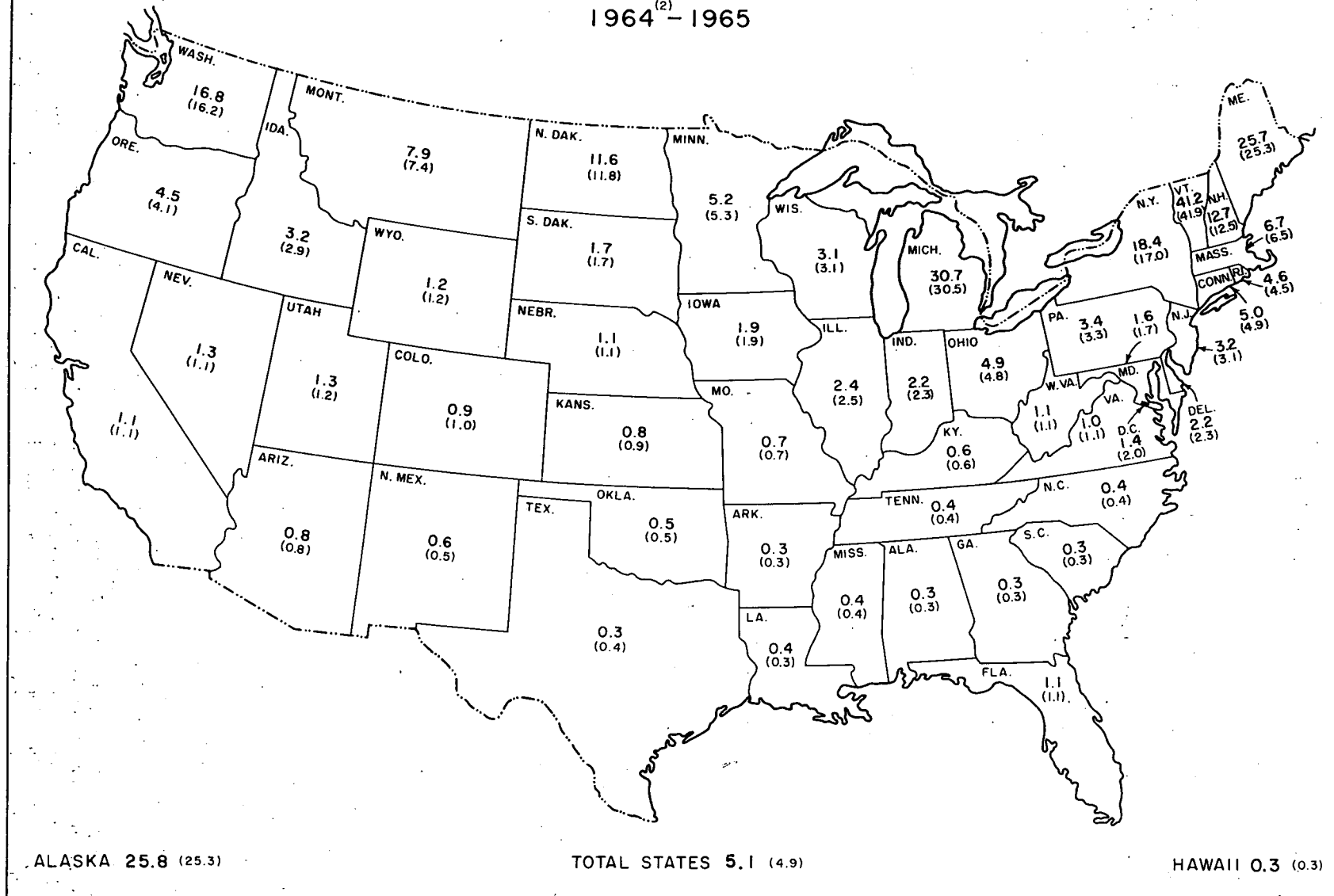
As can be seen from Map 1, the states closest to the Canadian-United States border show a higher ratio of entries to registrations than those farther south. In 1965 Vermont again had the highest percentage (41 per cent) while Michigan was the second highest with 31 per cent. Other leading states were Alaska and Maine both with 26 per cent and New York with 18 per cent.

In Table 10 the volume of United States automobile traffic entering Canada is shown according to state of origin, grouped by regions. These data refer only to vehicles remaining one or more nights in Canada and exclude same day vehicles, extensions and commuter trips. In 1965, of the 3,785,308 non-resident vehicles which remained at least one night in Canada, 42 per cent were from the North-Eastern States, 39 per cent from the Great Lakes region, 4 per cent from the North-Western States, 9 per cent from the states bordering the West Coast and 6 per cent from other states and foreign countries. The states included in each of these regional groupings are listed in Table 10.

In Table 8 the number of vehicles which entered Canada and remained one or more nights is presented according to state of origin and province of entry for the year 1965. As in 1964, the greatest number of vehicles was from the state of Michigan. A total of 1,071,507 vehicles or 28 per cent of the overall aggregate of 3,815,143 vehicles were from this state with 99 per cent of them entering Canada through Ontario ports. The second highest percentage of entries was from New York, the state of origin of 26 per cent or 972,823 vehicles, 88 per cent of which visited Canada by way of Ontario ports. Washington as the third major state of origin was considerably behind Michigan and New York. Its proportion of total entries was 6 per cent or 219,536, with 96 per cent of them arriving via ports in neighbouring British Columbia.

Table 8 also shows which states account for the greatest number of one or more night vehicles to each province. In the case of Newfoundland, Prince Edward Island and Nova Scotia, 28 per cent of the vehicles entering were from Massachusetts and 17 per cent from New York State, while for New Brunswick 37 per cent were from Maine and 21 per cent from Massachusetts. Of the vehicles entering Quebec, the largest proportion (27 per cent) was from New York, followed by Vermont and Massachusetts each with about 14 per cent. Ontario, which received 72 per cent of all vehicles that entered Canada and stayed one or more nights, recorded 38 per cent of them as coming from Michigan and 31 per cent from New York. Thirty-one per cent of the long-

NON-RESIDENT AUTOMOBILES TRAVELLING ON CUSTOMS PERMITS⁽¹⁾ IN CANADA
AS PERCENTAGE OF PASSENGER CAR REGISTRATIONS
1964⁽²⁾ - 1965



(1) ONE OR MORE NIGHTS IN CANADA.

(2) 1964 FIGURE IN BRACKET.

term vehicles that entered Manitoba were from North Dakota and 27 per cent from Minnesota while in Saskatchewan, 25 per cent were from North Dakota and 18 per cent from Montana. Of the vehicles remaining one or more nights in Alberta, cars from Montana comprised 22 per cent of the total, followed by 15 per cent from California. As would be expected, the majority of the long-term vehicles that entered British Columbia were from West Coast States. Washington accounted for 59 per cent, California 16 per cent and Oregon for 10 per cent. At the same time, 49 per cent or close to half the vehicles that entered the Yukon Territory were from Alaska.

In Table 9 similar data are shown for those foreign vehicles which stayed two or more nights in Canada. Again the greatest proportion of this traffic, some 61 per cent, entered via Ontario ports and the largest numbers of vehicles were from New York and Michigan.

Data compiled on the average length of stay in Canada by vehicles remaining one or more nights showed relatively little variation on an area of origin basis. However, there was considerable variation by state of origin within the regions. In the North-Eastern area where the overall average length of stay was 4.1 days, vehicles from New York stayed an average of 3.5 days, those from Connecticut, New Jersey, Pennsylvania and Rhode Island all averaged 5.3 days while cars from Massachusetts

spent 6.1 days. The average length of stay for vehicles from Maine and New Hampshire was 4.8 days and cars from Vermont averaged 3.3 days. The lengths of stay from states in the Great Lakes region varied from 3.2 days for vehicles from Michigan to 5.7 days for those from Illinois. Automobile entries from Ohio remained an average of 5.6 days, from Wisconsin, 5.2 days and from Indiana, 5.3 days.

Vehicles from the North-Western States of Minnesota, Montana and North Dakota stayed 4.9, 5.6 and 4.6 days, respectively, little changed from corresponding 1964 visits.

Foreign automobiles entering Canada from the West-Coast States stayed longer on the average than cars from the other regions mentioned. California vehicles, for example, remained an average of 8.0 days, those from Oregon, 6.0 days, from Washington, 4.3 days.

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) are shown for the years 1961 to 1965 in Table 11. The figures in this table are estimates based on a survey conducted by the United States Department of Commerce and made available to the Dominion Bureau of Statistics. States with an estimate of fewer than 10,000 travellers visiting Canada are shown in the category "other" of their respective regions.

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

Compilations showing the entry and exit of non-resident automobiles remaining two or more nights in Canada in 1965 are presented in Statement 5. This statement gives the province of entry and the percentage distribution of the province of exit. Further detail is presented in Table 3 which shows the ports of entry and exit for vehicles staying one or more nights in Canada. Data as to preferred travel routes within Canada are obtained from tabulations of the ports of entry and exit stamped on surrendered travellers' vehicle permits. There is no way of determining how many non-resident cars entering and leaving Canada via the same province visit other provinces during their stay. Therefore, without the inter-provincial travel movement, data must be considered as minimal.

An examination of the provincial percentage distribution in Statement 5 reveals the percentage of vehicles entering and leaving via ports in the same province varies widely. For example, 94 per cent of the vehicles entering Ontario and remaining two or more nights left via Ontario ports, whereas in Alberta only 30 per cent of the comparable traffic entered and left via ports in that province. The percentage entering and leaving through ports in the Atlantic Provinces was a high 90 per cent, with 5

per cent of the entries leaving by way of Quebec and 5 per cent via Ontario. The proportion of two nights and over vehicles entering and leaving via Quebec ports was 82 per cent, while 14 per cent of the entries left via Ontario. In the opposite direction the percentage of vehicles entering through Ontario ports and leaving by way of ports in Quebec was only 4 per cent. Of similar traffic into Manitoba, 69 per cent left via ports in Manitoba, 13 per cent via Ontario and 8 per cent by way of British Columbia ports. In fact, a higher percentage left through ports in British Columbia than via ports in neighbouring Saskatchewan. Similarly in Saskatchewan, a higher percentage of entries left through British Columbia than through Alberta or Manitoba. Of the non-resident vehicles which entered Saskatchewan and remained two or more nights, some 56 per cent left by way of Saskatchewan ports, 15 per cent via British Columbia, 8 per cent via Alberta and 6 per cent through ports in Manitoba. Of the entries into Alberta, more left via ports in British Columbia (40 per cent) than via Alberta ports (30 per cent). In British Columbia, however, 86 per cent of the entries staying two or more nights left through ports in that province. Of similar motor vehicle traffic to the Yukon Territory, 42 per cent left by way of British Columbia and 25 per cent via Alberta.

STATEMENT 5. Provincial Percentage Distribution by Province of Exit for Non-resident Automobiles Travelling in Canada on Customs Permits,¹ Three Days or Over, 1965

Province of entry	Province of exit							
	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Yukon Territory
	per cent							
Atlantic Provinces.....	89.65	5.05	4.66			0.64		
Quebec.....	3.73	81.66	14.16			0.45		
Ontario.....	0.75	4.18	93.79	0.45	0.07	0.23	0.45	0.08
Manitoba	0.44		13.31	68.55	3.20	4.35	7.79	2.36
Saskatchewan.....	0.82		4.05	5.78	55.78	8.06	14.44	11.07
Alberta.....	0.51		7.00	4.47	4.62	30.06	39.79	13.55
British Columbia.....	0.33		1.79	1.02	1.05	5.93	86.27	3.61
Yukon Territory	0.43		5.05	4.63	10.01	24.79	41.60	13.49

¹ Exclusive of standing (L) permits and extensions.

The data presented in Table 3 give more detail on the non-resident vehicle travel movement in Canada. The table shows the ports of entry by ports of exit and the number of entries via the ports are on a length of stay basis, i.e., one night in Canada and two or more nights in Canada. Section 1 of the table illustrates the traffic within the province of Ontario. In 1965, some 2,748,271 non-resident vehicles entered via Ontario ports and remained one or more nights in Canada. Of this number of entries, 2,668,184 returned to the United States via ports in Ontario while 55,030 departed through ports in the province of Quebec, thereby establishing the largest exchange of inter-provincial non-resident traffic.

The most popular route within Ontario is that between Fort Erie and Niagara Falls on the east and the St. Clair and Detroit River on the west.

During 1965, a total of 136,352 non-resident cars entered Canada via St. Clair and Detroit River ports and left through the ports of Fort Erie and Niagara Falls. Accordingly, 116,707 of the non-resident cars which entered at Fort Erie and Niagara Falls returned to the United States through St. Clair and Detroit River ports.

It is interesting to note the non-resident travel movement in Canada as defined in Table 3. From these data, the popular areas for visitors to Canada are apparent. For example, some 87 per cent of the non-resident vehicles entering Canada during 1965 did so through ports in Ontario, Quebec and the Atlantic Provinces. In addition, 55 per cent of the entries into this part of Canada stayed one night while the remaining 45 per cent spent two or more nights before returning to the United States.

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

Data on the province of destination of visitors from the United States entering Canada by plane, bus, and rail (exclusive of in transit travellers) are obtained from a survey made available by the United States Department of Commerce. The results are shown in Statement 6 for the period 1961-65 and by quarters for 1965 in Statement 7.

On the basis of the estimates given in Statement 6, the destinations for 86 per cent of the plane, bus and train visitors from the United States were in the provinces of Quebec, Ontario and British Columbia; with 44 per cent visiting Ontario, 28 per cent Quebec, and 14 per cent British Columbia. In-

cluded in the British Columbia figure are those going to the Yukon Territory. Corresponding percentages for these three provinces in 1964 were 46, 27 and 14 per cent, respectively. Alberta was the province of destination for 7 per cent of the United States plane, bus and rail visitors in 1965 while Manitoba and the Atlantic Provinces each received 3 per cent. The percentages in 1964 were: Alberta, 4 to 5 per cent; Manitoba, 4 per cent; the Atlantic Provinces, 4 per cent. As in 1964, only 1 per cent of the United States visitors entering by plane, bus, and rail in 1965 gave Saskatchewan as their destination in Canada.

STATEMENT 6. Province of Destination¹ of United States Travellers² Entering Canada by Plane, Bus, and Rail, 1961 - 65

Province of destination	1961	1962 ³	1963 ³	1964	1965
Atlantic Provinces	85,000	41,000	48,000	45,000	41,000
Quebec	237,000	314,000	295,000	339,000	396,000
Ontario	458,000	482,000	551,000	582,000	607,000
Manitoba	55,000	44,000	53,000	53,000	48,000
Saskatchewan	12,000	14,000	14,000	17,000	14,000
Alberta	83,000	57,000	58,000	58,000	93,000
British Columbia ⁴	154,000	173,000	141,000	178,000	195,000
Canada	1,084,000	1,125,000	1,160,000	1,272,000	1,394,000

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

² Exclusive of in transit traffic.

³ Revised.

⁴ Includes destinations in the Yukon and Northwest Territories.

STATEMENT 7. Province of Destination¹ of United States Travellers² Entering Canada by Plane, Bus, and Rail, compiled Quarterly, 1965

Province of destination	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Atlantic Provinces	5,000	9,000	22,000	5,000	41,000
Quebec	56,000	106,000	155,000	79,000	396,000
Ontario	93,000	137,000	243,000	134,000	607,000
Manitoba	6,000	16,000	18,000	8,000	48,000
Saskatchewan	3,000	4,000	4,000	3,000	14,000
Alberta	8,000	25,000	47,000	13,000	93,000
British Columbia ³	23,000	63,000	83,000	26,000	195,000
Canada	194,000	360,000	572,000	268,000	1,394,000

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

² Exclusive of in transit traffic.

³ Includes destinations in the Yukon and Northwest Territories.

Statement 7, estimated on the basis of the United States Department of Commerce 1965 Survey, shows travel to Canada by plane, bus and rail was heaviest during the third quarter of the year, with 41 per cent of the entries recorded at this time. Some 26 per cent entered in the second quarter, 19 per cent in the fourth and 14 per cent in the first quarter of the year. Within each quarter, the pattern of the three largest provinces receiving the majority of visits was maintained. An examination of the destination by province reveals that the percentage for each quarter often varied considerably. For example, while destinations in the Atlantic Provinces were 4 per cent of the total entries in the third quarter this proportion was twice as high as the fourth quarter ratio of 2 per cent. Destinations in Quebec, on the other hand, as a percentage of the total entries for each quarter varied only slightly within the range of 27 to 29 per cent. The percentage

of entries with destinations in Ontario, however, changed considerably each quarter, from a high of 50 per cent in the fourth to 38 per cent in the second. The proportion of plane, bus and rail visitors to Ontario in the first quarter was 48 per cent and in the third 42 per cent. In each quarter of 1965, between 3 and 4 per cent of the entries went to Manitoba while, at the same time, destinations in Saskatchewan amounted to about 1 per cent of the total. The percentage of the total plane, bus and rail visitors entering Alberta, however, went from 4 per cent in the first quarter to 7 per cent in the second, 8 per cent in the third, and 5 per cent in the fourth quarter. The percentage of total entries with destinations in British Columbia was highest (18 per cent) during the second quarter months of April, May and June and lowest (10 per cent) during October, November and December. The first quarter ratio was 12 per cent and the third, 15 per cent.

Receipts from United States Travellers by Province of Entry

In Statement 8, the percentage distribution of receipts from United States travellers in Canada is shown according to the province of entry for the period 1961 to 1965. Data presented are estimated on the province of entry and should not be consid-

ered as the accurate expenditures within the province concerned. There may be slight variations in the distribution shown if the movement of travellers from one province to another could be taken into account.

STATEMENT 8. Percentage Distribution of United States Travel Expenditures in Canada, by Province of Entry, 1961 - 65

Province of entry	Percentage of total				
	1961	1962	1963	1964	1965 ¹
Atlantic Provinces ²	7.9	8.0	8.5	7.6	7.6
Quebec	17.1	16.5	17.5	15.4	16.1
Ontario	56.0	53.5	55.2	56.5	57.0
Manitoba	2.7	2.9	3.0	3.0	3.1
Saskatchewan	1.1	1.0	1.0	1.0	0.9
Alberta	1.9	2.1	1.9	2.0	2.0
British Columbia	12.4	14.9	11.7	13.3	12.1
Yukon Territory	0.9	1.1	1.2	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.

As shown in Statement 8, there has been relatively little change in the percentage received by each province during this five year period. In 1965, over half the payments by United States visitors in Canada, 57 per cent, were made in Ontario, while Quebec received 16 per cent of the total. United

States travellers entering British Columbia spent the third highest percentage, 12 per cent, with the proportion spent in the other provinces as follows: Atlantic Provinces, 8 per cent; Manitoba, 3 per cent; Alberta, 2 per cent; Yukon Territory, 1 per cent; and Saskatchewan, 1 per cent.

Receipts from United States Travellers during 1965 classified by Length of Stay in Canada

When compiling data on United States travel in Canada, the traffic is divided into the categories of short-term or long-term because length of stay does have an effect on the amount of money spent during the visit. Short-term comprises all traffic entering and leaving on the same day while those remaining one or more nights are in the long-term category. Although the majority of visitors to Canada from the United States are in the short-term group they account for a relatively small portion of the total United States travel receipts in Canada. In 1965, 65 per cent or 21,999,200 of all United States travellers to Canada were short-term visitors, yet this group spent only 11 per cent or \$72.7 million of the total receipts. Comparable figures for 1964 were 66 per cent or 21,274,000 short-term visitors with disbursements amounting to \$61.4 million or 10 per cent of the aggregate. In 1965, the long-term United States travellers spent \$587.1 million or 89 per cent of the

total receipts, as compared to \$528.8 million or 90 per cent in 1964.

Statement 9 shows the number and expenditures of United States visitors in Canada by their mode of travel and length of stay for the year 1965. Some 47 per cent of these visitors were in the short-term automobile category and they accounted for 6 per cent of the aggregate receipts. In 1964, the total volume of traffic included slightly over 51 per cent short-term motorists with expenditures amounting to 6 per cent of the total receipts. United States motorists remaining one or more nights accounted for 31 per cent of the total volume of travel and spent 61 per cent of total receipts, representing little change from 1964. Together short-term and long-term automobile travellers comprised between 77 and 78 per cent of all United States visitors to Canada and their disbursements amounted to 67 per cent of the total receipts.

STATEMENT 9. Expenditures of United States Travellers in Canada, by Length of Stay, 1965

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	12,208,000	36.03	39,895,000	6.05
Repeat trips on standing (L) permits	3,622,900	10.69	—	—
Totals, automobile	15,830,900	46.72	39,895,000	6.05
Non-automobile:				
Plane	36,000	0.10	1,244,000	0.19
Bus	35,300	0.10	572,000	0.09
Rail	16,900	0.05	400,000	0.06
Boat	304,400	0.90	1,707,000	0.26
Plane in transit	3,200	0.01	10,000	0.00
Bus in transit	90,300	0.27	271,000	0.04
Rail in transit	175,100	0.52	—	—
Other travellers (pedestrians, local bus, etc.)	5,507,100	16.25	28,610,000	4.33
Totals, non-automobile	6,168,300	18.20	32,814,000	4.97
Totals (short-term)	21,999,200	64.92	72,709,000	11.02
Long-term traffic (one or more nights in Canada)				
Automobile:				
One or more nights in Canada	10,306,900	30.42	383,034,000	58.05
Standing (L) permits	47,900	0.14	10,131,000	1.54
Extensions	17,900	0.05	6,541,000	0.99
Totals, automobile	10,372,700	30.61	399,706,000	60.58
Non-automobile:				
Plane	584,900	1.73	90,847,000	13.76
Bus	505,300	1.49	54,637,000	8.28
Rail	215,400	0.63	33,242,000	5.04
Boat	209,800	0.62	8,702,000	1.32
Totals, non-automobile	1,515,400	4.47	187,428,000	28.40
Totals (long-term)	11,888,100	35.08	587,134,000	88.98
Grand totals	33,887,300	100.00	659,843,000	100.00

¹ Subject to revision.**STATEMENT 10. Non-resident Persons Entering Canada from the United States, classified according to Length of Stay, by Selected Types of Transportation, 1965**

Days stay in Canada	Number of persons			
	Automobile ¹	Plane ²	Bus ²	Rail ²
1 ³	12,207,994	36,034	35,274	16,894
2	5,091,650	112,774	49,396	24,005
3 - 7	3,866,358	342,971	265,529	109,435
8 - 14	963,805	82,351	125,973	54,082
15 - 21	186,250	25,116	32,439	12,777
22 and over	123,961	21,687	32,036	15,089
Totals	22,440,018	620,933	540,647	232,282

¹ Excluding standing (L) permits, extensions and 74,897 entries not classified by length of stay.² Excluding in transit.³ Persons entering and leaving on the same day.

The short-term non-automobile travellers accounted for 18 per cent of all visitors and 5 per cent of total receipts, as compared with corresponding percentages of almost 15 per cent and 4 per cent in 1964. On the other hand, long-term non-

automobile travellers, who comprised between 4 and 5 per cent of all United States residents travelling in Canada, are estimated to have spent \$187.4 million or 28 per cent of the total receipts.

STATEMENT 11. Non-resident Persons Entering Canada from the United States, Percentage of Volume, classified according to Length of Stay, by Selected Types of Transportation, 1965

Days stay in Canada	Percentage of volume			
	Automobile ¹	Plane ²	Bus ²	Rail ²
1 ³	54.4	5.8	6.5	7.3
2	22.7	18.2	9.1	10.3
3-7	17.2	55.2	49.2	47.1
8-14	4.3	13.3	23.3	23.3
15-21	0.8	4.0	6.0	5.5
22 and over	0.6	3.5	5.9	6.5
Totals	100.0	100.0	100.0	100.0

¹ Excluding standing (L) permits, extensions and 74,897 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, therefore, their expenditures are generally much 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 sometime during the next day, thereby spending one night in Canada. Subsequent day groups are determined according to the dates of entry and exit stamped on the travellers' vehicle permits. For example, motorists in the nine-day classification have spent 8 nights in Canada.

STATEMENT 12. Summary of Percentage Distribution of Non-resident Automobiles Travelling on Customs Permits,¹ classified by Length of Stay, by Province of Exit, 1965

Days stay in Canada	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia and Yukon Territory	Canada
1 ²	63.5	47.9	56.0	49.6	50.1	26.7	38.3	54.1
2	11.4	17.7	25.8	14.3	10.5	11.3	18.7	23.3
3-7	13.9	27.5	13.9	24.0	24.2	40.4	31.8	16.9
8-14	7.2	4.5	3.1	7.5	9.0	14.8	7.3	4.0
15-21	1.8	0.8	0.6	1.8	2.2	3.1	1.6	0.8
22 and over	1.5	0.8	0.4	1.6	2.6	2.6	1.4	0.6
Not classified ³	0.7	0.8	0.2	1.2	1.4	1.1	0.9	0.3
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.

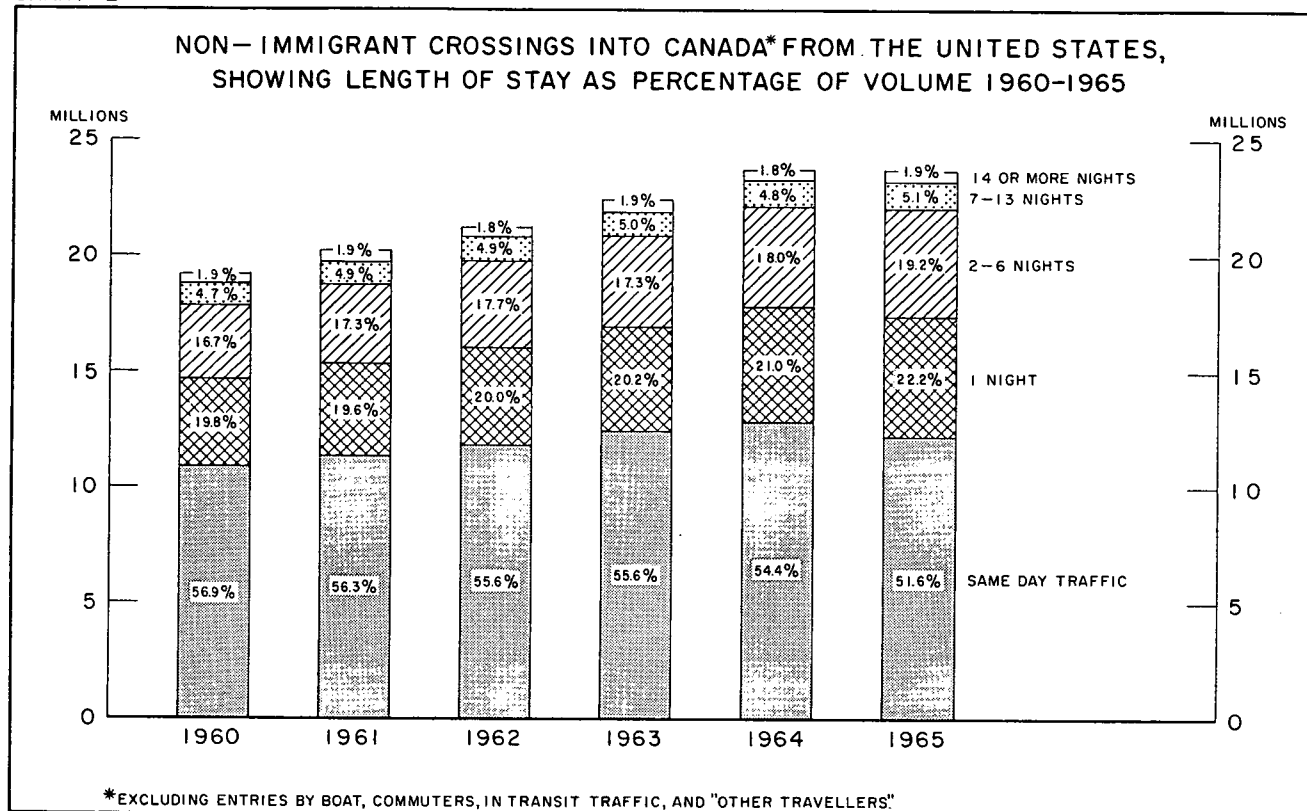
² Automobiles entering and leaving on the same day.

³ Not classified by length of stay.

In Statement 10, the number of United States residents entering Canada by automobile, plane, bus, and rail are shown by selected length of stay groups. These data are presented on a percentage

of volume basis in Statement 11. Fifty-four per cent of the automobile passengers stayed one day only, down from 57 per cent in 1964. On the other hand, the number remaining for two days increased from

CHART-2



21 to 23 per cent and those in the 3-7 day category from 16 per cent to 17 per cent. Data show that the length of stay for persons entering by plane, bus, and rail was much longer than for those arriving by car. For example, 55 per cent of the persons arriving by plane stayed 3-7 days. The second largest group of plane travellers was the 18 per cent who remained two days. The number of bus travellers remaining 3 to 7 days increased from 46 per cent in 1964 to 49 per cent in 1965. The next largest category was the 23 per cent of bus trav-

ellers who stayed 8-14 days. The percentage of rail passengers staying from 3-7 days was down from 56 per cent in 1964 to 47 per cent in 1965 but the number remaining 8-14 days increased from 18 per cent to 23 per cent. Combining the last four categories in Statement 11 shows that 23 per cent of the automobile, 76 per cent of the plane, 84 per cent of the bus and 82 per cent of the train entries stayed 3 or more days in Canada. More detailed information on the lengths of stay of non-automobile travellers can be found in Table 12.

**STATEMENT 13. Summary of Non-resident Automobiles,¹ by Province of Exit,
classified by Length of Stay in Canada, 1965**

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	499,615	317,148	56,786	125,681	63.5	11.4	25.1
Quebec	718,586	343,975	127,427	247,184	47.9	17.7	34.4
Ontario	6,226,289	3,485,691	1,605,973	1,134,625	56.0	25.8	18.2
Manitoba	113,656	56,372	16,234	41,050	49.6	14.3	36.1
Saskatchewan	56,703	28,405	5,962	22,336	50.1	10.5	39.4
Alberta	61,426	16,397	6,952	38,077	26.7	11.3	62.0
British Columbia	597,808	238,161	111,726	247,921	39.8	18.7	41.5
Yukon Territory	29,795	2,586	5,970	21,239	8.7	20.0	71.3
Canada	8,303,878	4,488,735	1,937,030	1,878,113	54.1	23.3	22.6

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.

STATEMENT 14. Average Length of Stay Recorded for Non-resident Persons Travelling in Automobiles on Customs Permits¹ who departed from Canada in 1965, compiled Quarterly by Province of Exit

Province of exit	Departing from Canada during				
	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	number of days				
Atlantic Provinces.....	5.62	5.20	8.12	8.01	7.43
Quebec.....	4.93	4.32	4.99	4.71	4.81
Ontario.....	2.94	3.26	4.22	3.51	3.78
Manitoba.....	5.54	5.24	6.71	7.38	6.38
Saskatchewan.....	7.38	6.86	7.83	9.85	7.94
Alberta.....	7.93	6.41	7.39	9.24	7.41
British Columbia.....	4.12	4.44	6.15	5.21	5.44
Yukon Territory.....	5.85	5.49	5.99	5.42	5.76
Canada.....	3.51	3.64	4.81	4.13	4.33

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 starting (L) permits.

Statements 12 and 13 present additional data on the length of stay of the non-resident automobile traffic arranged by province of exit. As can be seen, the length of trip varies widely from province to province. In the Atlantic Provinces, 64 per cent of the non-resident automobiles stayed one day whereas in Alberta, only 27 per cent were in this category with the largest percentage (40 per cent) in the 3-7 days group. In Quebec, 48 per cent remained one day, 18 per cent for two days, and 34 per cent for three or more days. Ontario data show a higher percentage of automobile visitors stayed one day (56 per cent) while 26 per cent remained two days and 18 per cent for three days or over. Manitoba and

Saskatchewan both had 50 per cent in the one-day category and 24 per cent staying for 3-7 days. Some 62 per cent of the non-resident automobiles visiting Alberta stayed three or more days, a higher percentage in this category than any of the other provinces except the Yukon Territory. Compilations on non-resident automobile traffic to this area show 71 per cent remained three or more days. British Columbia also had a high ratio, 42 per cent, remaining three or more days, while some 40 per cent of the automobiles were in the one-day category. In summary, very few of the automobile visitors remained more than two weeks in Canada.

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

An analysis of the United States Department of Commerce report "Survey of Current Business June 1966" shows United States travel abroad in 1965 set new records in terms of expenditures overseas and number of travellers. Compared with 1964, payments in foreign countries and to foreign carriers combined rose by 10 per cent to \$3.1 billion. In addition, United States residents paid \$610 million to United States carriers for transoceanic transportation. The number of United States travellers to overseas areas in 1965 rose 18 per cent over 1964 to 2.6 million. This figure does not include visits to Canada, Mexico and cruise travel. About \$1,102 million of the total United States travel expenses in foreign countries was spent in Canada and Mexico, some \$1,298 million in overseas areas, and \$720 million for fares on foreign carriers. This last figure represents an increase of 12 per cent or \$75 million over the \$645 million

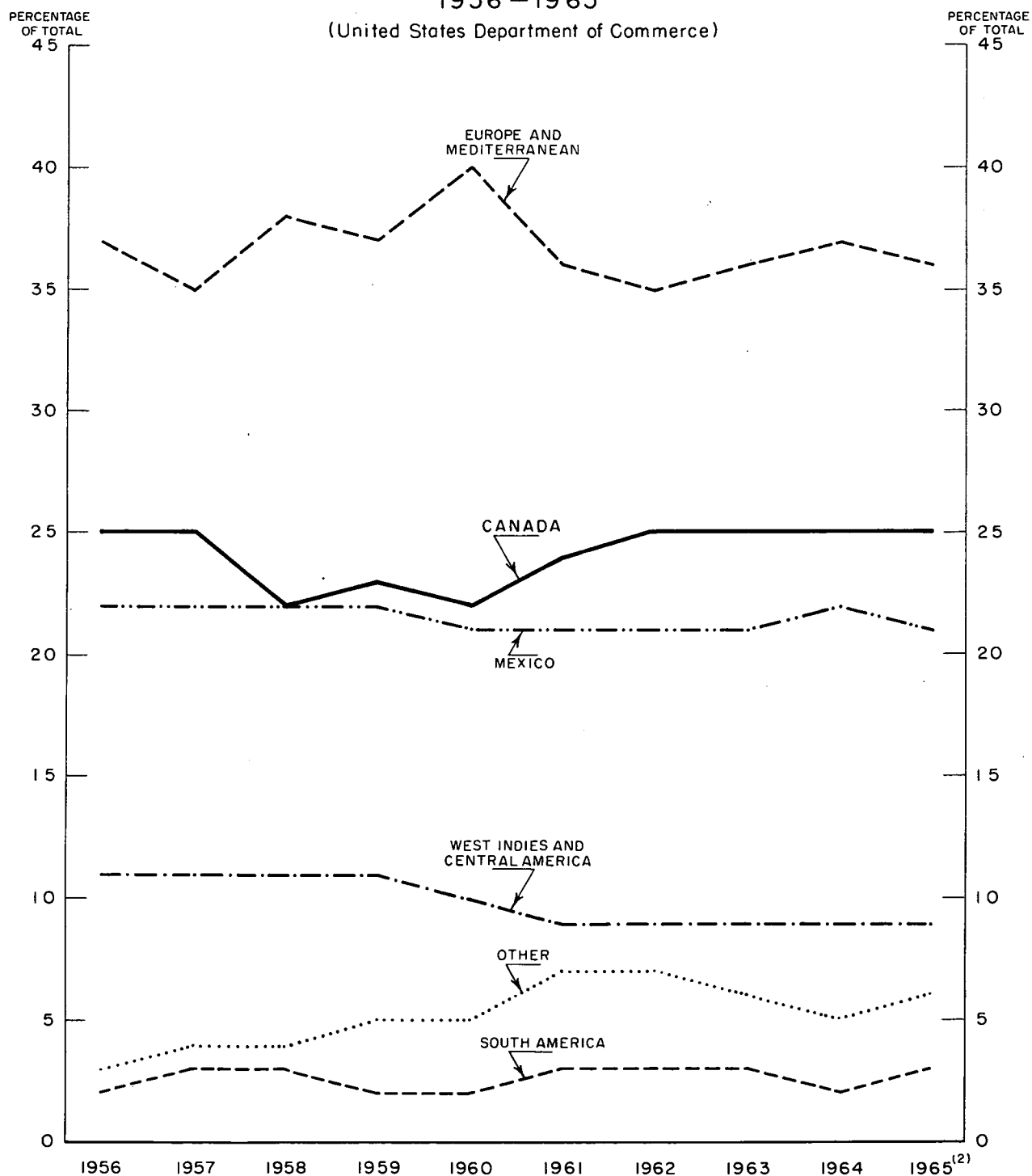
paid to foreign carriers in 1964, while the amount paid to United States carriers represents an increase of 17 per cent or \$90 million. The proportion of the total fares paid for overseas transportation which went to foreign carriers was 54 per cent, with United States carriers receiving 46 per cent. Corresponding percentages in 1964 were 55 per cent and 45 per cent, respectively.

Receipts from foreign visitors to the United States increased by 10.6 per cent when a total of nearly \$1.4 billion was reached in 1965. Of this total, \$1,212 million was spent in the United States and \$165 million was paid to United States carriers. Although the receipts from foreign visitors rose in 1965, the increased spending abroad left the deficit on the United States overseas travel account at \$1,740 million as compared with \$1,600 million in 1964.

CHART-3

**DISTRIBUTION OF TRAVEL EXPENDITURES⁽¹⁾
IN FOREIGN COUNTRIES
BY RESIDENTS OF THE UNITED STATES
1956 - 1965**

(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 1965 ARE SUBJECT TO REVISION.

Of the 2.6 million United States residents who travelled abroad in 1965, 53 per cent or 1,405,000 went to Europe and the Mediterranean, 34 per cent or 890,000 to the West Indies and Central America, 5 per cent or 127,000 to South America and 8 per cent or 200,000 to other countries. Although there was an increase of 18 per cent in the number of United States travellers to overseas areas in 1965,

a decline in average expenditure per traveller limited the increase in total expenditures overseas (not including transocean fares) to 11 per cent. The drop in average expenditures is attributed to the large increase in travel to the nearby Caribbean area and the decrease in the length of stay in Europe and the Mediterranean.

STATEMENT 15. Expenditures for Foreign Travel by Residents of the United States, 1961-65
In Terms of United States Currency

	1961	1962	1963	1964	1965
	millions of dollars				
Transportation	865	990	1,105	1,165	1,330
Foreign—Flag carriers	507	575	615	645	720
United States—Flag carriers	358	415	490	520	610
Expenditures abroad	1,735	1,885	2,090	2,201	2,400
Canada	425	479	522	550	600
Mexico	370	395	448	480	502
Europe and Mediterranean	618	652	755	800	864
West Indies and Central America	160	178	180	190	220
South America	48	55	56	57	68
Other overseas areas	114	126	129	124	146
Grand totals	2,600	2,875	3,195	3,366	3,730

Source: Survey of Current Business, United States Department of Commerce, Office of Business Economics, June 1966.

Since 1956, there has been a downward trend in the average amount spent by American travellers to Europe and the Mediterranean, and in 1965 the average sum spent was \$1,120 per trip, down \$40 from the average in 1964. Transatlantic fares accounted for 46 per cent of the cost of a trip to Europe, with the average fare being \$510, as compared to \$520 in 1964. Air fares dropped from an average of \$490 to \$488 whereas sea fares rose from \$660 to \$665. The percentage travelling by boat has steadily declined from 16 per cent in 1963 to 9 per cent in 1965, while the proportion going by air during the same period has risen from 84 per cent to 91 per cent. The average expense of sea

travellers to Europe was \$875 (excluding overseas transportation costs) while air travellers spent an average of \$570. These amounts represented an increase in cost of 2 per cent for boat passengers and a decrease of 3 per cent for plane travellers. In 1965, the average amount spent by United States travellers within Europe for food, lodging, personal purchases, et cetera was \$611, 4 per cent less than in 1964. The average length of stay abroad for the United States traveller was 39 days in 1965, 2 days less than in 1964. The continued popularity of the 14 to 21 day excursion fares, no doubt, has contributed to this decrease.

Canadian Travel in the United States

Canadian travel to the Continental United States during 1965 set new records both in the number of travellers and in the amount of money spent. Although an overall increase in travel was experienced when compared to the previous year, not all modes of transportation shared in this increase. Gains were recorded for automobile, plane, and bus travel but decreases were noted in rail, and boat traffic.

Automobile and rail travellers indicated a higher average expenditure per person during 1965 than in 1964 while the average expenditure per person

for those travelling by plane, bus, and boat was lower. For purposes of analysis, Canadians leaving and returning on the same day are considered short-term visitors while those staying one or more nights are classified as long-term visitors. There were more than four times as many short-term Canadian visitors to the United States as there were long-term visitors, with the proportion shifting slightly in favour of long-term travel compared to the previous year. However, long-term travellers, though smaller in number, spent over eight times as much money as short-term visitors and, here too, was a shift in the proportion from short-term to long-term

in comparison to 1964. The requirement of longer periods of accommodation for long-term visitors as well as for food, local transportation and miscellaneous items, would account for the great difference in expenditures. Recreation was found to be the main reason for travel to the United States by Canadians, 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 type of transportation used, their lengths of stay, and their purposes of trip. In most instances, annual totals are given first followed by quarterly totals.

STATEMENT 16. Number and Expenditures of Canadian Travellers in the United States,¹ 1962-65

Type of transportation	Number of persons				Expenditures			
	1962	1963	1964	1965	1962	1963	1964	1965 ²
	thousands				millions of dollars			
Automobile	22,354	23,046	24,652	26,581	203.1	195.0	254.1	304.9
Non-automobile:								
Plane	485	491	544	637	114.8	99.2	115.4	131.2
Bus	431	400	449	489	42.4	40.8	50.0	53.6
Rail	251	240	256	216	36.6	29.9	33.2	29.3
Boat	115	115	116	110	4.0	2.4	3.8	2.5
Other	4,309	5,098	6,147	5,400	13.2	16.3	19.6	15.9
Totals, non-automobile	5,591	6,344	7,512	6,852	211.0	188.6	222.0	232.5
Grand totals	27,945	29,390	32,164	33,433	414.1	383.6	476.1	537.4

¹ Exclusive of Hawaii.

² Subject to revision.

A record 33.4 million Canadians re-entered Canada from the Continental United States during 1965; this represented an increase of 1.2 million or 3.9 per cent over 1964. Although increases were recorded for the last three quarters of 1965, the overall increase was greatly reduced by a considerable decrease of 11 per cent or 661,000 to a total of 5,351,000 in the first quarter. Return trips in the second quarter totalled 8,829,000, an increase of 7.8 per cent or 639,000; re-entries in the third quarter rose by 6.8 per cent or 789,000 to a total of 12,325,000 while the fourth quarter recorded 6,928,000 Canadians returning from the United States, an increase of 7.8 per cent or 502,000 persons in comparison with 1964.

Canadian travel expenditures in the United States have increased at an even greater pace than has the volume of visitors. A total of \$537.4 million was spent by Canadians in 1965, an increase of \$61.3 million or 12.9 per cent over the previous year. Most of this increase took place during the second and third quarters, the second quarter expenditures increasing by \$26.9 million or 20.9 per cent to a total of \$155.8 million and the third quarter, with a total of \$179.9 million, increasing by \$31.6 million or 21.3 per cent. The first quarter totalling \$112.2 million recorded a small increase of \$5.0 million or 4.7 per cent while in comparison with the previous year, the fourth quarter decreased by \$2.2 million or 2.4 per cent to a total of \$89.5 million.

Canadian Travel in the United States by Type of Transportation

Passenger car registrations in Canada numbered 5,279,373 in 1965, an increase of 4.8 per cent or 241,512 registrations compared to the figure of 5,037,861 in 1964. Furthermore, the ratio of persons to car has varied from one automobile for every 5.3 persons in 1955 to one for every 3.7 persons resident in Canada in 1965. The total number of Canadian automobiles returning from the United States rose to 9,769,340 in 1965, some 612,116 cars more than 1964. This increase of 6.7 per cent in the number of crossings may be attributed to the 4.8 per cent increase in passenger car registrations.

Canadians returning from trips to the United States by automobile in 1965 totalled 26,581,000, representing an increase of 1,929,000 or 7.8 per cent over 1964. These automobile travellers accounted for 79.5 per cent of all re-entries into Canada from the United States. All quarters registered increases except the first quarter when a decrease of 234,000 re-entries or 5.2 per cent was recorded. The second quarter re-entries by automobile increased by 5.1 per cent or 315,000; the third quarter increase amounted to 1,265,000 or 13.7 per cent while the number returning by auto-

mobile during the fourth quarter rose by 12.2 per cent or 583,000. Canadian motorists spent \$304.9 million in the United States in 1965. This reveals an increase of \$50.8 million or 20 per cent over 1964 and represents 56.7 per cent of all money spent by Canadians travelling in the United States during the current year compared to 53.4 per cent in 1964. Increases were recorded in all but the fourth quarter of 1965 when a decrease of \$1.0 million or

2.1 per cent in payments made by motorists in the United States was recorded. The third quarter revealed the largest increase, 30 per cent or \$28.2 million followed by the second quarter with a 26.6 per cent or \$17.3 million increase in expenditures for this class of traveller. The first quarter showed an increase of 13.3 per cent or \$6.3 million compared with the previous year.

**STATEMENT 17. Number of Canadian Travellers Returning from the United States,¹
compiled Quarterly, 1965**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	thousands				
Automobile:					
Leaving and returning same day	3,790	5,506	7,905	4,519	21,720
One or more nights in United States	468	979	2,574	840	4,861
Totals, automobile	4,258	6,485	10,479	5,359	26,581
Non-automobile:					
Plane	159	169	159	150	637
Bus	78	150	171	90	489
Rail	51	55	66	44	216
Boat	2	22	78	8	110
Other	803	1,948	1,372	1,277	5,400
Totals, non-automobile	1,093	2,344	1,846	1,569	6,852
Grand totals	5,351	8,829	12,325	6,928	33,433

¹ Exclusive of Hawaii.

In 1965, Canadians returning by plane from trips to the Continental United States spent an estimated \$131.2 million, an increase of \$15.8 million or 13.7 per cent over the previous year and this trend was evident throughout the year. The first quarter plane re-entries spent \$38.3 million in the United States, \$4.4 million or 13 per cent more than in the previous year while the second quarter payments rose by \$5.9 million or 17.9 per cent to a total of \$38.9 million. The third quarter expenditures of \$28.0 million increased by \$4.3 million or 18.1 per cent and fourth quarter payments made by plane travellers in the United States increased to \$26.0 million, a rise of 4.8 per cent or \$1.2 million over the previous year. However, on a proportional basis, this increase had little effect, since this class of traveller accounted for 24.4 per cent of all expenditures made by Canadians visiting in the United States in 1965 compared to 24.2 per cent in 1964. The number of re-entries by plane in 1965 increased by 93,000 persons or 17.1 per cent to a total of 637,000 compared to 1964. This total represents 1.9 per cent of all re-entries, slightly higher than the 1.7 per cent recorded for the previous year. Examination of data in Statement 17 indicates that the time of year has little effect on the volume of plane traffic since there is little variation in the figures from quarter to quarter. All four quarters showed notable increases in the number of residents returning from the United States

by plane, the largest increase occurring in the second quarter where the total of 169,000 represented a gain of 29,000 or 20.7 per cent. The third quarter, totalled 159,000, an increase of 26,000 persons or 19.5 per cent while the fourth quarter re-entries from the United States increased by 21,000 or 16.3 per cent to a total of 150,000. The first quarter recorded the smallest increase, 17,000 or 12 per cent reaching a total of 159,000 compared to the previous year.

Canadians re-entering Canada from the United States by bus in 1965, composed 1.5 per cent of all re-entries, a slight increase over the 1.4 per cent of the preceding year. The number of travellers in this class increased by 8.9 per cent or 40,000 to a total of 489,000 compared to 1964. On a quarterly basis, increases in the number of bus travellers were indicated in all but the first quarter which recorded a decline of 14,000 persons or 15.2 per cent to a total of 78,000. The second quarter re-entries totalled 150,000, an increase of 21,000 or 16.3 per cent. The third quarter total increased by 23,000 or 15.5 per cent to 171,000 while the fourth quarter numbering 90,000 re-entries by bus, rose by 10,000 or 12.5 per cent. Bus travellers contributed 10 per cent of all expenditures made by Canadians in the United States in 1965 compared to 10.5 per cent for the previous year. Their total estimated expenditures were \$53.6 million, an in-

crease of 7.2 per cent or \$3.6 million over 1964. This overall increase was reflected in only the second and third quarters, the second quarter increasing by \$4.0 million or 26.5 per cent to a total of \$19.1 million while the expenditures for the third quarter totalled \$15.5 million, a gain of 10.7 per cent or \$1.5 million. On the other hand, the first quarter payments made by bus travellers in the United States decreased by \$1.8 million or 14.9 per cent to \$10.3 million while the fourth quarter, totalling \$8.7 million declined by 1.1 per cent or \$0.1 million.

There was a notable decrease in the number of Canadian residents returning by rail from the United States in 1965 when compared with the previous year. Rail re-entries formed only 0.6 per cent of all re-entries compared to 0.8 per cent in 1964. These travellers decreased in number by 40,000 or 15.6 per cent to a total of 216,000 when compared to 1964, a trend which prevailed throughout the year. The largest decrease in the number re-entering by rail occurred during the first quarter which totalled 51,000 revealing a decrease of 25

per cent or 17,000 persons while the second quarter declined by 3,000 or 5.2 per cent to a total of 55,000. The third quarter, numbering 66,000 re-entries by rail decreased by 9,000 persons or 12 per cent while the fourth quarter decreased by 11,000 or 20 per cent to a total of 44,000. The estimated expenditures attributed to these rail travellers accounted for 5.5 per cent of all expenditures made by Canadians travelling in the United States, a drop of 1.5 percentage points from the preceding year. The \$29.3 million spent by Canadians returning by rail from the United States represented a decrease of \$3.9 million or 11.7 per cent over 1964. These decreases were noted throughout the year except during the third quarter when a small increase of \$0.4 million or 5.1 per cent to a total of \$8.2 million was realized. The first quarter expenditures stood at \$7.2 million, a decline of 26.5 per cent or \$2.6 million while the second quarter payments by rail travellers dropped to \$9.0 million, a decrease of 5.3 per cent or \$0.5 million. Expenditures by persons re-entering by rail during the fourth quarter were estimated at \$4.9 million, a decline of 19.7 per cent or \$1.2 million.

**STATEMENT 18. Expenditures of Canadian Travellers Returning from the United States,¹
compiled Quarterly, 1965²**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
millions of dollars					
Automobile:					
Leaving and returning same day	7.1	9.6	13.9	8.1	38.7
One or more nights in United States	46.6	72.8	108.3	38.5	266.2
Totals, automobile	53.7	82.4	122.2	46.6	304.9
Non-automobile:					
Plane	38.3	38.9	28.0	26.0	131.2
Bus	10.3	19.1	15.5	8.7	53.6
Rail	7.2	9.0	8.2	4.9	29.3
Boat	0.2	0.9	1.2	0.2	2.5
Other	2.5	5.5	4.8	3.1	15.9
Totals, non-automobile	58.5	73.4	57.7	42.9	232.5
Grand totals	112.2	155.8	179.9	89.5	537.4

¹ Exclusive of Hawaii.

² Subject to revision.

Canadians returning from the United States by boat in 1965 decreased in number by 5.2 per cent or 6,000 to a total of 110,000 travellers compared to 1964. These travellers represented only 0.3 per cent of all re-entries into Canada, little changed from the 0.4 per cent in 1964. On a quarterly basis, the most significant volume decrease was noted in the third quarter which totalled 78,000, a decline of 7,000 or 8.2 per cent while the first quarter total of 2,000 boat travellers revealed the largest percentage decrease, 50 per cent or 2,000. On the other hand, the second quarter registered a total of 22,000, a gain of 3,000 or 15.8 per cent while the fourth quarter remained unchanged with a total of 8,000

Canadians returning by boat when compared to the previous year. Expenditures made in the United States by these boat travellers also decreased in 1965 when compared to 1964. Payments which were estimated at \$2.5 million, declined by 34.2 per cent or \$1.3 million and represented only 0.5 per cent of all expenditures of Canadians travelling in the United States compared to 0.8 in 1964. This decrease in expenditures attributed to re-entries by boat was due to some extent to the decline in the average expenditure per person in this class of travellers from \$32.76 in 1964 to \$22.73 in 1965. On a quarterly basis, whereas the number of re-entries decreased in the first quarter by one-half,

the payments made remained unchanged at \$0.2 million. The third quarter expenditures amounting to \$1.2 million revealed a 50 per cent or \$1.2 million decrease in expenditures by boat travellers while the fourth quarter payments dropped by 60 per cent or \$0.3 million to a total of \$0.2 million. On the other hand, the second quarter increased to \$0.9 million, a gain of 28.6 per cent or \$0.2 million.

Canadian residents who re-enter Canada from the United States as pedestrians, by local bus, etc., are grouped together and shown under the heading "other travellers". During 1965, this group accounted for 16.2 per cent of all re-entries but contributed only 3 per cent of the total estimated expenditures. In 1965, the number of "other travellers" decreased by 12.2 per cent or 747,000 to a total of 5,400,000 compared to the previous year. On a quarterly basis, decreases were revealed in all except the second quarter which registered an increase of 16.4 per cent or 274,000 bringing the total to 1,948,000. The first quarter re-entries for "other travellers" decreased by 33.9 per cent or 411,000 to a total of 803,000 while the third quarter total was reduced to 1,372,000, a drop in numbers of 509,000 or 27.1 per cent. "Other travellers" re-entering during the fourth quarter numbered 1,277,000, a decline of 101,000 or 7.3 per cent. At the same time, an even higher percentage decrease was noted in the estimated expenditures for "other travellers" in 1965. Payments totalling \$15.9 million represented a decrease of 18.9 per cent or \$3.7 million from 1964. On a quarterly basis, decreases were evident in the amount of payments made in the United States by "other travellers" in all except the second quarter when the estimate remained unchanged at \$5.5 million. The first quarter payments for this group declined to \$2.5 million, a drop of 34.2 per cent or \$1.3 million while the third quarter estimate, totalling \$4.8 million decreased by 25 per cent or

\$1.6 million. The fourth quarter expenditures dropped to \$3.1 million, down 20.5 per cent or \$0.8 million from 1964.

In summary, Canadians returning from the United States by non-automobile means of transportation in 1965 declined in numbers by 8.8 per cent or 660,000 to a total of 6,852,000 and constituted 20.5 per cent of all re-entries compared to 23.4 per cent in 1964. At the same time, expenditures for this group are estimated at \$232.5 million, an increase of 4.7 per cent or \$10.5 million, accounting for 43.3 per cent of the total expenditures for 1965, slightly below the 1964 proportion of 46.6 per cent. On a quarterly basis, the second quarter was the only period during which an increase was noted in the number of re-entries for this group in 1965; the increase amounted to 324,000 or 16 per cent bringing the second quarter total to 2,344,000. However, this increase was outbalanced by the decreases recorded during the remaining three quarters. The first quarter, with a total of 1,093,000 non-automobile travellers was reduced by 28.1 per cent or 427,000 while the third quarter total declined by 20.5 per cent or 476,000 to a total of 1,846,000. The fourth quarter, when compared to 1964, registered a decrease of 4.9 per cent or 81,000 to a total of 1,569,000. Increases in expenditures by non-automobile travellers in 1965, were recorded in the second and third quarters of the year, the second quarter payments increasing by 15 per cent or \$9.6 million to a total of \$73.4 million while the third quarter, totalling \$57.7 million, revealed an increase of \$3.4 million or 6.3 per cent over 1964. On the other hand, decreases were noted in the first and fourth quarter expenditures, with the first quarter payments declining by \$1.3 million or 2.2 per cent to a total of \$58.5 million while the last quarter, totalling \$42.9 million decreased by \$1.2 million or 2.7 per cent.

Canadian Travel in the United States by Destination

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

Data pertaining to the destination of Canadians travelling in the United States were tabulated from the questionnaires completed by the respondents who indicated the general area visited. If the respondent indicated more than one destination on the questionnaire, the one farthest from the Inter-

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

In 1965, the response showed 21.6 per cent of all long-term Canadian travellers destined for the New England States, an increase of 10.6 percentage points over the 1964 proportion of 11 per cent, and raising this region to first position of importance as place of destination in 1965 from fifth place in 1964. The Middle Atlantic region comprising the states of New York, New Jersey and Pennsylvania, was the second most important destination for these travellers to the United States and accounted for 20.2 per cent of all long-term travellers compared to 24.4 per cent in 1964, a drop of 4.2 percentage points. Third in importance was the Pacific region

which accounted for 17.2 per cent of these long-term travellers in 1965, down 3.6 percentage points from the previous year. The South Atlantic region (including Florida) was indicated by 12.9 per cent of the respondents as their destination, 5.9 percentage points below the 18.8 per cent indicated in 1964. There was a slight decrease of 0.6 percentage points, in 1965, in the proportion of Canadians destined for the East-North Central region, 11.9 per cent compared to 12.5 per cent in 1964. Other proportions in order of importance of destination were: the West-North Central region (9.6 per cent); the Mountain States area (5.0 per cent) and the West-South Central region (0.8 per cent). The East-South Central region and Alaska were both indicated as the destination of 0.4 per cent of all long-term Canadian travellers in the United States during 1965 representing a drop from the previous year of 0.3 percentage points and 0.2 percentage points, respectively.

A quarterly compilation of data on destination of Canadians making long-term visits in the United States in 1965 shows that during the first quarter, the South Atlantic region (including Florida) had the highest proportion, 28.4 per cent, of all residents returning to Canada after long-term visits to the United States; in the second quarter, the same

region was third in importance and was reported by 19.8 per cent of the respondents as their destination while in the third and fourth quarters the proportions were 3.9 per cent and 6.4 per cent, respectively. In the second quarter, the Pacific region was first in importance, with 21 per cent of long-term travellers claiming that region as their destination; in the first quarter, the same region, although higher in proportion, 21.1 per cent, was second in importance; with the third and fourth quarters showing somewhat lower proportions, 13.2 per cent and 16.5 per cent, respectively. During the third quarter, the New England region was first in importance and was the destination claimed by 33.3 per cent of the respondents; in the fourth quarter, New England had dropped to second place of importance with a proportion of 19.3 per cent while the first and second quarter proportions stood at 8.6 per cent and 14.3 per cent, respectively. In the fourth quarter, the Middle Atlantic region was first in importance as place of destination of long-term Canadian travel in the United States, with a proportion of 23.7 per cent of these visitors, while during the second and third quarters, the same area was second in importance with 19.9 per cent and 20.3 per cent, respectively; the first quarter proportion was 17.1 per cent for the Middle Atlantic area and was third in importance as place of destination of Canadians making long-term visits to the United States.

STATEMENT 19. Destination of Canadian Travellers Returning from the United States¹ by Plane, Bus, and Rail, by Geographic Regions, compiled Quarterly, 1965

Geographic region of destination ²	First quarter	Second quarter	Third quarter	Fourth quarter	Year
North-Eastern States	88,000	125,000	213,000	133,000	559,000
Great Lakes States	34,000	42,000	44,000	42,000	162,000
North-Western States	7,000	10,000	11,000	9,000	37,000
West Coast States	48,000	57,000	66,000	47,000	218,000
Other remaining states	112,000	140,000	62,000	52,000	366,000
Totals, United States	289,000	374,000	396,000	283,000	1,342,000

¹ Exclusive of Hawaii.

² See Table 10 for states comprising regions.

STATEMENT 20. Destination of Canadian Travellers Returning from the United States¹ by Plane, Bus, and Rail, by Geographic Regions, 1961 - 65

Geographic region of destination ²	1961	1962	1963 ³	1964	1965
North-Eastern States	454,000	451,000	486,000	532,000	559,000
Great Lakes States	129,000	123,000	159,000	162,000	162,000
North-Western States	40,000	34,000	41,000	47,000	37,000
West Coast States	250,000	267,000	198,000	212,000	218,000
Other remaining states	282,000	292,000	247,000	297,000	366,000
Totals, United States	1,155,000	1,167,000	1,131,000	1,250,000	1,342,000

¹ Exclusive of Hawaii.

² See Table 10 for states comprising regions.

³ Revised figures.

Statement 20 contains data concerning the destination of residents returning to Canada by plane, bus, and rail, from the United States for the five-year period of 1961-65 and in Statement 19 by quarters for the year 1965.

The volume of Canadian re-entries by plane, bus, and rail from visits to the United States, increased by 7.4 per cent from 1,250,000 in 1964 to 1,342,000 in 1965. According to the response, the number of re-entries who had visited the Great Lakes region remained unchanged from the previous year and accounted for 12.1 per cent of the total re-entries while the number visiting the North Western States decreased by 21.3 per cent and accounted for 2.8 per cent of all visitors in this class. The North-Eastern region was the destination claimed by 41.7 per cent of all Canadian visitors in this category in 1965 with the volume of visitors increasing by 5.1 per cent over 1964. The "other remaining states", which include Florida, showed an increase of 23.2 per cent in the number of visitors compared to 1964 and accounted for 27.3 per cent of the total while the West Coast region, accounting for 16.2 per cent of Canadian re-entries by plane, bus, and rail increased its volume of visitors by 2.8 per cent compared to 1964.

Statement 19 presents data by quarters for the destination of Canadian travellers returning from the United States by plane, bus, and rail for the year 1965.

On a quarterly basis, an analysis of destination reveals that there was considerable variation in the numbers of Canadians returning by plane, bus, and rail from different regions in the United States, although most of the fluctuation occurred between the North Eastern States, a popular resort area bordering on the most heavily populated part of Canada, and the "other remaining states" which include Florida. During the first quarter, the "other remaining states" area which was indicated by 38.8 per cent of these travellers as their destination, was first in importance while the North Eastern States claimed by 30.4 per cent of the visitors, was second. In the second quarter, these two regions held their respective positions of importance. The proportion for the "other remaining states" was 37.5 per cent and for the North-Eastern States, 33.4 per cent. The high percentages for the "other remaining states" during the first half of the year can be attributed to Canadians returning after spending the winter months in the Southern States. During the third quarter, 53.8 per cent of the re-entries into Canada by plane, bus, and rail claimed the North-Eastern region as their destination in the United States while the West Coast region was second with 16.7 per cent and the "other remaining states" area receiving 15.6 per cent, was third. The fourth quarter showed the North-Eastern area still holding first place in importance of destination but with a slightly lower proportion, 47 per cent and the "other remaining states" area was again second with 18.4 per cent. The numbers of Canadians returning by plane, bus, and rail from the other regions of the United States remained fairly constant throughout the year.

Canadian Travel in the United States by Length of Stay

Canadian travel in the United States is classified according to length of stay abroad in the same two categories used in examining non-resident visits to Canada. Canadians leaving and returning to Canada on the same day are considered in the short-term class while all other visits lasting one or more nights abroad are considered in the long-term class. In 1965, there were 27,191,100 Canadians who were classed as short-term visitors to the United States. This was a small increase of 0.6 per cent or 175,100 over the 1964 total. These short-term re-entries made up 81.3 per cent of all re-entries into Canada, a drop of 2.7 percentage points from the 84 per cent recorded for 1964. A total of 6,242,300 Canadians returned to Canada in 1965 after spending one or more nights in the United States, an increase of 21.3 per cent or 1,094,200 over the number recorded in 1964. These long-term travellers accounted for 18.7 per cent of all re-entries compared with 16.0 per cent in 1964. While the volume of short-term re-entries increased, in comparison with 1964, estimated expenditures for these travellers showed a decline of 2.1 per cent or \$1,188,000 to a total of \$56,387,000 which represented 10.5 per cent of the total estimated

payments of all Canadian travellers in the United States. On the other hand, estimated expenditures for long-term visitors increased over 1964 by a substantial \$62,473,000 or 14.9 per cent to a total of \$480,990,000 and represented 89.5 per cent of the total estimated expenditures, an increase of 1.6 percentage points over the comparable 1964 proportion.

A more detailed analysis of travel by Canadian motorists in 1965, according to length of stay, reveals a total of 21,720,300 short-term Canadian travellers re-entering Canada from the United States by automobile. This represents an increase of 4.6 per cent or 955,900 over the comparable 1964 figure. At the same time, the estimate of payments made by these travellers reached a total of \$38,694,000, an increase over the previous year amounting to 8.2 per cent or \$2,917,000. This group accounted for 65 per cent of all Canadians visiting the United States in 1965 but only 7.2 per cent of the total expenditures. The average expenditure per day per short-term motorist during 1965 was \$1.78 compared to \$1.72 in 1964.

STATEMENT 21. Expenditures of Canadian Travellers in the United States, by Length of Stay, 1965

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	21,720,300	64.97	38,694,000	7.20
Plane	25,400	0.08	1,367,000	0.25
Bus	17,500	0.05	253,000	0.05
Rail	2,900	0.01	85,000	0.02
Boat	17,700	0.05	64,000	0.01
Bus in transit	2,700	0.01	—	—
Rail in transit	4,700	0.01	—	—
Other travellers (pedestrians, local bus, etc.)	5,399,900	16.15	15,924,000	2.96
Totals, non-automobile	5,470,800	16.36	17,693,000	3.29
Totals (short-term)	27,191,100	81.33	56,387,000	10.49
Long-term traffic (one or more nights in the United States)				
Automobile:				
One night in the United States	1,191,500	3.57	16,666,000	3.10
Two or more nights in the United States	3,668,900	10.97	249,522,000	46.44
Totals, automobile	4,860,400	14.54	266,188,000	49.54
Plane	611,300	1.83	129,788,000	24.15
Bus	469,000	1.40	53,326,000	9.92
Rail	208,800	0.62	29,227,000	5.44
Boat	92,800	0.28	2,461,000	0.46
Totals, non-automobile	1,381,900	4.13	214,802,000	39.97
Totals (long-term)	6,242,300	18.67	480,990,000	89.51
Grand totals	33,433,400	100.00	537,377,000	100.00

¹ Subject to revision and excludes Hawaii.

Canadians returning to Canada by automobile after spending one night in the United States rose in number to 1,191,500, an increase of 28.1 per cent or 261,200 persons over the previous year. This gain in numbers coupled with the increase from \$10.23 in 1964 to \$13.99 in 1965 in the average payment per person in this class, created a phenomenal increase of 75.1 per cent or \$7,147,000 to a total of \$16,666,000 in estimated payments made by Canadians spending one night in the United States. This class accounted for 3.6 per cent of all travellers and 3.1 per cent of all expenditures in 1965 compared with 2.9 per cent and 2 per cent, respectively, in 1964. Motorists returning to Canada after spending two or more nights in the United States totalled 3,668,900, an increase of 24.1 per cent or 711,900 over the comparable 1964 figure. Payments made by these motorists increased also but at a slower pace because of a decrease in the average expenditure per person in this class from \$70.62 in 1964 to \$68.01 in 1965. Expenditures made by Canadians remaining in the United States two or more nights, were estimated at \$249,522,000, an advance of 19.5 per cent or \$40,692,000 over 1964. This category constituted 11 per cent of all re-entries and 46.4 per cent of all payments made in 1965 compared with 9.2 per cent and 43.9 per cent, respectively, in 1964. The average length of stay of Canadian automobile travellers remaining

two or more nights (three or more days) in the United States declined from 10.3 days in 1964 to 9 days in 1965 but the average expenditure per person per day in this class rose to \$7.53 in 1965 from \$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 designated as spending one day in the United States are those leaving and returning on the same day, while the cars in the two-day class are those which remained in the United States for one night. Statement 17 shows the number of Canadians returning from the United States by automobile as well as those returning by plane, bus, and rail classified by length of stay. In 1965, one-day automobile traffic made up 81.7 per cent of all automobile re-entries. The 2,445,998 motorists remaining in the United States 3 to 7 days made up 9.2 per cent of all automobile travel to the United States. Those staying 8 to 14 days totalled 681,639 and comprised 2.5 per cent of the total while the 311,985 remaining 15 to 21 days made up 1.2 per cent of the total. The 229,261 Canadian motorists who remained in the United States for 22 days or more accounted for only 0.9 per cent of all Canadian re-entries from the United States by automobile.

Short-term Canadian travellers re-entering Canada by means of transportation other than automobile in 1965, totalled 5,470,800, a decrease of 12.5 per cent or 780,800 persons compared with 1964. They accounted for 16.4 per cent of all re-entries, a drop of 3 percentage points from the 19.4 per cent in 1964. Estimated payments made by this class of Canadian travellers in the United States amounted to \$17,693,000, some \$4,105,000 or 18.8 per cent below the 1964 figure. These expenditures accounted for 3.3 per cent of the total expenditures, a decline of 1.3 percentage points from the 4.6 per cent recorded in 1964. Long-term travellers, those

Canadians re-entering by non-automobile means of transportation after remaining one or more nights in the United States, increased in number by 121,100 or 9.6 per cent to a total of 1,381,900 when compared to 1964. These travellers accounted for 4.1 per cent of all Canadian re-entries from the United States but their expenditures, which rose by 7.3 per cent or \$14,634,000 over 1964, to a total of \$214,802,000 represented 40 per cent of all payments made by Canadians while visiting in the United States. These proportions compare with 3.9 per cent and 42.1 per cent, respectively, for the previous year.

STATEMENT 22. Canadian Travellers Returning to Canada from the United States, classified according to Length of Stay, by Selected Types of Transportation, 1965

Estimated days stay in the the United States	Number of persons			
	Automobile	Plane	Bus ¹	Rail ¹
1 ²	21,720,295	25,428	17,484	2,929
2	1,191,514	66,183	38,897	10,697
3-7	2,445,998	300,277	221,633	109,072
8-14	681,639	121,183	108,324	42,670
15-21	311,985	63,695	46,709	21,726
22 and over	229,261	59,973	53,428	24,684
Totals	26,580,692	636,739	486,475	211,778

¹ Excluding in transit traffic.

² Persons leaving and returning on the same day.

A total of 25,400 Canadians returned from the United States by plane in 1965 after short-term visits. This represents a decline of 4.2 per cent or 1,100 compared to 1964. Estimated expenditures for this class also declined, the total of \$1,367,000 representing a drop of 22.6 per cent or \$399,000 compared to 1964. The decrease in expenditures for this group was due to a considerable degree to the reduction in the average expenditure per person in this class from \$66.64 in 1964 to \$53.82 in 1965. The number of Canadian re-entries by plane after long-term visits to the United States totalled 611,300, a rise of 18 per cent or 93,400 persons compared to the previous year. Expenditures made by this group amounted to \$129,788,000, an increase of 14.3 per cent or \$16,189,000 over 1964. The average expenditure per person for this group was \$212.31 in 1965 compared with \$219.35 in 1964. The classification of Canadians returning by plane from the United States appears in more detail in Statement 22. Persons remaining from 3 to 7 days in the United States, totalling 300,277, formed the largest group and accounted for 47.2 per cent of all plane re-entries. Persons remaining for visits of 8 to 14 days numbered 121,183 and made up 19 per cent of the total while those remaining for 15 to 21 days, with a total of 63,695, constituted 10 per cent of the total. Plane re-entries of Canadians remaining 22 days or more in the United States totalled

59,973 and accounted for 9.4 per cent of all plane re-entries from Continental United States. The average expenditure per trip for Canadians returning from the United States by plane in 1965 was \$206.00 compared to \$211.90 in 1964. The highest average payment per person per day was \$53.80 which was attributed to same-day plane traffic. Data on Table 16 show that the average expenditure per person per day declines steadily as the length of stay is extended. No doubt, the cost of transportation is a contributing factor to the higher expenditures per day for the shorter lengths of stay.

Residents leaving and returning to Canada on the same day by bus (excluding in transit) during 1965, totalled 17,500, an increase of 500 persons or 2.9 per cent over the comparable 1964 figure. Expenditures, estimated at \$253,000, increased by 15.5 per cent or \$34,000. The average expenditure per person for this same day group of bus travellers was \$14.46 in 1965 compared to \$12.88 in 1964. Canadians re-entering by bus after long-term visits to the United States, numbered 469,000 in 1965, an increase of 11.1 per cent or 47,000 over the previous year. Expenditures for this group also increased to a total of \$53,326,000, a rise of 7.1 per cent or \$3,516,000 compared to 1964. The average expenditure per person in this class was \$113.70 compared to \$118.03 in 1964. Visits of 3 to 7 days

accounted for 45.5 per cent of all Canadian re-entries by bus from the United States and totalled 221,633, while bus travellers remaining 8 to 14 days numbered 108,324 and constituted 22.3 per cent of the total. The average expenditure per person for all Canadians returning by bus decreased from \$114.00 in 1964 to \$110.10 in 1965. The average

expenditure per person per day for those returning by bus was \$9.00 in 1965 compared to \$8.60 in 1964. The length of stay averaged 12 days in 1965 compared with 13 days in the previous year, while bus travellers spending one night in the United States recorded the highest average expenditure per person per day; \$17.60.

STATEMENT 23. Canadian Travellers Returning to Canada from the United States, Percentage of Volume, classified according to Length of Stay, by Selected Types of Transportation, 1965

Estimated days stay in the United States	Percentage of volume			
	Automobile	Plane	Bus ¹	Rail ¹
1 ²	81.7	4.0	3.6	1.4
2	4.5	10.4	8.0	5.0
3-7	9.2	47.2	45.5	51.5
8-14	2.5	19.0	22.3	20.1
15-21	1.2	10.0	9.6	10.3
22 and over	0.9	9.4	11.0	11.7
Totals	100.0	100.0	100.0	100.0

¹ Excluding in transit traffic.

² Persons leaving and returning on the same day.

Rail re-entries (excluding in transit) by Canadians making short-term visits to the United States, decreased by more than half in 1965 from the preceding year. These re-entries amounted to 2,900, a decline of 51.7 per cent or 3,100. An even larger decrease was revealed in the expenditures for this group. In 1965, payments were estimated at \$85,000, down 54.5 per cent or \$102,000 from the comparable 1964 estimate. Canadians returning by rail after long-term visits to the United States numbered 208,800, a decrease of 10.2 per cent or \$23,800. The expenditures for these long-term travellers amounted to \$29,227,000, a decline of 11.5 per cent or \$3,793,000 compared to the 1964 figure. The 109,072 Canadians who re-entered by rail after spending 3 to 7 days in the United States constituted 51.5 per cent of all rail re-entries, while those remaining 8 to 14 days, numbering 42,670, made up 20.1 per cent of the total. The average expenditure per person for all rail travellers was \$138.40, little changed from the comparable 1964 average of \$139.20.

Canadians leaving and returning on the same day by boat from the United States, totalled 17,700,

a decrease of 35.2 per cent or 9,600 persons from the previous year while their expenditures estimated at \$64,000, declined by 39 per cent or \$41,000. Long-term re-entries by boat increased by 5.1 per cent or 4,500 to a total of 92,800 compared to 1964 but payments made by this group while visiting the United States decreased to \$2,461,000, a decline of 34.2 per cent or \$1,278,000 from the previous year's estimate.

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. The value declared by Canadians returning from the United States amounted to \$26,013,474 in 1965, an increase of \$2,062,488 or 8.6 per cent over 1964. The average value for declaration in 1965 was \$19.87 as compared to \$20.15 in 1964. The number of declarations reported in 1965 totalled 1,309,299, some 124,676 or 10.5 per cent more than 1964. The value of declared merchandise accounted for 4.8 per cent of the total estimated expenditures by Canadians in contrast with 5 per cent in 1964.

Canadian Travel in the United States by Purpose of Trip

The questionnaire survey of Canadian residents travelling in the United States provides useful information on their purposes of trip. As some respondents specify only one purpose of trip and others two or more reasons, distinction was

made between the two because the results for each group are different. For example, of those with two or more purposes of trip, a considerable number had combined a shopping trip with another purpose such as visiting friends and relatives. As a result,

their proportion of shopping trips was 14 per cent as compared with 2 per cent for those with one purpose of trip only. The other percentages for persons reporting two or more purposes of trip were as follows: business, 5 per cent; formal study, 1 per cent; health, 5 per cent; recreation, 41 per cent; visiting friends and relatives, 32 per cent; "other", 2 per cent. Included in the category of "other" are the one per cent who specified that they were in transit travellers only; i.e., passing through the United States to reach other parts of Canada. Many of these trips were from Ontario to the Prairie Provinces and vice versa or from Ontario to the Maritimes. As the majority of respondents recorded one reason only for visiting the United States, the following text and statements shown are based entirely on questionnaires indicating only one purpose of trip.

In 1965, recreation, the major reason for Canadian travel to the United States, was specified by 52 per cent of the respondents, an increase from 49 per cent in 1964. Visiting friends and relatives was second, having been specified by 30 per cent, down 2 percentage points from 1964 and business trips were third with 12 per cent, unchanged from the previous year. Relatively small percentages travelled to the United States for the other purposes listed. Health reasons, for example, accounted for

only 3 per cent, shopping for 2 per cent and formal study for one per cent. In the residual category of "other", half the 1 per cent were in transit travellers.

Even though the overall purpose of trip percentages have changed very little from year-to-year, there is considerable variation within certain categories on a quarterly basis. To illustrate, the proportion specifying recreation ranged from 41 per cent in the first quarter to 66 per cent in the third, with the latter percentage representing an increase of 7 points more than the 1964 figure. The second quarter percentage of 50 per cent for those specifying recreation was also up compared with 44 per cent in 1964. The highest percentage of those specifying visiting friends and relatives was 39 per cent in the first quarter and the lowest was 23 per cent in the third quarter, down from 30 per cent in 1964. Business trips accounted for between 13 and 16 per cent of the one purpose visits to the United States in the first, second and fourth quarters but dropped to 6 per cent in the third when recreation was highest. Shopping as a purpose of trip was highest in the pre-Christmas months of October, November and December and health in the first and second quarters when many persons prefer to travel south to warmer climates.

STATEMENT 24. Purpose of Trip¹ reported by Canadians Returning from the United States, compiled Quarterly, Questionnaire Survey, 1965

Period of re-entry	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other	Total
	per cent							
First quarter	14.1	0.7	1.0	40.5	39.3	3.5	0.9	100.0
Second quarter	13.5	0.9	1.9	50.3	27.2	5.6	0.6	100.0
Third quarter	6.1	0.7	1.9	66.0	23.1	0.5	1.7	100.0
Fourth quarter	15.6	0.9	3.3	42.9	34.6	1.1	1.6	100.0
Year	11.7	0.8	2.0	51.6	30.1	2.6	1.2	100.0

¹ Questionnaires reporting one purpose only.

On a province of re-entry basis, Quebec with 57 per cent, had the greatest proportion of trips for recreation in 1965, while Saskatchewan recorded 57 per cent in 1964. (The province of re-entry means the province of residence. The number who re-entered through provinces other than their own represents a small portion of the total and therefore becomes insignificant.) The Maritimes recorded the highest percentage visiting friends and relatives, 40 per cent, a decrease of 5 percentage points from the previous year. By far the highest percentage of business trips were from Alberta with 24 per cent, a drop however, from 29 per cent in 1964. Quebec was second with 18 per cent. Saskatchewan recorded the largest proportion of shopping trips, 6 per cent, and the Maritimes and Alberta both had the highest percentage, 4 per cent, travelling to the

United States for health reasons. Alberta was also the only province where all persons included in the category of "other" were in transit travellers.

Statement 26 shows how the purposes of trip vary from one method of travel to another. For those going by automobile, for example, recreation was specified by a high 58 per cent and business by only 5 per cent while for the non-automobile travellers, business accounted for 30 per cent of the trips and recreation 34 per cent. In both cases, visiting friends and relatives was close to 30 per cent. Forty-four per cent, the highest percentage of business trips, were taken by plane travellers, up 12 percentage points from the 1964 figure. Plane travellers also had the lowest percentage, 29 per cent, going to the United States for recreation in

1965, down from 36 per cent in 1964. For the category of bus travellers, the 46 per cent specifying recreation and the 43 per cent indicating visiting friends and relatives as their main purpose of trip showed relatively little change from the previous year. Of all five means of transportation, rail travellers had the highest percentage, 51 per cent, going to visit friends and relatives, three percentage points less than in 1964. Recreation was

favoured by 58 per cent of the boat travellers, an increase of 9 percentage points and visiting friends and relatives by 32 per cent, a drop of 8 points compared with the corresponding 1964 percentage. Length of stay in the United States was also classified according to purpose of trip which in turn was categorized as to when the trip was taken, the province of re-entry and the means of transportation used.

STATEMENT 25. Purpose of Trip¹ reported by Canadians Returning from the United States by Province of Re-entry, Questionnaire Survey, 1965

Province of re-entry	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other	Total
	per cent							
Maritimes	10.0	1.4	2.4	39.6	40.4	4.4	1.8	100.0
Quebec	17.8	0.9	0.6	57.1	19.9	3.0	0.7	100.0
Ontario	8.2	0.6	1.9	49.6	35.6	2.9	1.2	100.0
Manitoba	13.1	1.5	3.9	47.0	28.3	2.7	3.5	100.0
Saskatchewan	9.2	0.3	5.5	56.4	24.9	2.3	1.4	100.0
Alberta	23.6	2.5	2.1	39.8	25.1	4.4	2.5	100.0
British Columbia and Yukon Territory	9.0	0.7	3.6	50.9	33.7	1.0	1.1	100.0
Canada	11.7	0.8	2.0	51.6	30.1	2.6	1.2	100.0

¹ Questionnaires reporting one purpose only.

In 1965, the average length of stay varied from 59 days for Canadians who went to the United States for formal study to 3 days for those on shopping trips. Persons travelling to the United States for health reasons had long periods of stay, 50 days on the average; however, visits were considerably shorter for the other purposes of trip.

Canadians travelling southward for recreation averaged stays of 11 days, to visit friends and relatives, 9 days and for business reasons, 6 days. In transit trips generally lasted 4 to 5 days and those in the category of "other" (excluding in transit) about 10 days.

STATEMENT 26. Purpose of Trip¹ reported by Canadians Returning from the United States by Type of Transportation, Questionnaire Survey, 1965

Type of transportation	Percentage of persons reporting main purpose of trip							
	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other	Total
Plane	43.9	1.8	0.2	29.4	19.4	4.6	0.7	100.0
Bus	3.6	1.3	4.2	45.6	42.8	1.8	0.7	100.0
Rail	10.7	1.1	1.3	32.2	51.0	3.3	0.4	100.0
Boat	6.2	0.6	1.8	57.6	31.5	1.2	1.1	100.0
Totals, non-automobile	29.9	1.5	1.2	33.6	29.3	3.8	0.7	100.0
Automobile	4.8	0.5	2.2	58.3	30.5	2.2	1.5	100.0
Grand totals	11.7	0.8	2.0	51.6	30.1	2.6	1.2	100.0

¹ Questionnaires reporting one purpose only.

Considerable variation was shown in some purposes of trip depending on the time of year the trip was made. Those taken for recreation doubled from an average of 8 days in the third quarter to 16 days in the second. Less variation was shown in trips for the purpose of visiting friends and relatives which averaged a low of 7 days in the fourth quarter and a high of 10 days in the second. Trips to the United States for formal study purposes, however, ranged from 33 days in the first quarter to 79 days in the third. Wide differences in length of stay were also found in trips taken for health reasons, for example, visits during the second quarter months averaged 73 days but decreased to 13 days in the fourth. The average stay of persons in the category of "other" varied from 7 days in the fourth to 12 days in the first quarter. The length of stay for business, in transit and shopping trips remained quite constant throughout the year.

An examination of length of stay by purpose of trip and province of re-entry shows that Maritime residents had the longest average business trips, 9 days, and those from Quebec the shortest at 4 to 5 days. Trips for the purpose of formal study varied widely from an average of 47 days for Maritime visitors to 195 days for those from Saskatchewan. Residents of Saskatchewan also averaged the longest trips for health reasons, 90 days, as compared with 33 days for residents of Manitoba. There was much less spread in the length of holiday trips as is shown by the following: Maritimes 11, Quebec 10, and Ontario 13 days; Manitoba 9, Sas-

katchewan 12, Alberta 13, and British Columbia and the Yukon Territory 8 days. Shopping trips from all provinces averaged 3 to 4 days. Of the journeys for the purpose of visiting friends and relatives, the longest visits were attributed to residents of Alberta who stayed an average of 15 days, and the shortest to Quebec residents, 7 days. Canadians re-entering through the Maritimes spent an average of 14 days visiting friends and relatives and those from Ontario, 8 days. The length of all other types of visits varied from an average of 2 days for Saskatchewan residents to 32 days for persons from the Maritimes. The average length of stay of Canadians travelling in the United States for recreation was 11 days for automobile passengers, 13 days for plane travellers and 11 days for bus visitors. Train and boat travellers averaged 9 and 7 days for recreation, respectively,

Compilations were also done on the average expenditures per trip for each purpose. Persons travelling to the United States for formal study purposes spent an average of \$479.00, the highest amount, with health a close second at \$469.00. Canadians going on shopping trips, spent an average of \$41.00, while the lowest amount, an average of \$32.00, was spent by the in transit travellers. Persons seeking recreation in the United States spent \$134.00 on the average while those visiting friends and relatives spent only \$56.00 as their food and accommodation expenses were much lower. For business trips, an average of \$163.00 was spent and for "other" types of trip \$96.00.

Travel Between Canada and Overseas Countries

Volume

The rapid expansion of travel between Canada and overseas countries has made this sector of the Canadian travel industry increasingly important. A breakdown of the total volume for 1965, shows

some 133,000 visitors entered Canada direct from overseas countries, an increase of 18 per cent over the corresponding 1964 figure. At the same time, Canadians returning from visits overseas totalled 456,350, almost 17 per cent more than in 1964.

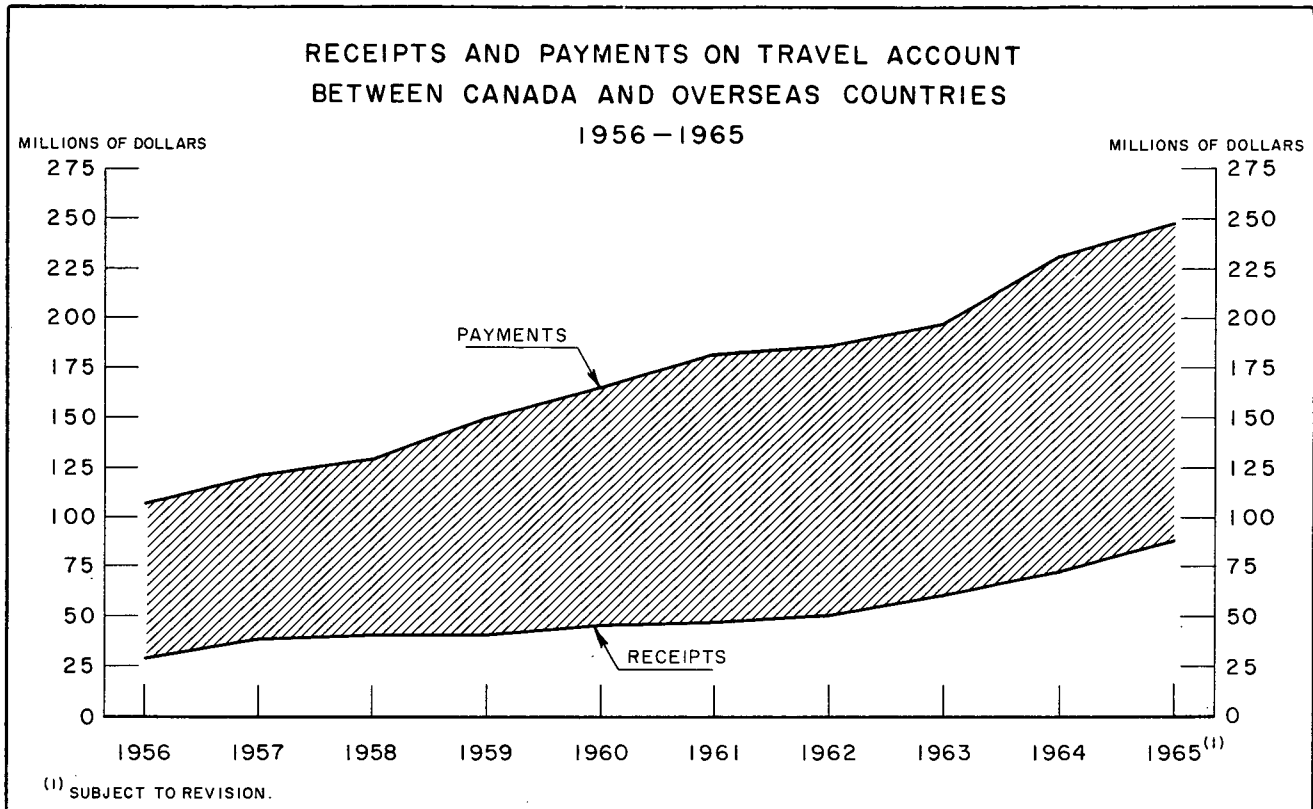
STATEMENT 27. Balance of Payments on Travel Account Between Canada and Overseas Countries,¹ 1964 and 1965²

	All overseas countries		United Kingdom		Other sterling area		Other O.E.C.D. in Europe		All other countries	
	1964	1965	1964	1965	1964	1965	1964	1965	1964	1965
	millions of dollars									
Receipts	72	87	33	34	11	9	17	27	11	17
Payments	231	248	80	89	23	27	105	106	23	26
Net balance	- 159	- 161	- 47	- 55	- 12	- 18	- 88	- 79	- 12	- 9

¹ Exclusive of Hawaii.

² Subject to revision.

CHART-4



Expenditures

Residents of overseas countries travelling in Canada during 1965, are estimated to have spent \$87 million, representing an increase of \$15 million over the 1964 receipts. Canadian payments for over-

seas travel amounted to \$248 million, up \$17 million from the 1964 figure. Although the deficit on travel account with overseas countries reached \$161 million, the increase over the 1964 deficit was only \$2 million.

Overseas Visitors to Canada

Volume and Expenditures

In 1965, close to 133,000 visitors from overseas countries entered Canada direct, a substantial 18 per cent increase over the number arriving in 1964. This figure does not include the number of overseas visitors who enter Canada via the United States. Receipts from all residents of overseas countries travelling in Canada during 1965 are estimated at \$87 million, some \$15 million more than the \$72 million which was the estimate in 1964. On a quarterly basis, the 1965 receipts show \$10 million was spent in the first quarter, \$25 million in the second quarter, \$39 million in the third quarter, and \$13 million in the fourth quarter of the year. A further breakdown reveals that visitors from the United Kingdom accounted for an estimated \$34 million of the aggregate, an increase of \$1 million over 1964 while \$9 million is the proportion attributed to travellers who came from other "sterling area" countries, a decrease of \$2 million when

compared with the previous year. Disbursements by visitors from Continental Europe increased by 59 per cent or \$10 million to \$27 million and from all other countries by \$6 million or 55 per cent to \$17 million.

Country of Origin

Quarterly data on the number of overseas visitors to Canada by country of origin is shown in Statement 28 while Statement 29 shows the arrivals from each country in 1965 as compared with 1964. The country of origin means the country of residence of the visitor at the time the trip was taken.

The following text and statements refer only to those overseas travellers coming directly to Canada as similar data for overseas visitors entering via the United States are not available. Additional information on the direct overseas visitors is obtained from the response to questionnaires which

**STATEMENT 28. Non-immigrant Visitors Entering Canada Direct from Overseas Countries,
Principal Countries, compiled Quarterly, 1965**

Country of residence	First quarter	Second quarter	Third quarter	Fourth quarter	Year
United Kingdom	4,962	17,329	26,712	7,522	56,525
Commonwealth countries (n.e.s.)	1,601	3,199	3,572	1,692	10,064
Australia	431	1,170	887	373	2,861
Bahamas	66	117	108	85	376
Barbados	97	126	183	93	499
Bermuda	174	203	288	213	878
Hong Kong	51	102	375	64	592
India	174	265	345	143	927
Jamaica	283	431	485	310	1,509
New Zealand	176	495	476	203	1,350
Pakistan	29	53	85	43	210
Trinidad and Tobago	120	237	340	165	862
O.E.C.D. in Europe (n.e.s.)	5,631	16,650	16,178	7,493	45,952
Austria	132	319	400	165	1,016
Belgium	187	503	607	250	1,547
Denmark	219	764	673	225	1,881
France	1,182	2,195	3,276	1,420	8,073
Germany	1,214	4,239	3,397	1,615	10,465
Greece	355	577	489	638	2,059
Ireland (Republic)	99	188	213	89	589
Italy	574	1,351	1,387	806	4,118
Netherlands, The	648	4,079	3,141	817	8,685
Norway	251	629	656	329	1,865
Portugal	124	415	379	365	1,283
Spain	96	201	242	159	698
Sweden	261	491	533	304	1,589
Switzerland	289	699	785	311	2,084
Europe (n.e.s.)	853	2,145	1,528	1,117	5,643
Czechoslovakia	125	272	205	160	762
Finland	216	281	96	84	677
Poland	85	442	377	247	1,151
U.S.S.R.	105	384	236	136	861
Yugoslavia	120	196	181	226	723
Other European countries	202	570	433	264	1,469
Africa	160	530	598	206	1,494
South Africa (Republic)	73	269	160	82	584
Other African countries	87	261	438	124	910
Asia (n.e.s.)	963	1,458	1,617	471	4,509
China	90	98	214	45	447
Japan	689	1,186	995	336	3,206
Other Asian countries	184	174	408	90	856
Middle East	333	590	622	274	1,819
Israel	195	330	239	93	857
Other Middle East countries	138	260	383	181	962
Central America	663	1,157	1,190	650	3,660
Mexico	482	964	1,073	546	3,065
Other Central American countries	181	193	117	104	595
South America	411	622	398	239	1,670
Argentina	87	176	103	75	441
Other South American countries	324	446	295	164	1,229
West Indies (n.e.s.)	161	225	97	106	589
Other countries	169	214	376	236	995
Grand totals	15,907	44,119	52,888	20,006	132,920

**STATEMENT 29. Non-immigrant Visitors Entering Canada Direct from Overseas Countries,
1964 and 1965**

Country of residence	1964	1965	Change in 1965	Per cent change in 1965	Per cent of 1965 total
United Kingdom	50,686	56,525	+ 5,839	+ 11.5	42.5
Commonwealth countries (n.e.s.)	8,122	10,064	+ 1,942	+ 23.9	7.6
Australia	1,984	2,861	+ 877	+ 44.2	2.2
Bahamas	342	376	+ 34	+ 9.9	0.3
Barbados	514	499	- 15	- 2.9	0.4
Bermuda	1,127	878	- 249	- 22.1	0.7
Hong Kong	410	592	+ 182	+ 44.3	0.4
India	838	927	+ 89	+ 10.6	0.7
Jamaica	1,169	1,509	+ 340	+ 29.1	1.1
New Zealand	850	1,350	+ 500	+ 58.9	1.0
Pakistan	212	210	- 2	- 0.9	0.2
Trinidad and Tobago	676	862	+ 186	+ 27.5	0.6
O.E.C.D. in Europe (n.e.s.)	37,425	45,952	+ 8,527	+ 22.8	34.6
Austria	970	1,016	+ 46	+ 4.7	0.8
Belgium	1,335	1,547	+ 212	+ 15.9	1.2
Denmark	1,654	1,881	+ 227	+ 13.7	1.4
France	6,431	8,073	+ 1,642	+ 25.5	6.1
Germany	8,491	10,465	+ 1,974	+ 23.2	7.9
Greece	1,356	2,059	+ 703	+ 51.8	1.5
Ireland (Republic)	603	589	- 14	- 2.3	0.4
Italy	3,673	4,118	+ 445	+ 12.1	3.1
Netherlands, The	7,482	8,685	+ 1,203	+ 16.1	6.5
Norway	1,682	1,865	+ 183	+ 10.9	1.4
Portugal	511	1,283	+ 772	+ 151.1	1.0
Spain	439	698	+ 259	+ 59.0	0.5
Sweden	1,166	1,589	+ 423	+ 36.3	1.2
Switzerland	1,632	2,084	+ 452	+ 27.7	1.6
Europe (n.e.s.)	4,223	5,643	+ 1,420	+ 33.6	4.2
Czechoslovakia	740	762	+ 22	+ 3.0	0.6
Finland	254	677	+ 423	+ 166.5	0.5
Poland	943	1,151	+ 208	+ 22.1	0.9
U.S.S.R.	307	861	+ 554	+ 180.5	0.6
Yugoslavia	490	723	+ 233	+ 47.5	0.5
Other European countries	1,489	1,469	- 20	- 1.3	1.1
Africa	860	1,494	+ 634	+ 73.7	1.1
South Africa (Republic)	336	584	+ 248	+ 73.8	0.4
Other African countries	524	910	+ 386	+ 73.7	0.7
Asia (n.e.s.)	2,968	4,509	+ 1,541	+ 51.9	3.4
China	317	447	+ 130	+ 41.0	0.3
Japan	1,981	3,206	+ 1,225	+ 61.8	2.4
Other Asian countries	670	856	+ 186	+ 27.7	0.7
Middle East	1,239	1,819	+ 580	+ 46.8	1.4
Israel	654	857	+ 203	+ 31.0	0.7
Other Middle East countries	585	962	+ 377	+ 64.4	0.7
Central America	4,331	3,660	- 671	- 15.5	2.8
Mexico	3,792	3,065	- 727	- 19.1	2.3
Other Central American countries	539	595	+ 56	+ 10.4	0.5
South America	1,272	1,670	+ 398	+ 31.3	1.2
Argentina	287	441	+ 154	+ 53.7	0.3
Other South American countries	985	1,229	+ 244	+ 24.8	0.9
West Indies (n.e.s.)	748	589	- 159	- 21.3	0.4
Other Countries	889	995	+ 106	+ 11.9	0.8
Grand totals	112,763	132,920	+ 20,157	+ 17.9	100.0

are distributed by port officials to a sample of these travellers. Of the total number of overseas visitors entering Canada direct, 43 per cent or 56,525 persons came from the United Kingdom, the largest proportion from any single country or area. In 1964, some 45 per cent of the overseas visitors came from the United Kingdom. A total of 45,952 or 35 per cent of the travellers were from countries in the Organization for Economic Co-operation and Development, compared with 33 per cent in the previous year. Visitors from other Commonwealth countries numbered 10,064 or 8 per cent of the total. The main countries in this category were Australia, 2,861 persons; Jamaica, 1,509; and New Zealand, 1,350. An analysis by individual country reveals that following the United Kingdom, the second greatest number of visitors were from West Germany, 10,465 persons or 8 per cent of the total,

while visitors from The Netherlands numbered 8,685 or 7 per cent and from France 8,073 or 6 per cent. The combined total from the Scandinavian countries of Denmark, Norway and Sweden amounted to 5,335 or 4 per cent, while visitors from Italy numbered 4,118 or 3 per cent of the overall aggregate. Visitors from other countries accounted for relatively small percentages of the total. The quarterly analysis shows the majority of all overseas visitors (73 per cent) entered Canada during the six month period of April to September.

On the whole, the number of visitors from each overseas country or area increased in 1965. The increases of some of the European countries were as follows: France, 26 per cent; West Germany, 23 per cent; The Netherlands, 16 per cent; United Kingdom, 12 per cent; and Italy, 12 per cent.

STATEMENT 30. Non-immigrant Visitors Entering Canada Direct from Overseas Countries, Principal Ports of Entry, compiled Quarterly, 1965

Port of entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Airports:					
Gander, Nfld.	213	237	267	272	989
Halifax, N.S.	529	1,390	1,843	698	4,460
Montreal, Que.	9,566	18,598	22,105	11,275	61,544
Toronto, Ont.	2,481	10,430	15,718	4,338	32,967
Windsor, Ont.	83	249	263	133	728
Winnipeg, Man.	383	1,256	1,865	372	3,876
Edmonton, Alta.	184	868	547	88	1,687
Vancouver, B.C.	1,897	4,024	4,695	1,183	11,799
Totals	15,336	37,052	47,303	18,359	118,050
Seaports:					
Halifax, N.S.	187	436	106	106	835
Montreal, Que.	—	374	764	402	1,540
Quebec, Que.	—	5,290	3,500	835	9,625
Vancouver, B.C.	226	370	338	85	1,019
Totals	413	6,470	4,708	1,428	13,019
All other ports	158	597	877	219	1,851
Grand totals	15,907	44,119	52,888	20,006	132,920

Type of Transportation

An analysis of Statement 30 indicates that of the 132,920 direct overseas visitors, 118,050 or 89 per cent entered at the eight leading airports specified, and 13,019 or 10 per cent were arrivals by ship at Quebec City, Montreal, Vancouver and Halifax. The remaining one per cent entered at other ports throughout Canada. Comparable figures for 1964 show 86 per cent of the overseas visitors direct entered via the main airports, 12 per cent arrived by ship and 2 per cent at other ports.

The greatest number of direct plane arrivals occurred at Montreal Airport where entries of 61,544 overseas visitors reflected a substantial increase of 24 per cent over the 1964 total. Second, in arrivals of overseas visitors direct, was Toronto

Airport where entries increased 5 per cent to 32,967 in 1965. At Vancouver the number of entries of overseas visitors rose from 6,736 in 1964 to 11,799 in 1965, a sharp 75 per cent increase. The only airports to show decreases in the number of overseas visitors entering Canada direct were Gander and Edmonton.

Purpose of Trip

The questionnaire distributed to the overseas visitor asks the main reason for the visit to Canada and, from the response, information concerning the purpose of trip is compiled. As many of the immigrants to Canada are from the United Kingdom and Continental Europe, it is not surprising that a high proportion of the trips was to visit friends or relatives. In 1965, 66 per cent of all overseas

visitors direct came for this reason compared to 17 per cent on business trips, 15 per cent for recreation, one per cent on government service and less than one per cent for formal study, representing little change from 1964. Variation was shown, however, within each purpose of trip depending on when the trip was taken; for example, the percentage that came to visit friends or relatives was lowest during the first quarter, 46 per cent, and highest, 75 per cent, in the three summer months of July to September. Business as a purpose of trip, on the other hand, showed the reverse pattern as

the number of business trips, as a percentage of all visits, was highest during the first quarter, 36 per cent, and lowest during the third quarter, 8 per cent. This low percentage in the third quarter was not due to a drop in the actual number coming for reasons of business but rather to the heavy increase in the number coming to visit friends or relatives at that time. The percentage that came for recreation was greatest during the second quarter, 19 per cent, and lowest in the fourth, 12 per cent, while increases of 14 and 15 per cent were recorded for the first and third quarters, respectively.

STATEMENT 31. Purpose of Trip reported by Overseas Visitors to Canada, compiled Quarterly by Country of Residence, 1965

Country of residence	Business	Formal study	Recreation	Visiting friends or relatives	Government service
	per cent				
Aeroplane and vessel:					
First quarter:					
United Kingdom	39.5	1.0	6.0	51.5	2.0
Other European countries	36.5	1.6	15.9	42.8	3.2
Other Commonwealth countries	26.6	1.1	25.5	45.7	1.1
All other countries	41.4	—	19.0	36.2	3.4
Totals	36.4	1.1	14.0	46.2	2.3
Second quarter:					
United Kingdom	16.6	—	12.9	69.8	0.7
Other European countries	38.8	—	6.5	49.0	5.7
Other Commonwealth countries	37.7	1.6	36.9	23.8	—
All other countries	15.3	—	64.4	18.6	1.7
Totals	23.6	0.2	18.8	55.6	1.8
Third quarter:					
United Kingdom	5.5	0.4	10.2	83.3	0.6
Other European countries	13.8	2.0	13.3	70.8	0.1
Other Commonwealth countries	10.5	1.5	35.6	51.2	1.2
All other countries	7.1	—	47.0	38.8	7.1
Totals	8.0	0.9	15.1	75.1	0.9
Fourth quarter:					
United Kingdom	18.8	—	8.2	69.8	3.2
Other European countries	37.2	—	9.2	53.1	0.5
Other Commonwealth countries	11.4	—	27.3	61.3	—
All other countries	56.4	—	24.5	17.0	2.1
Totals	25.7	—	11.7	60.6	2.0
Year:					
United Kingdom	12.1	0.3	10.1	76.3	1.2
Other European countries	25.3	1.1	11.4	60.8	1.4
Other Commonwealth countries	18.4	1.1	32.4	47.4	0.7
All other countries	23.4	—	43.3	29.0	4.3
Grand totals	16.9	0.5	15.0	66.2	1.4

An examination of purposes of trip by individual areas shows that by far the most popular purpose of trip reported by travellers from the United Kingdom was visiting friends or relatives. Seventy-six per cent specified this as their purpose of trip while 12 per cent listed business and 10 per cent recreation. Comparable percentages for visitors from other European countries show 61 per cent visited friends or relatives, 25 per cent came for business reasons and 11 per cent for recreation.

Forty-seven per cent of the visitors from other Commonwealth countries (mainly Australia, New Zealand, Bermuda and the West Indies) came to visit friends or relatives, 32 per cent for recreation, and 18 per cent for business reasons. The main purposes of trip of visitors from all other overseas countries were 43 per cent for recreation, 29 per cent to visit friends or relatives and 23 per cent for business reasons.

Length of Stay

When considered collectively, overseas visitors remained in Canada an average of 34 days per person. However, there were definite differences in the length of stay according to the area of origin. Visitors from the United Kingdom and other European countries both stayed an average of 38 days

while those from other Commonwealth countries remained on the average 21 days and those from countries not already specified 16 days. Comparable averages for 1964 show travellers from the United Kingdom stayed 33 to 34 days, from other European countries 34 days, from other Commonwealth countries 26 days and those from all other countries 15 to 16 days.

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

During 1965, some 456,350 Canadians returned from visits to overseas countries, thereby establishing a record high and a gain of 17 per cent over the 1964 figure. Most of the increase can be attributed to the number of residents returning direct from overseas countries who in 1965 accounted for 386,350 of the aggregate. In 1964, direct re-entries amounted to 322,645. Canadians who visited overseas countries and returned via the United States numbered 70,000 in 1965, a slight increase of 1,000 over the 1964 figure. Following this summary which deals with all Canadian travel overseas, the direct and via travel are considered separately in greater detail. It should be noted that the words "overseas" and "abroad" as used in the report refer to all foreign countries other than the United States.

The gross expenditures of Canadian travellers overseas, i.e., the amount paid within overseas countries and the oceanic transportation costs are estimated at \$348 million in 1965, an advance of

8.7 per cent over the \$320 million spent in 1964. Of these expenditures, payments within overseas countries comprised \$179 million while oceanic transportation costs accounted for \$167 million, both increases over the corresponding 1964 amounts of \$165 million and \$155 million, respectively. Included in the cost of oceanic transportation are payments of \$91 million to Canadian carriers and \$8 million to United States carriers. For the Canadian carriers this was an increase of 15 per cent or \$12 million over the 1964 amount whereas payments to United States carriers represents a decrease of \$2 million. In calculating the total net expenditures, payments to Canadian carriers are excluded since they do not involve a flow of money outside of Canada and payments to United States carriers are transferred to the United States travel account. Therefore, the net expenditures by Canadians on overseas travel amounted to \$248 million in 1965, a gain of 7 per cent or \$17 million over the 1964 total.

STATEMENT 32. Residents of Canada Returning Direct from Overseas Countries, Principal Ports of Re-entry, 1961-65

Port of re-entry	1961	1962	1963	1964	1965
Airports:					
Gander, Nfld.	6,885	6,962	5,421	4,537	3,139
Halifax, N.S.	5,355	5,817	7,610	7,673	9,854
Sydney, N.S.	795	906	1,111	695	1,371
Montreal, Que.	96,859	104,184	105,399	119,866	139,025
Ottawa, Ont.	2,511	2,253	2,145	5,194	3,265
Toronto, Ont.	44,021	57,472	77,578	89,839	115,200
Trenton, Ont.	953	5,276	10,941	16,024	27,988
Winnipeg, Man.	3,997	4,357	5,726	8,285	8,044
Calgary, Alta.	150	438	1,350	3,193	5,142
Edmonton, Alta.	2,575	4,107	6,694	8,572	7,442
Vancouver, B.C.	16,630	19,806	23,652	26,616	33,211
Totals	180,731	211,578	247,627	290,494	353,681
Seaports:					
Halifax, N.S.	2,789	2,550	2,295	2,186	1,768
Saint John, N.B.	510	2,283	233	77	70
Quebec, ¹ Que.	30,524	27,713	23,786	18,891	17,398
Vancouver, B.C.	2,526	2,718	2,160	2,529	2,270
Totals	36,349	35,264	28,474	23,683	21,506
All other ports	6,038	6,558	5,956	8,468	11,163
Grand totals	223,118	253,400	282,057	322,645	386,350

¹ Many returning residents cleared at Quebec disembark at Montreal.

Note: Data above include some military personnel and dependents.

A breakdown of the expenditures in overseas countries shows that 43 per cent of the total or \$106 million was spent in Continental European countries while the United Kingdom received 36 per cent or \$89 million. Payments made in other sterling area countries amounted to \$27 million or 11 per cent of the total and in all other countries to 10 per cent or \$26 million.

Based on the 1965 questionnaire survey, an estimate of the number of Canadians visiting the main destinations overseas is as follows: United Kingdom, 101,000; Continental Europe, 101,000; to both the United Kingdom and other European countries, 97,000; Bermuda and the Caribbean, 68,000;

Mexico, 29,000; Hawaii, 26,000; and other countries, 34,000.

From a further breakdown of the overseas survey, it was possible to estimate the number of visits made to European countries by Canadian residents returning either direct or via the United States. During the year 1965, some 87,000 visits were made to France; 75,000 to Germany; 57,000 to The Netherlands; 56,000 to Switzerland; 53,000 to Italy; and 45,000 to the Scandinavian countries of Denmark, Norway and Sweden. While these estimates are based on data covering Canadians who visit more than one country, they do not include the many visits made to these countries by Canadian civilian or military personnel posted overseas.

Canadian Travel Overseas (Direct)

Volume

In 1965, a total of 386,350 Canadian travellers returned direct from countries other than the United States, a considerable increase of 20 per cent or 63,705 compared with the 1964 total of 322,645. In 1964 the percentage increase over the corresponding 1963 figure was 14 per cent. A quarterly analysis shows that 38 per cent returned in the third quarter, 24 per cent in the second and 19 per

cent in both the first and fourth quarters. Gains were recorded in all four quarters, with the largest occurring in the third when re-entries rose by 23,347 persons or 19 per cent to a total of 146,742. The percentage increase in the first, second and fourth quarters amounted to 10, 24, and 27 per cent, respectively, while the total number returning in each of these quarters was 74,047 in the first, 92,021 in the second, and 73,540 in the fourth quarter.

STATEMENT 33. Residents of Canada Returning Direct from Overseas Countries, Principal Ports of Re-entry, compiled Quarterly, 1965

Port of re-entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Airports:					
Gander, Nfld.	777	744	905	713	3,139
Halifax, N.S.	1,727	2,837	2,928	2,362	9,854
Sydney, N.S.	38	82	1,195	56	1,371
Montreal, Que.	23,904	33,561	54,973	26,587	139,025
Ottawa, Ont.	374	1,255	1,099	537	3,265
Toronto, Ont.	25,261	27,725	41,985	20,229	115,200
Trenton, Ont.	2,701	7,188	10,381	7,718	27,988
Winnipeg, Man.	629	2,060	3,915	1,440	8,044
Calgary, Alta.	991	1,302	2,328	521	5,142
Edmonton, Alta.	973	1,289	3,776	1,404	7,442
Vancouver, B.C.	12,945	6,449	7,743	6,074	33,211
Totals	70,320	84,492	131,228	67,641	353,681
Seaports:					
Halifax, N.S.	734	357	315	362	1,768
Saint John, N.B.	—	—	—	70	70
Quebec ¹ , Que.	—	4,448	9,782	3,168	17,398
Vancouver, B.C.	972	567	395	336	2,270
Totals	1,706	5,372	10,492	3,936	21,506
All other ports	2,021	2,157	5,022	1,963	11,163
Grand totals	74,047	92,021	146,742	73,540	386,350

¹ Many returning residents cleared at Quebec disembark at Montreal.

Note: Data above includes some military personnel and dependents.

Expenditures

The gross expenditures of Canadians returning direct from overseas countries in 1965 (total expenditures in these countries plus all transportation payments) was estimated at \$288 million, an increase of \$32 million or 12 per cent over the 1964 record of \$256 million. A breakdown of the expenditures shows \$149 million spent within the overseas countries and \$138 million for oceanic transportation costs. The net transportation costs of \$54 million covered payments made to all carriers with the exception of those of the United States and Canada. The payments to United States carriers of \$2 million, were debited to the United States — Canada Travel Account and the \$82 million paid to Canadian carriers was excluded as it represented an internal transfer of money. The percentage paid to Canadian carriers amounted to 59 per cent, to United States carriers 2 per cent and to all other carriers 39 per cent. The steady increase in the proportion received by transportation companies of Canadian registry is indicated by the difference between their 1960 percentage of nearly 48 per cent and that of 1965. The net expenditures of \$203 million in overseas countries includes \$54 million to all foreign carriers except those of the United States, plus \$149 million spent within overseas countries. This figure of \$203 million represents an increase of \$20 million or 11 per cent over the 1964 net overseas travel expenditures.

A breakdown of the estimated expenditures by areas, excluding oceanic transportation costs, shows that \$51.2 million was spent within the United Kingdom, an increase of \$8.1 million or 18.8 per cent over the 1964 estimate. Payments made in Continental European countries amounted to \$67.8 million, \$3.8 million or 5.9 per cent more than in 1964. Expenditures in sterling area countries, excluding the United Kingdom, totalled \$18.5 million, an increase of \$3.4 million or 22.5 per cent. Eighty-nine per cent or \$16.4 million of the total spent in the sterling area countries was attributable to payments made by Canadians visiting the Bahamas, Bermuda, and the Caribbean. Disbursements within all other countries not elsewhere specified rose \$300,000 or 2.6 per cent for a total of \$11.7 million in 1965.

A quarterly analysis of payments made by Canadians in overseas countries, exclusive of transportation costs to United States and Canadian carriers, shows a decrease of \$2 million or 6 per cent in the first quarter expenditures of \$30 million. The other three quarters all recorded gains. Payments in the second quarter totalled \$51 million, an increase of \$9 million or 21 per cent and in the third quarter rose \$6 million or 8 per cent for a total of \$79 million. Fourth quarter expenditures advanced 19 per cent from \$36 million in 1964 to \$43 million in 1965.

Type of Transportation

Statement 32 shows how popular plane travel has become with Canadians travelling overseas.

For example, in 1965 close to 92 per cent of the number returning direct from overseas countries re-entered Canada at the major airports, while slightly less than 6 per cent returned via the four main seaports and 3 per cent at smaller air and seaports. In 1961 corresponding proportions were 81 per cent returning by plane, 16 per cent by ship and 3 per cent at all other ports. Over the five year period 1961 to 1965, re-entries by boat have declined 41 per cent or 14,843 persons whereas the number of travellers returning by plane has risen by 96 per cent or 172,950 persons. The overall increase in total re-entries during this period has been 73 per cent. Compared with the number of plane re-entries in 1964, there was a 22 per cent increase of 63,187 persons returning from overseas countries in 1965. The leading airports in terms of number of Canadians returning from overseas countries were as follows: Montreal with 139,025 direct re-entries, an increase of 16 per cent over the 1964 total; Toronto, where the number of re-entries was up 28 per cent for a total of 115,200; and Vancouver airport with a total of 33,211 returning residents, a 25 per cent increase over comparable arrivals in 1964. The increase in the number of persons arriving at Trenton airport have made it necessary to remove it from the classification "all other ports" and list it separately so as not to give this residual category a disproportionately high total. However, it should be kept in mind that the majority of persons re-entering Canada at Trenton are military personnel and their dependents whose expenditures and length of stay overseas are quite different from those of the ordinary traveller. Of the eleven airports listed, only Gander, Ottawa, Winnipeg and Edmonton showed decreases in the number of re-entries from overseas countries, whereas all four seaports shown in the statement recorded fewer re-entries in 1965 than in 1964. Quebec, which received 81 per cent of the boat re-entries, was down 8 per cent to a total of 17,398 and re-entries at Vancouver harbour, which had risen in 1964, dropped 10 per cent in 1965 to a total of 2,270 persons. St. John's, Newfoundland has been included with "all other ports" in the 1965 annual report rather than listed separately because of the small number of persons now returning there.

A quarterly analysis of the number of residents returning direct from overseas countries in 1965 is given by port of re-entry in Statement 33. Of the total number of plane and ship re-entries, 19 per cent returned during the first quarter, 24 per cent in the second, 38 per cent in the third, and 19 per cent in the fourth quarter of the year. While the percentages of the total number of plane passengers returning during each quarter were very similar to the overall trend, the quarterly distribution of re-entries by boat did show considerable variation due to the closing of many St. Lawrence River ports during the winter months. Some 49 per cent of those returning by boat did so during the third quarter months of July, August and September whereas only 8 per cent returned during the first quarter of the year.

A comparison with the corresponding 1964 figures shows that total re-entries by plane rose in all four quarters with the largest gain in numbers, 27,199 or 26 per cent, occurring in the third quarter

and the highest percentage increase, 40 per cent or 19,479 persons, during the fourth quarter. Direct re-entries by boat, on the other hand, declined in all four quarters.

STATEMENT 34. Destination reported by Canadians Returning Direct from Overseas Countries, compiled Quarterly by Type of Transportation, 1965

Destination reported	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	per cent				
Aeroplane and vessel:					
United Kingdom only	11.1	29.4	35.3	23.4	25.0
United Kingdom and other European countries	7.1	22.9	31.5	22.9	22.8
Other European countries only	18.7	17.1	25.5	24.0	24.0
Bermuda and Caribbean	30.5	17.0	3.1	15.7	13.2
Hawaii	17.2	4.3	0.9	5.3	6.2
Mexico	10.7	4.7	1.7	4.4	4.6
All other countries	4.7	4.6	2.0	4.3	4.2
Totals	100.0	100.0	100.0	100.0	100.0

Destination

Data on the destinations reported by Canadian travellers returning direct from overseas trips are arranged by area visited or, in some instances, by country. This is done because many Canadians, particularly those going to Europe, visit several countries during one trip. On the other hand, trips to Hawaii or Mexico are shown as a single country of destination. Statement 35 shows the percentage of Canadian travellers visiting overseas areas and countries during the five year period 1961 to 1965 and Statement 34 gives a quarterly break-down of destination for the year 1965. In 1965, 72 per cent of the Canadians who went abroad visited European countries, with 25 per cent of them travelling to the United Kingdom only, 23 per cent to the United Kingdom and other European countries, and 24 per cent visiting Continental European countries only. The percentage visiting the United Kingdom only, has dropped about 2 per cent each year since 1961 when visits to this area accounted for 31 per cent. The percentage travelling to both the United Kingdom and other European countries has also declined since 1961, at which time slightly more than 26 per cent of the respondents specified visits to this area. Visits to other European countries only, have increased from 22 per cent in 1961 to 24 per cent in 1965.

After Europe, the second most popular destination of Canadian overseas travellers was Bermuda and the Caribbean, followed by Hawaii, then Mexico. In 1965, 13 per cent of the respondents visited Bermuda and the Caribbean, an increase of one

per cent over 1964, 6 per cent visited Hawaii compared with 4 per cent in 1964 while visits to Mexico remained at approximately 5 per cent. The proportion of Canadians visiting countries not already mentioned has dropped from 8 per cent in 1961 to 4 per cent in 1965. Included in this category are trips to Central and South America, Japan, Australia and New Zealand. Even though visits to these countries have increased, this group has declined as a percentage of the total.

From the questionnaire survey which covered a sample of Canadian travellers with a wide range of overseas destinations, it was estimated that 96,000 Canadians went to the United Kingdom only, 88,000 to both the United Kingdom and other European countries and 93,000 to Continental Europe only. As many Canadians returning direct visited more than one country in Europe, a further breakdown reveals that 181,000 persons made some 488,000 visits to Continental European countries. The indicated percentages visiting one or more Continental European countries in 1965 are as follows: one country, 41 per cent; two countries, 19 per cent; three countries, 12 per cent; four countries, 10 per cent; five countries, 6 per cent; six countries, 5 per cent; seven or more countries, 7 per cent. These percentages show little variation from comparable 1963 and 1964 figures. The main European countries visited by residents who returned direct to Canada were in order of estimated number of visits: France, 82,000; Germany, 69,000; The Netherlands, 54,000; Switzerland, 53,000; Italy, 48,000; the Scandinavian countries (Denmark,

Norway and Sweden), 42,000; and Spain and Portugal, 26,000. The above estimates do not include visits made by persons who returned from Europe via the United States or visits to these countries by members of the Canadian armed forces and civilian personnel posted in Europe.

On the basis of the survey, it is estimated that the number of Canadian travellers who returned direct from visits to Bermuda and the Caribbean amounted to 51,000 persons; to Hawaii, 24,000; to Mexico, 18,000; and to other countries not already specified, 16,000.

**STATEMENT 35. Destination reported by Canadians Returning Direct from Overseas
Countries, 1961 - 65**

Destination reported	1961	1962	1963	1964	1965
	per cent				
Aeroplane and vessel:					
United Kingdom only	31.2	29.2	27.7	25.1	25.0
United Kingdom and other European countries	26.3	22.1	22.1	23.9	22.8
Other European countries only	21.7	22.0	22.3	25.3	24.0
Bermuda and Caribbean	10.2	13.6	14.0	11.9	13.2
Hawaii	3.3	4.1	4.2	6.2
Mexico	3.0	2.9	4.8	5.3	4.6
All other countries	7.6	6.9	5.0	4.3	4.2
Totals	100.0	100.0	100.0	100.0	100.0

The destination of Canadian overseas travellers returning direct showed considerable variation according to when the trip was taken. For example, of all the direct re-entries into Canada during the first quarter, the percentage returning from visits to the United Kingdom only, was 11 per cent compared with 35 per cent in the third quarter. Comparable figures for 1964 were 17 and 33 per cent. The proportion of Canadians who travelled to both the United Kingdom and Continental Europe was also higher in the third quarter, 32 per cent, and lowest in the first quarter, 7 per cent. Less quarterly variation was shown in the percentage of re-entries into Canada who had been to Continental Europe. This group ranged from 19 per cent of all re-entries in the first quarter to 26 per cent in the third quarter.

In the case of Canadian visitors to Bermuda and the Caribbean, the reverse was found. They comprised 31 per cent of all re-entries during the first quarter and only 3 per cent during the third quarter. The proportion of Canadian travellers returning from Hawaii was also highest during the first quarter, 17 per cent, as it was for those returning from Mexico, 11 per cent. The percentage of all re-entries that had been to other countries was quite small in each quarter and varied between 2 and 5 per cent.

An examination of destination according to port of re-entry reveals many interesting differences between ports; for example, at Halifax airport 93 per cent of all direct re-entries had been to Europe (including the United Kingdom), while at Dorval this figure was 77 per cent, at Malton 68 per cent, and at Vancouver airport, 26 per cent. Furthermore, at Dorval, of this 77 per cent, 38 per cent had gone to Continental European countries only, and 18 per cent to the United Kingdom only, whereas at Malton, 15 per cent had gone to Continental European countries only, and 31 per cent to the United Kingdom. The three ports having the highest percentages of re-entries from Bermuda and the Caribbean were: Malton, 23 per cent; Ottawa, 14 per cent; and Dorval, 13 per cent. All three of the Prairie airports of Winnipeg, Calgary and Edmonton had high percentages of Canadians returning from European countries; however, there was considerable variation as to destination in Europe. Of the 98 per cent of re-entries at Winnipeg who had gone to Europe, 51 per cent had visited the United Kingdom only, 39 per cent the United Kingdom and other European countries, and 8 per cent Continental Europe only, whereas corresponding percentages for Edmonton were 28, 36 and 33 per cent. At Calgary, 22 per cent had visited the United Kingdom only, 18 per cent the United Kingdom and other European countries, and 45 per cent Continental Europe. Windsor had the highest percentage of persons returning

from Mexico—88 per cent. At Vancouver airport, by far the largest proportion of re-entries, 60 per cent, were returning from Hawaii, with Europe, the second major destination, accounting for 26 per cent. Of the Canadians returning directly by ship to Montreal and Quebec City, 95 per cent had been to Europe, with 83 per cent having been to either the United Kingdom only, or to the United Kingdom and other European countries.

Length of Stay

Statement 36 indicates the general trend in the last five years of shorter Canadian holidays in Western Europe. For example, the average length of stay of residents visiting the United Kingdom only, in 1961 was 44 days, in 1965 it was 29 days. Much of this decrease in length of time spent abroad can be attributed to the increase in the

number of plane travellers who, as a group, tend to take much shorter holidays than do boat travellers. In Statement 37 aeroplane and boat travellers are grouped together rather than shown separately as in previous years because the percentage of those returning by boat has become so small. As a result, one of the reasons for the average length of stay for Canadian trips to Europe being shorter is the decrease in the number of persons returning by ship who, on the whole, spent more time abroad. Visits to other areas such as Bermuda and the Caribbean, Hawaii and Mexico were not affected to the same extent by the increase in plane travel. The place of destination also has a bearing on how long the stay abroad will be. Respondents visiting the United Kingdom and other European countries stayed an average of 36 days in 1965 while those visiting Bermuda and the Caribbean only remained an average of 16 days.

STATEMENT 36. Average Length of Stay reported by Canadians Returning Direct from Overseas Countries, compiled by Destination and Type of Transportation, 1961 - 65

Destination reported	1961	1962	1963	1964	1965
	number of days				
Aeroplane and vessel:					
United Kingdom only	44.3	44.8	34.4	32.0	28.9
United Kingdom and other European countries.....	60.7	56.6	39.0	41.1	36.0
Other European countries only	49.9	45.0	41.4	38.4	32.9
Bermuda and Caribbean	17.1	14.4	16.1	15.7	15.7
Hawaii	28.4	25.3	19.8	22.2
Mexico	17.3	19.2	17.7	18.7	17.5
All other countries ¹	70.7	88.4	49.2	61.0	37.1

¹ Including travel to more than one area per trip.

An examination of the average length of stay over the period 1961 to 1965 reveals yearly decreases in the length of time spent in European countries. As mentioned above, visits to the United Kingdom only, have dropped from 44 days in 1961 to 29 days in 1965, with the greatest decrease occurring between 1962 and 1963 when the average length of stay declined from 45 days to 34 days. The length of time spent by Canadian travellers to the United Kingdom and other European countries has also decreased, dropping from 61 days in 1961 to 36 days in 1965. Trips including both Continental European countries and the United Kingdom are naturally of greater length than visits solely to the Continent. The average length of stay of Canadians who travelled in Continental Europe only, was 33 days in 1965 compared to 38 days in 1964 and 50 days in 1961.

Generally, there has been much less change in the length of time spent in Bermuda and the Caribbean, Hawaii and Mexico than there has been in that spent in European countries. Visits to Bermuda and the Caribbean averaged 16 days in 1965 and

17 days in 1961, with only minor fluctuations between these years. The average length of stay in Hawaii, which dropped steadily from 28 days in 1962 to 20 days in 1964, increased in 1965 to 22 days. Visits to Mexico have remained fairly constant between an average of 17 to 19 days in duration. The average length of stay for visits to "all other countries", however, has shown considerable variation because of the relatively small numbers involved and the year-to-year changes in the countries included in this group.

The average length of time spent by Canadians in overseas countries also varies according to the time of year the trip was taken. Statement 37 shows that residents who returned to Canada during the first and fourth quarters after visits to the United Kingdom only, spent an average of 31 days abroad while those who returned during the second and third remained 28 and 29 days, respectively. Thirty-nine days, the longest average length of stay for Canadian visitors to both the United Kingdom and other European countries, was recorded for those returning during the third quarter. Travellers re-

STATEMENT 37. Average Length of Stay reported by Canadians Returning Direct from Overseas Countries, compiled Quarterly by Destination and Type of Transportation, 1965

Destination reported	Returning to Canada during the				
	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	number of days				
Aeroplane and vessel:					
United Kingdom only	30.5	27.7	29.2	30.5	28.9
United Kingdom and other European countries	36.1	30.0	39.4	37.2	36.0
Other European countries only	32.8	28.3	35.8	31.6	32.9
Bermuda and Caribbean	16.8	14.8	14.6	14.6	15.7
Hawaii	22.0	28.1	13.9	16.3	22.2
Mexico	17.6	17.8	17.4	16.2	17.5
All other countries ¹	29.7	39.9	43.0	36.4	37.1
Totals	23.9	25.6	33.2	28.2	28.4

¹ Includes travel to more than one area per trip.

turning from these areas in the fourth quarter stayed an average of 37 days; in the first quarter, 36 days; and in the second, for 30 days. The longest average length of stay for Canadian travellers to other European countries only, 36 days, also occurred during the third quarter while those re-entering Canada in the first, second and fourth quarters stayed an average of 33, 28 and 32 days, respectively. In all four quarters, shorter lengths of stay were recorded for trips to Bermuda and the Caribbean Islands than to Western Europe. As illustrated in Statement 37, trips to Bermuda and the Caribbean lasted on the average between 15 and 17 days. Twenty-two and 28 days, the longest lengths of stay for trips to Hawaii were recorded for Canadians returning in the first and second quarters. Shorter visits of 14 and 16 days took place in the third and fourth quarters. Trips made by Canadians to Mexico remained between an average of 16 to 18 days in length throughout the year, while the average length of stay of visitors to countries not already specified ranged from 30 days in the first quarter to 43 days in the third.

Purpose of Trip

Information as to why Canadians travel to overseas countries was also obtained from the questionnaire survey covering a sample of residents returning direct. In Statement 38 purpose of trip is shown by quarters while Statement 39 indicates purpose of trip according to area or country visited. In 1965, as in 1964, the main reason for Canadian travel overseas was recreation, with visiting friends or relatives second. In the five year period of 1961-1965 the relative importance of these two reasons has gradually reversed. To illustrate, in 1961, 40 per cent went abroad for recreation and 48 per cent to visit friends or relatives, whereas in 1965 these percentages were 50 per cent for recreation and 40 per cent for visiting friends or relatives. The categories of business, formal study and health have remained quite constant in this five year period. In 1965, between 7 and 8 per cent went overseas on business trips, close to one per cent for formal study and 2 per cent for health reasons, very similar to the 1964 percentages.

STATEMENT 38. Purpose of Trip reported by Canadians Returning Direct from Overseas Countries,¹ compiled Quarterly, 1965

Period of re-entry	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
Aeroplane and vessel:					
First quarter	8.2	0.2	5.0	57.8	28.8
Second quarter	8.7	0.7	1.7	53.5	35.4
Third quarter	3.4	1.2	0.6	43.6	51.2
Fourth quarter	15.6	1.2	1.2	47.0	35.0
Year	7.5	0.8	2.0	50.1	39.6

¹ Including Hawaii.

A quarterly analysis indicates that the highest percentage of business trips, 16 per cent, occurred during the fourth quarter while for recreation the greatest percentage, 58 per cent, was in the first quarter. Many of the trips taken during these months of January, February, and March were to winter

vacation areas such as Bermuda, the Caribbean and Hawaii while the majority, 51 per cent, of Canadians who went overseas to visit friends or relatives did so during the third quarter months of July, August and September.

STATEMENT 39. Purpose of Trip reported by Canadians Returning Direct from Overseas Countries, compiled by Destination, 1965

Destination reported	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
Aeroplane and vessel:					
United Kingdom only	6.2	0.6	0.4	27.5	65.3
United Kingdom and other European countries	11.0	1.2	0.7	58.1	29.0
Other European countries only	8.0	1.5	1.2	28.8	60.5
Bermuda and Caribbean	4.1	--	5.5	81.5	8.9
Hawaii	2.6	—	6.7	87.3	3.4
Mexico	3.6	0.5	2.9	87.8	5.2
All other countries	19.7	1.9	2.8	50.6	25.0
Totals	7.5	0.8	2.0	50.1	39.6

As is illustrated in Statement 39, purpose of trip and destination are very closely linked. For example, 82 per cent of the Canadians who returned direct from visits to Bermuda and the Caribbean went for recreation and only 9 per cent to visit friends or relatives, whereas 28 per cent of those who went to the United Kingdom only, specified recreation while 65 per cent had been to visit friends or relatives. Of all the countries and areas specified, the United Kingdom received the highest percentage of Canadian travellers going for the purpose of visiting. However, this percentage has been decreasing and that of recreation rising as in 1963, 73 per cent went to visit friends or relatives, 71 per cent in 1964, and in 1965, 65 per cent. The equivalent percentages for recreation during these years, were 20, 22 and 28 per cent. A far greater proportion of persons who visited both the United

Kingdom and other European countries went for recreational purposes than did those going only to the United Kingdom or to Continental Europe. Fifty-eight per cent of the direct Canadian travellers to both areas went for recreation and 29 per cent for visiting. This group also had the greatest percentage of business trips, 11 per cent. As in other years, the major reason for travel to warmer climate regions was recreation. Of the Canadians who travelled to Hawaii, 87 per cent went for recreation, 7 per cent for health reasons and 3 per cent to visit. Corresponding percentages for Canadian travellers to Mexico were 88 per cent for recreation and 5 per cent for visiting. Of the trips to countries not already mentioned, the major purposes for trip were: recreation, 51 per cent; visiting friends or relatives, 25 per cent; and business, 20 per cent.

STATEMENT 40. Province of Residence of Canadians Returning Direct from Overseas Countries,¹ compiled Quarterly, 1965

Province of residence	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	per cent				
Aeroplane and vessel:					
Atlantic Provinces	4.4	5.2	3.9	5.2	4.6
Quebec	25.6	30.4	30.0	30.1	28.4
Ontario	40.3	45.3	46.3	42.4	43.2
Manitoba and Saskatchewan	6.6	4.6	5.6	5.1	6.1
Alberta	8.3	4.7	6.1	4.3	7.2
British Columbia	14.8	9.8	8.1	12.9	10.5
Totals	100.0	100.0	100.0	100.0	100.0

¹ Including Hawaii.

Province of Residence

Data on province of residence of Canadian travellers returning direct from overseas countries is found in Statement 41. This statement shows the destination of Canadian travellers by the province of residence. Significant differences are found for some provinces between their percentage of total overseas travellers and the percentage they contribute to the total population which is as follows: Atlantic Provinces, 10 per cent of the aggregate; Quebec, 29 per cent; Ontario, 35 per cent; Manitoba and Saskatchewan, 10 per cent; Alberta, 7 per cent; British Columbia (including the Yukon and North-West Territories), 9 per cent. Provinces whose percentages of total Canadian overseas travellers returning direct were less than their percentage of

total population (as of July 1, 1965) were; the Atlantic Provinces, Quebec, and Manitoba and Saskatchewan, while those having a higher percentage were British Columbia and Ontario. Alberta contributed the same percentage to both total overseas visitors and total population. In 1965 the percentages of Canadians returning direct from overseas visits from each region were: Atlantic Provinces, 5 per cent; Quebec, 28 per cent; Ontario, 43 per cent; Manitoba and Saskatchewan, 6 per cent; Alberta, 7 per cent; British Columbia, 11 per cent. On the basis of this data the following numbers of travellers from each province have been estimated: Atlantic Provinces, 17,800; Quebec, 109,700; Ontario, 166,900; Manitoba and Saskatchewan, 23,600; Alberta, 27,800; and British Columbia, 40,600; for a rounded total of 386,400 persons.

STATEMENT 41. Province of Residence of Canadians Returning Direct from Overseas Countries, by Destination, 1965

Destination	Province of residence					
	Atlantic Provinces	Quebec	Ontario	Prairie Provinces	British Columbia	Canada
	per cent					
United Kingdom only	8.1	17.8	51.8	14.8	7.5	100.0
United Kingdom and other European countries	7.6	22.6	46.8	16.0	7.0	100.0
Other European countries only	1.8	46.1	35.0	10.6	6.5	100.0
Bermuda and Caribbean	1.9	33.6	58.3	4.2	2.0	100.0
Hawaii	—	3.8	8.2	29.3	58.7	100.0
Mexico	1.7	33.7	40.0	10.4	14.2	100.0
Combined destinations	2.6	35.0	35.6	12.7	14.1	100.0
All other countries	—	64.3	25.3	5.7	4.7	100.0
Totals	4.6	28.4	43.2	13.3	10.5	100.0

366

110 167 41
20 32 6

Canadian Travel Overseas (Via the United States)

Volume and Expenditures

In 1965, the number of Canadians returning from overseas countries via the United States totalled 70,000, an increase of 1,000 over the corresponding 1964 figure. Estimated gross expenditures (payments made abroad and for overseas transportation) amounted to \$60 million, a drop of \$3 million or 5 per cent from the 1964 total, with \$31 million being spent within overseas countries and \$29 million for transportation. Corresponding totals in 1964 were \$31 million and \$32 million, respectively. The breakdown of transportation costs was 31 per cent or \$9 million to Canadian carriers, unchanged from the 1964 figure, 21 per cent or \$6 million to United States carriers, down from \$7 million in the previous year, and 48 per cent or \$14 million to other foreign carriers, a drop of \$3 million. Payments made to

United States and Canadian carriers are not included in net expenditures, as the former are transferred to the United States travel account and the latter do not represent a transfer of funds outside of Canada. Net expenditures for overseas travel via the United States were \$45 million in 1965, compared with \$48 million in 1964.

A breakdown by areas of the \$31 million expenditures abroad shows that \$5 million was spent in the United Kingdom, \$8 million in other sterling area countries, \$9 million in Continental Europe, and \$9 million in all other countries. Corresponding totals in 1964 were: United Kingdom \$4 million; other sterling area countries \$7 million; Continental Europe \$13 million; and all other countries \$7 million.

Destination

As can be seen from the following data, the destination of Canadians returning from overseas via the United States presents quite a different pattern from that of residents returning direct. In 1965 the distribution of the via the United States travellers was: United Kingdom only, 7 per cent; the United Kingdom and other European countries, 13 per cent; Continental Europe only, 11 per cent; Bermuda and the Caribbean, 24 per cent; Hawaii, 3 per cent; and Mexico, 15 per cent. Those who went on cruises accounted for 6 per cent and those who took trips to two or more major areas, 11 per cent. The percentage to all other countries was 10 per cent. Corresponding figures in 1964 were: United Kingdom only, 5 per cent; the United Kingdom and Continental Europe, 15 per cent; Continental Europe only, 15 per cent; Bermuda and the Caribbean, 26 per cent; Hawaii, 2 per cent; Mexico, 12 per cent; cruises, 4 per cent; combined destinations, 12 per cent; and all other countries, 9 per cent. Combined destinations is a special category which refers to travellers who visited two or more major areas, such as, Europe and South America or the Middle East and Africa.

On the basis of the 1965 percentages, the number of Canadians who visited the United Kingdom only, and returned via the United States was estimated at 5,000; both the United Kingdom and other European countries at 9,000; and Continental Europe only, at 8,000; for a total of 22,000 to Europe. Of the other major destinations, an estimated 17,000 went to Bermuda and the Caribbean; 2,000 to Hawaii; 11,000 to Mexico; 4,000 on cruises; 7,000 to combined destinations; and 7,000 to all areas not included above.

An examination, on a quarterly basis, of travellers returning via the United States shows that the greatest percentage of re-entries, 32 per cent, occurred in the third quarter while 23 per cent re-entered in the first, 25 per cent in the second, and 20 per cent in the fourth quarter. In the first quarter the favoured destinations were Mexico, the Bahamas and cruises, most of which were to the Caribbean, while in the second quarter the most popular vacation areas were Mexico, the former West Indies Federation, and the Bahamas. Fewer persons visited the southern regions in the third quarter, at which time vacations in Europe were the main choice. Major destinations in the fourth quarter were trips to combined destinations or to Europe.

Length of Stay

Statement 42 contains data on the average length of time spent abroad, excluding time spent going to and returning from overseas countries and time spent en route in the United States. In 1965 the average length of stay of Canadian travellers who returned from overseas via the United States was 26 days, compared with 34 days in 1964. This decrease was reflected in all four quarters as the average stay in the first to fourth quarters was 21, 27, 32 and 30 days, respectively, while in 1964 corresponding averages were 26 and 38 days for the first and second quarters and 40 days for the third and fourth. Length of stay varied quite widely according to destination; for example, trips to both the United Kingdom and Continental European countries average 40 days while those to Bermuda and the Caribbean lasted an average of 12 days. The direct travel followed a similar pattern with the longest length of stay being in visits to both the United Kingdom and other Europe, 36 days, and the shortest, 16 days, to Bermuda and the Caribbean.

STATEMENT 42. Average Length of Stay¹ reported by Canadians Returning from Overseas Countries via the United States, compiled Quarterly by Destination, 1965

Destination reported	Returning to Canada during the				
	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	number of days				
Aeroplane and vessel:					
United Kingdom only	35.7	38.2	29.6	37.4	34.9
United Kingdom and other European countries	31.3	30.5	46.3	45.3	39.8
Other European countries only	31.4	43.5	35.0	43.2	37.5
Bermuda and Caribbean	10.0	13.1	12.5	12.5	11.7
Hawaii	20.0	19.2	11.5	15.4	17.5
Mexico	20.4	19.9	12.5	18.9	19.4
All other countries ²	27.2	39.4	38.4	37.1	33.9
Totals	21.4	26.5	31.6	29.8	26.3

¹ Excluding time spent en route in the United States.

² Excluding cruise travel and travel to more than one area per trip.

Residents who visited the United Kingdom only, stayed an average of 35 days in both 1964 and 1965. The average time spent en route in the United States for these travellers was 2 days, a decrease from the 3 days in 1964. The average time spent in the United States by Canadians returning from visits to both the United Kingdom and other European countries remained unchanged at 2 days; but the time spent overseas dropped from 50 days to 40 days. The length of stay of Canadians visiting Continental Europe only, also declined, going from 66 days in 1964 to 38 days in 1965. The average time spent in the United States, however, remained the same at 2 days. Canadian travellers to Bermuda and the Caribbean who returned via the United States remained an average of 12 days in 1965 as in 1964. On an individual country basis, this category showed interesting differences in the lengths of time spent en route in the United States. Travellers to Bermuda, for example, stayed an average of 2 days in the United States while those going to the West Indies stayed 4 days and to the Bahamas, 9 days. Canadians visiting Mexico and returning via the United States averaged visits of 19 days, one day more than in 1964. The amount of time spent in the United States remained at 10 days. Canadians who travelled to Hawaii and returned via the United States in 1965 stayed an average of 18 days, 3 days less than in 1964. The average length of stay abroad for the group "all other countries" was 34 days, one day more than in 1964. Included in this category are trips to Australia and New Zealand, Central and South America and cruises, most of which are to the Caribbean. Canadians who travelled to Australia and New Zealand returning via the United States spent an average of

53 days in these countries and 3 days in the United States. Canadians returning via the United States from visits to South America averaged 2 days in the United States and 25 days in South America. The time spent in Central America was somewhat shorter at 17 days, not including 4 days spent en route in the United States.

Purpose of Trip

The main purpose of trip of the Canadians who returned from overseas via the United States was recreation, with visiting friends or relatives second, as was the case for the direct travellers. However, the percentages were quite different for the two types of travellers. Almost 64 per cent of the via the United States travellers went for recreational purposes and 20 per cent to visit friends or relatives, while only 50 per cent of the direct travellers went for recreation and 40 per cent for visiting. Another significant difference between the direct and via the United States travellers was that a higher percentage of the via, 12 per cent, went overseas for business reasons, while for the direct travellers, it was nearly 8 per cent. The percentage of travellers who went overseas for reasons of formal study was less than one per cent and for health reasons about 4 per cent.

As with the direct travellers, distinct variations were found in the purposes of trip according to the destination. The percentage visiting friends or relatives was high for those going to the United Kingdom only, or to Continental Europe only, but was relatively small for the travellers to Bermuda and the Caribbean, Hawaii and Mexico.

**STATEMENT 43. Purpose of Trip reported by Canadians Returning from Overseas
Countries via the United States, compiled by Destination, 1965**

Destination reported	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
Aeroplane and vessel:					
United Kingdom only	13.1	0.9	2.4	25.8	57.8
United Kingdom and other European countries	17.5	1.1	2.5	49.8	29.1
Other European countries only	12.7	0.5	1.2	33.8	51.8
Bermuda and Caribbean	7.6	0.2	5.6	79.4	7.2
Hawaii	1.5	—	4.2	84.9	9.4
Mexico	6.8	0.4	5.7	78.5	8.6
All other countries	20.2	0.7	1.7	55.8	21.6
Totals	11.9	0.5	3.8	63.7	20.1

Of the residents who re-entered Canada via the United States after visiting the United Kingdom only, 58 per cent had gone to see friends or relatives, 26 per cent for recreation and 13 per cent for business, representing little change from the 1964 figures. As mentioned, of those who went to

both the United Kingdom and other Europe, 50 per cent went for recreation, 29 per cent for visiting and nearly 18 per cent for business. In 1964 corresponding percentages were 55, 28 and 15 per cent. There were also changes in the purposes of trip of travellers to Continental Europe only. In 1965, 34

per cent of the re-entries via the United States went for recreation compared with 26 per cent in 1964, and the percentage going to visit relatives or friends dropped from 59 per cent to 52 per cent. Business as a purpose of trip for this group, however, rose from between 9 and 10 per cent to 13 per cent.

Recreation as the main purpose of trip for Canadians returning from Bermuda and the Caribbean via the United States rose from 76 per cent to 79

per cent in 1965, visiting friends or relatives dropped from 9 per cent to 7 per cent, and the percentages going for reasons of business and health remained about the same at 8, and between 6 to 7 per cent, respectively. Eighty-five per cent of the Canadian travellers returning from Hawaii via the United States had been for recreation, an increase of 15 per cent over 1964, while the percentage for business reasons dropped from 10 per cent to 2 per cent and visiting friends or relatives from 12 per cent to 9 per cent.

STATEMENT 44. Purpose of Trip reported by Canadians Returning from Overseas Countries¹ via the United States, compiled Quarterly, 1965

Period of re-entry	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
First quarter	10.1	0.3	5.5	67.6	16.5
Second quarter	11.9	0.1	4.8	66.1	17.1
Third quarter	10.2	1.4	1.7	56.4	30.3
Fourth quarter	17.7	0.6	0.6	59.9	21.2
Year	11.9	0.5	3.8	63.7	20.1

¹ Including Hawaii.

The percentage of Canadians going to Mexico for recreation increased in 1965 from 72 to 79 per cent and the percentage visiting friends or relatives dropped from 12 per cent to 9 per cent. Of those going to all other countries, including Australia, New Zealand, Central and South America and Japan, 20 per cent went for business, 56 per cent for recreation and 22 per cent for visiting. In 1964, 18 per cent went for business, 49 per cent for recreation and 26 per cent for visiting friends or relatives.

An analysis of Statement 44 shows that the highest percentage of those going for recreation occurred during the first quarter, 68 per cent, and the lowest, 56 per cent, in the third quarter. The reverse was found for those visiting friends or relatives as this reason was highest in the third quarter, 30 per cent, and lowest in the first, 17 per cent. The highest percentage going for business reasons was in the fourth quarter, 18 per cent, and the lowest, 10 per cent, in the first quarter.

STATEMENT 45. Province of Residence of Canadians Returning from Overseas Countries¹ via the United States, compiled Quarterly, 1965

Province of residence	First quarter	Second quarter	Third quarter	Four quarter	Year
	per cent				
Aeroplane and vessel:					
Atlantic Provinces	1.5	1.3	0.5	1.2	1.2
Quebec	27.6	28.3	33.5	26.5	28.5
Ontario	49.4	42.0	42.1	46.1	45.5
Manitoba and Saskatchewan	6.7	7.5	7.0	6.5	7.0
Alberta	6.1	6.0	5.7	3.1	5.7
British Columbia	8.7	14.9	11.2	16.6	12.1
Totals	100.0	100.0	100.0	100.0	100.0

¹ Including Hawaii.

Province of Residence

In Statement 46 a breakdown is given by provinces of the percentage that went to the destinations listed. Forty-six per cent of the travellers who returned from overseas via the United States were from Ontario; 28 per cent from Quebec; 13 per cent

from Manitoba, Saskatchewan and Alberta; 12 per cent from British Columbia; and one per cent from the Atlantic Provinces. In 1964 corresponding percentages were: Atlantic Provinces, 3 per cent; Quebec, 25 per cent; Ontario, 48 per cent; Manitoba, Saskatchewan and Alberta combined, 10 per cent; British Columbia, 14 per cent.

STATEMENT 46. Province of Residence of Canadians Returning from Overseas Countries via the United States, by Destination, 1965

Destination	Province of residence					
	Atlantic Provinces	Quebec	Ontario	Prairie Provinces	British Columbia	Canada
	per cent					
United Kingdom only	0.9	17.2	56.9	17.3	7.7	100.0
United Kingdom and other European countries	0.9	12.0	56.0	19.1	12.0	100.0
Other European countries only	0.5	27.6	56.8	9.2	5.9	100.0
Bermuda and Caribbean.....	2.2	44.0	41.2	5.8	6.8	100.0
Hawaii	--	4.5	43.3	31.3	20.9	100.0
Mexico	0.6	21.4	45.3	12.8	19.9	100.0
All other countries.....	1.2	30.8	39.9	14.2	13.9	100.0
Totals	1.2	28.5	45.5	12.7	12.1	100.0

Supplementary Analysis of International Travel

Receipts from foreign visitors travelling in Canada and payments by Canadians travelling abroad are important factors in Canada's international balance of payments. Receipts from foreign spending in Canada are considered as an "invisible" export, while payments by Canadians abroad are considered as an "invisible" import. These flows of money across Canada's border are derived from expenses for such things as food, lodging, local transportation, and miscellaneous items.

In relation to Canada's sources of single export and import commodities, travel receipts ranked third as an export commodity and first as an import commodity in 1965. A value of \$747 million was spent in Canada by foreign visitors. This value was preceded only by the export of newsprint with a value of \$870 million and by the export of wheat with a total of \$840 million. The fourth leading export in 1965 was the sale of woodpulp with a value of \$493 million. Travel payments, considered as a single commodity, amounted to \$768 million and was the largest import in value, followed by the import of motor vehicle parts (except engines) valued at \$683 million.

In Canadian-United States trade, travel receipts were valued at \$660 million and became the second largest export commodity to the United States in 1965. Newsprint ranked first as a single export commodity with a value of \$736 million and woodpulp third with a value of \$371 million. As an import, travel payments in the United States by Canadian tourists involved a total of \$548 million

exceeded only by the import of automobile parts (except engines) which were valued at \$670 million in 1965.

Volume and Expenditures

Statement 47 illustrates the balance of travel between Canada and the United States in figures of volume and expenditures for the year 1965. The balance of United States expenditures in Canada of \$122.5 million relates the importance of the travel industry to Canada's domestic economy. United States travel expenditures stimulate the economic growth within Canada since many businesses (such as hotels, motels, transportation companies, garage operators, trailer parks, resorts, restaurants, etc.) provide services to the American tourist.

In 1965, a total of 67.3 million travellers crossed the border between Canada and the United States. Of this total, 49.2 million travellers entered and left the same day and 18.1 million remained one or more nights abroad. Canadian and American travellers spent an aggregate of \$1.2 billion on travel between Canada and the United States, of which \$129.1 million was spent by short-term travellers and \$1.1 billion by long-term visitors. United States travellers made up 45 per cent of the short-term visitors and 56 per cent of their expenditures, while Canadians comprised 55 per cent of the volume of travellers but only 44 per cent of the expenditures by short-term visitors. Of those travellers remaining one or more nights abroad, United

States travellers, 66 per cent of the volume, accounted for 55 per cent of the total expenditures, while Canadian travellers, with only 34 per cent of the volume, spent 45 per cent of the total dis-

bursements of long-term travellers. Therefore, the average expenditures will vary between the Canadian and American traveller and according to the length of stay abroad.

STATEMENT 47. Number and Expenditures¹ of United States Travellers in Canada and Canadian Travellers in the United States, by Type of Transportation and Length of Stay, 1965

Type of transportation	United States travellers in Canada	Canadians travelling in the United States	Net United States travellers in Canada	United States expenditures in Canada	Canadian expenditures in the United States	Balance of United States expenditures in Canada
	thousands of persons			thousands of dollars		
Short-term (entering and leaving same day):						
Automobile	15,831	21,720	- 5,889	39,895	38,694	+ 1,201
Plane	39	25	+ 14	1,254	1,367	- 113
Bus	126	20	+ 106	843	253	+ 590
Rail	192	8	+ 184	400	85	+ 315
Boat	304	18	+ 286	1,707	64	+ 1,643
Other (pedestrians, local bus, etc.)	5,507	5,400	+ 107	28,610	15,924	+ 12,686
Totals (short-term)	21,999	27,191	- 5,192	72,709	56,387	+ 16,322
Long-term (one or more nights abroad):						
Automobile	10,373	4,860	+ 5,513	399,706	266,188	+ 133,518
Plane	585	611	- 26	90,847	129,788	- 38,941
Bus	505	469	+ 36	54,637	53,326	+ 1,311
Rail	215	209	+ 6	33,242	29,227	+ 4,015
Boat	210	93	+ 117	8,702	2,461	+ 6,241
Totals (long-term)	11,888	6,242	+ 5,646	587,134	480,990	+ 106,144
Grand totals	33,887	33,433	+ 454	659,843	537,377	+ 122,466

¹ Subject to revision—Exclusive of Hawaii.

Average Expenditure

The average expenditure in 1965 per American short-term visitor to Canada was \$3.30 compared to an average of \$2.10 for the Canadian short-term visitor to the United States. Short-term visitors are those travellers entering and leaving on the same day. There was a more pronounced difference for long-term Canadian and American travellers. Long-term American visitors to Canada spent on an average \$49.40, while Canadian long-term visitors expended on an average \$77.10 in the United States.

A comparison, of the number of visits made to Canada by American residents with the population of the United States, reveals that in 1965 approximately one out of every six persons visited Canada. However, Canadian per capita travel to the United States averaged 1.7 trips per person. The amount spent by Canadian travellers in the United States represented \$27.41 per resident of Canada compared to \$24.70 in 1964. The United States visitors to Canada revealed an expenditure of \$3.39 per capita in 1965, an increase from \$3.10 in 1964.

STATEMENT 48. 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, 1965

Period of travel	United States residents in Canada		Canadian residents ² in the United States	
	Persons	Tourist nights	Persons ²	Tourist nights
First quarter	965,900	3,228,700	740,200	8,083,000
Second quarter	2,504,300	8,040,600	1,336,900	14,450,600
Third quarter	6,442,500	27,895,800	2,956,500	17,285,500
Fourth quarter	1,642,900	5,994,800	1,115,900	5,503,300
Year	11,555,600	45,159,900	6,149,500	45,322,400

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 49. Estimated Tourist Nights¹ of United States Residents Travelling in Canada
and Residents of Canada Travelling in the United States,
by Type of Transportation, 1965**

Type of transportation	United States residents in Canada		Canadian residents in the United States	
	Persons	Tourist nights	Persons	Tourist nights
Automobile	10,249,900 ²	36,360,500 ²	4,860,400	30,688,200
Plane	584,900	3,191,000	611,300	6,686,600
Bus	505,400	3,869,900	469,000	5,458,900
Rail	215,400	1,738,500	208,800	2,488,700
Totals	11,555,600	45,159,900	6,149,500	45,322,400

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.

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 48 and by type of transportation in Statement 49. In order to arrive at the estimated 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 1965, the number of tourist nights spent by Canadians in the United States amounted to 45,322,400, some 2,036,700 more than in 1964. American tourist

nights in Canada totalled 45,159,900, an increase of 2,582,600 over the figure in 1964. However, during the year, 11,555,600 Americans travelled to Canada on long-term trips, as compared to 6,149,500 Canadians spending one or more nights in the United States. This would indicate that Canadians spent, on the average, more nights in the United States. The length of stay of Canadians varied from 11 tourist nights in the first quarter to a low average of 5 nights in the fourth quarter, while Americans travelling in Canada spent an average of 3 to 4 tourist nights throughout the year. In 1965, the average expenditure per American tourist night in Canada was \$12.70, while Canadian travellers in the United States spent an average of \$10.60 per tourist night.

STATISTICAL TABLES

**TABLE 1. Balance of Payments on Travel Account Between Canada and Other Countries,
1926 - 65¹**

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	590	481 ²	+ 109	72	231	- 159	662	712	- 50
1965 ¹	660	548 ²	+ 112	87	248	- 161	747	796	- 49

¹ Subject to revision.

² Includes Hawaii.

**TABLE 2. Quarterly Estimates of the Balance of Payments on Travel Account
Between Canada and Other Countries, 1956-65¹**

Year	First quarter	Second quarter	Third quarter	Fourth quarter	Total
millions of dollars					
Quarterly receipts:					
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	59	140	351	112	662
1965 ¹	63	158	415	111	747
Per cent of year:					
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	8.9	21.2	53.0	16.9	100.0
1965 ¹	8.4	21.1	55.6	14.9	100.0
Quarterly payments:					
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	150	187	238	137	712
1965 ¹	157	219	276	144	796
Per cent of year:					
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	21.1	26.3	33.4	19.2	100.0
1965 ¹	19.7	27.5	34.7	18.1	100.0
Quarterly balance (Net credits + Net debits -):					
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	- 91	- 47	+ 113	- 25	- 50
1965 ¹	- 94	- 61	+ 139	- 33	- 49

¹ Subject to revision.

TABLE 3. Number of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1965, 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	3,560	13,859	17,419
	Lake Erie ports	2	11	13
	St. Clair and Detroit River ports	5,570	3,890	9,460
	Sault Ste. Marie	1,197	1,763	2,960
	Western Ontario ports	5	289	294
	St. Lawrence River ports	41,770	108,501	150,271
	All ports in Canada	56,388	144,853	201,241
(b) Fort Erie and Niagara Falls	St. Lawrence River ports	8,412	23,568	31,980
	Lake Erie ports	50	107	157
	St. Clair and Detroit River ports	92,795	23,912	116,707
	Sault Ste. Marie	2,302	5,518	7,820
	Western Ontario ports	10	990	1,000
	Fort Erie and Niagara Falls	633,062	345,449	978,511
	All ports in Canada	738,042	422,623	1,160,665
(c) Lake Erie ports	St. Lawrence River ports	3	11	14
	Fort Erie and Niagara Falls	55	146	201
	St. Clair and Detroit River ports	74	132	206
	Sault Ste. Marie	2	9	11
	Western Ontario ports	—	2	2
	Lake Erie ports	36	484	520
	All ports in Canada	170	801	971
(d) St. Clair and Detroit River ports	St. Lawrence River ports	6,083	5,780	11,863
	Fort Erie and Niagara Falls	100,123	36,229	136,352
	Lake Erie ports	122	95	217
	Sault Ste. Marie	465	7,934	8,399
	Western Ontario ports	10	646	656
	St. Clair and Detroit River ports	640,370	325,465	965,835
	All ports in Canada	748,375	390,163	1,138,538
(e) Sault Ste. Marie	St. Lawrence River ports	1,259	2,131	3,390
	Fort Erie and Niagara Falls	2,650	7,887	10,537
	Lake Erie ports	—	9	9
	St. Clair and Detroit River ports	945	6,774	7,719
	Western Ontario ports	5,322	12,610	17,932
	Sault Ste. Marie	27,181	50,785	77,966
	All ports in Canada	38,454	89,128	127,582
(f) Western Ontario ports	St. Lawrence River ports	13	407	420
	Fort Erie and Niagara Falls	36	1,154	1,190
	Lake Erie ports	—	—	—
	St. Clair and Detroit River ports	32	1,073	1,105
	Sault Ste. Marie	5,123	12,398	17,521
	Western Ontario ports	19,395	70,131	89,526
	All ports in Canada	25,778	93,495	119,273

See footnote at end of table.

TABLE 3. Number of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1965, 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	4, 191	13, 603	17, 794
All ports in Ontario west of Kingston and east of Port Arthur	All ports in Quebec	3, 101	33, 668	36, 769
All ports in Western Ontario	All ports in Manitoba	1, 073	3, 849	4, 922
All ports in Ontario	All ports in Quebec	7, 299	47, 731	55, 030
	All ports in the Atlantic Provinces ...	636	8, 569	9, 205
	All ports in Manitoba	1, 085	5, 117	6, 202
	All ports in Saskatchewan	73	842	915
	All ports in Alberta	54	2, 598	2, 652
	All ports in British Columbia	26	5, 099	5, 125
	All ports in Yukon Territory	—	958	958
	All ports in Ontario	1, 598, 034	1, 070, 150	2, 668, 184
	All ports in Canada	1, 607, 207	1, 141, 064	2, 748, 271
Section III. Traffic from the Atlantic Provinces to other provinces:				
All ports in the Atlantic Provinces	All ports in Quebec	724	5, 893	6, 617
	All ports in Ontario	742	5, 438	6, 180
	All ports in the Atlantic Provinces ...	55, 454	104, 555	160, 009
	All ports in Canada	56, 976	116, 624	173, 600
Section IV. Traffic from Quebec to other provinces:				
All ports in Quebec	All ports in Ontario on the St. Lawrence River	3, 168	9, 907	13, 075
	All ports in Ontario west of Kingston and east of Port Arthur	2, 984	22, 210	25, 194
	All ports in Ontario	6, 155	32, 401	38, 556
	All ports in the Atlantic Provinces ...	694	8, 543	9, 237
	All ports in Quebec	119, 403	186, 824	306, 227
	All ports in Canada	126, 252	228, 788	355, 040
Section V. Traffic from Manitoba to other provinces:				
All ports in Manitoba	All ports in Ontario	968	5, 432	6, 400
	All ports in Western Ontario	947	4, 315	5, 262
	All ports in Saskatchewan	198	1, 306	1, 504
	All ports in Alberta	57	1, 774	1, 831
	All ports in British Columbia	31	3, 177	3, 208
	All ports in Yukon Territory	—	962	962
	All ports in Manitoba	14, 853	27, 973	42, 826
	All ports in Canada	16, 108	40, 809	56, 917

See footnote at end of table.

TABLE 3. Number of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1965, 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	45	955	1,000
	All ports in Manitoba	180	1,364	1,544
	All ports in Alberta	122	1,903	2,025
	All ports in British Columbia	63	3,408	3,471
	All ports in Yukon Territory	—	2,613	2,613
	All ports in Saskatchewan	5,300	13,167	18,467
	All ports in Canada	5,711	23,606	29,317
Section VII. Traffic from Alberta to other provinces:				
All ports in Alberta	All ports in Ontario	17	2,980	2,997
	All ports in Manitoba	77	1,907	1,984
	All ports in Saskatchewan	295	1,970	2,265
	All ports in British Columbia	1,284	16,967	18,251
	All ports in Yukon Territory	—	5,777	5,777
	All ports in Alberta	5,740	12,821	18,561
	All ports in Canada	7,413	42,645	50,058
Section VIII. Traffic from British Columbia to other provinces:				
All ports in British Columbia	All ports in Ontario	13	4,281	4,294
	All ports in Manitoba	34	2,449	2,483
	All ports in Saskatchewan	96	2,513	2,609
	All ports in Alberta	973	14,166	15,139
	All ports in Yukon Territory	—	8,626	8,626
	All ports in British Columbia	110,245	206,233	316,478
	All ports in Canada	111,361	239,046	350,407
Section IX. Traffic from Yukon Terri- tory to other provinces:				
All ports in Yukon Territory	All ports in Ontario	—	797	797
	All ports in Manitoba	—	730	730
	All ports in Saskatchewan	—	1,580	1,580
	All ports in Alberta	—	3,911	3,911
	All ports in British Columbia	—	6,564	6,564
	All ports in Yukon Territory	5,919	2,129	8,048
	All ports in Canada	5,919	15,779	21,698
All ports in Canada	All ports in Canada	1,936,947	1,848,361	3,785,308²

¹ Exclusive of standing (L) permits and extensions.

² Does not include an additional 29,835 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 1965, 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	4,488,735	54.06	4,488,735	2.72	12,207,994	12,207,994
2	1,937,030	23.33	3,874,060	2.63	5,091,650	10,183,300
3	609,711	7.34	1,829,133	2.74	1,672,838	5,018,514
4	348,611	4.20	1,394,444	2.73	952,844	3,811,376
5	200,696	2.42	1,003,480	2.76	554,401	2,772,005
6	133,618	1.61	801,708	2.81	374,957	2,249,742
7	107,487	1.29	752,409	2.90	311,318	2,179,226
8	112,070	1.35	896,560	3.06	342,550	2,740,400
9	69,563	0.84	626,067	2.95	205,305	1,847,745
10	45,640	0.55	456,400	2.88	131,311	1,313,110
11	32,823	0.40	361,053	2.82	92,555	1,018,105
12	25,490	0.31	305,880	2.79	71,158	853,896
13	21,855	0.26	284,115	2.78	60,852	791,076
14	20,794	0.25	291,116	2.89	60,074	841,036
15	21,918	0.26	328,770	2.98	65,402	981,030
16	13,747	0.17	219,952	2.81	38,611	617,776
17	9,464	0.11	160,888	2.71	25,662	436,254
18	6,961	0.08	125,298	2.63	18,280	329,040
19	5,383	0.06	102,277	2.54	13,693	260,167
20	5,006	0.06	100,120	2.55	12,784	255,680
21	4,573	0.06	96,033	2.58	11,818	248,178
22	4,462	0.05	98,164	2.59	11,555	254,210
23	3,628	0.04	83,444	2.50	9,062	208,426
24	2,901	0.04	69,624	2.42	7,008	168,192
25- 29	11,645	0.14	314,064	2.36	27,426	739,679
30- 39	11,671	0.14	389,664	2.33	27,248	909,811
40- 59	7,810	0.09	378,720	2.33	18,222	883,585
60- 89	5,648	0.07	405,361	2.28	12,888	924,972
90- 179	4,559	0.05	541,673	2.06	9,409	1,117,883
180 and over	544	0.01	113,948	2.10	1,143	239,413
Not classified ³	29,835	0.36	—	2.51	74,897	—
Totals	8,303,878	100.00	20,893,160	2.71	22,514,915	56,401,821
Average length of stay			2.52			

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 1965, 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	317,148	343,975	3,485,691	56,372	28,405	16,397	240,747	4,488,735
2	56,786	127,427	1,605,973	16,234	5,962	6,952	117,696	1,937,030
3	19,891	79,960	410,224	10,419	4,361	6,080	78,776	609,711
4	15,884	54,181	212,859	6,562	3,217	6,121	49,787	348,611
5	12,707	30,944	112,245	4,500	2,519	5,304	32,477	200,696
6	10,763	19,304	71,957	3,153	2,009	4,192	22,240	133,618
7	9,999	13,196	60,679	2,706	1,633	3,095	16,179	107,487
8	9,225	10,560	73,620	2,283	1,365	2,449	12,568	112,070
9	7,004	6,998	41,527	1,718	1,023	1,857	9,436	69,563
10	5,459	4,963	24,494	1,298	777	1,480	7,169	45,640
11	4,426	3,625	16,448	1,014	605	1,127	5,578	32,823
12	3,725	2,542	12,531	860	541	913	4,378	25,490
13	3,274	2,050	11,064	676	430	732	3,629	21,855
14	3,037	1,686	11,498	648	342	546	3,037	20,794
15	2,739	1,488	13,773	504	353	510	2,551	21,918
16	1,850	1,103	7,924	401	211	323	1,935	13,747
17	1,298	891	4,984	324	172	311	1,484	9,464
18	922	631	3,498	256	165	250	1,239	6,961
19	766	498	2,629	220	144	196	930	5,383
20	681	464	2,525	174	111	173	878	5,006
21	651	402	2,272	180	89	159	820	4,573
22	604	425	2,387	137	105	125	679	4,462
23	469	321	1,773	131	97	101	736	3,628
24	386	315	1,427	102	66	95	510	2,901
25- 29	1,563	1,353	5,725	391	308	358	1,947	11,645
30- 39	1,588	1,405	5,607	370	298	335	2,068	11,671
40- 59	1,115	872	3,893	254	238	232	1,206	7,810
60- 89	923	622	2,746	206	188	181	782	5,648
90-179	1,010	517	1,913	206	142	146	625	4,559
180 and over	57	134	212	10	27	19	85	544
Not classified ³	3,665	5,734	12,191	1,347	800	667	5,431	29,835
Totals	499,615	718,586	6,226,289	113,656	56,703	61,426	627,603	8,303,878

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 1965, 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	63.48	47.87	55.98	49.60	50.10	26.69	38.36	54.06
2	11.37	17.73	25.79	14.28	10.52	11.32	18.75	23.33
3	3.98	11.13	6.59	9.17	7.69	9.90	12.55	7.34
4	3.18	7.54	3.42	5.77	5.67	9.96	7.93	4.20
5	2.54	4.31	1.80	3.96	4.44	8.63	5.17	2.42
6	2.15	2.69	1.16	2.77	3.54	6.82	3.54	1.61
7	2.00	1.84	0.97	2.38	2.88	5.04	2.58	1.29
8	1.85	1.47	1.18	2.01	2.41	3.99	2.00	1.35
9	1.40	0.97	0.67	1.51	1.80	3.02	1.50	0.84
10	1.09	0.69	0.39	1.14	1.37	2.41	1.14	0.55
11	0.89	0.50	0.26	0.89	1.07	1.83	0.89	0.40
12	0.75	0.35	0.20	0.76	0.95	1.49	0.70	0.31
13	0.66	0.28	0.18	0.60	0.76	1.20	0.58	0.26
14	0.61	0.23	0.19	0.57	0.60	0.89	0.48	0.25
15	0.55	0.21	0.22	0.44	0.62	0.83	0.41	0.26
16	0.37	0.15	0.13	0.35	0.37	0.53	0.31	0.17
17	0.26	0.12	0.08	0.29	0.30	0.51	0.24	0.11
18	0.18	0.09	0.06	0.23	0.29	0.41	0.20	0.08
19	0.15	0.07	0.04	0.19	0.25	0.32	0.15	0.06
20	0.14	0.06	0.04	0.15	0.20	0.28	0.14	0.06
21	0.13	0.06	0.04	0.16	0.16	0.26	0.13	0.06
22	0.12	0.06	0.04	0.12	0.19	0.20	0.11	0.05
23	0.09	0.05	0.03	0.12	0.17	0.16	0.12	0.04
24	0.08	0.04	0.02	0.09	0.12	0.15	0.08	0.04
25 - 29	0.31	0.19	0.09	0.34	0.54	0.58	0.31	0.14
30 - 39	0.32	0.20	0.09	0.33	0.53	0.55	0.33	0.14
40 - 59	0.22	0.12	0.06	0.22	0.42	0.38	0.19	0.09
60 - 89	0.19	0.09	0.04	0.18	0.33	0.29	0.13	0.07
90 - 179	0.20	0.07	0.03	0.18	0.25	0.24	0.10	0.05
180 and over	0.01	0.02	0.01	0.01	0.05	0.03	0.01	0.01
Not classified ³	0.73	0.80	0.20	1.19	1.41	1.09	0.87	0.36
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 1965, 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	862,962	916,329	9,468,694	160,737	77,413	53,701	668,158	12,207,994
2	145,542	333,801	4,211,904	47,125	17,343	21,934	314,001	5,091,650
3	56,072	222,950	1,118,773	30,617	13,149	18,623	212,654	1,672,838
4	45,774	150,213	573,589	19,452	9,766	18,279	135,771	952,844
5	36,290	84,795	306,622	13,325	7,524	16,035	89,810	554,401
6	30,880	52,836	199,975	9,251	6,075	12,962	62,978	374,957
7	28,807	36,121	176,920	8,265	4,980	9,501	46,724	311,318
8	27,078	29,425	230,647	7,098	4,138	7,502	36,662	342,550
9	20,507	19,474	124,122	5,276	3,103	5,614	27,209	205,305
10	16,374	13,675	70,389	3,827	2,339	4,498	20,209	131,311
11	12,982	9,777	45,916	2,972	1,769	3,470	15,669	92,555
12	11,171	6,589	34,461	2,491	1,546	2,853	12,047	71,158
13	9,804	5,442	30,339	1,957	1,221	2,181	9,908	60,852
14	9,292	4,434	33,435	1,913	983	1,609	8,408	60,074
15	8,393	3,976	42,139	1,434	974	1,536	6,950	65,402
16	5,574	2,834	22,303	1,166	599	930	5,205	38,611
17	3,710	2,311	13,432	916	494	881	3,918	25,662
18	2,609	1,528	8,947	722	483	701	3,290	18,280
19	2,155	1,186	6,462	599	375	516	2,400	13,693
20	1,878	1,065	6,380	454	302	477	2,228	12,784
21	1,829	954	5,773	488	250	446	2,078	11,818
22	1,645	1,030	6,256	400	273	303	1,648	11,555
23	1,253	767	4,419	341	236	275	1,771	9,062
24	970	722	3,477	231	149	232	1,227	7,008
25 - 29	3,889	3,059	13,314	973	670	886	4,635	27,426
30 - 39	3,924	3,189	13,045	924	666	819	4,681	27,248
40 - 59	2,727	1,954	9,203	556	541	556	2,685	18,222
60 - 89	2,135	1,329	6,384	491	424	398	1,727	12,888
90 - 179	1,980	1,055	3,977	434	332	324	1,307	9,409
180 and over	110	293	436	24	66	32	182	1,143
Not classified ³	9,256	14,733	29,846	3,472	2,069	1,790	13,731	74,897
Totals	1,367,572	1,927,846	16,821,579	327,931	160,252	189,864	1,719,871	22,514,915

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 1965, 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	11	285	492	2,103	100	80	134	229	74	3,508
Alaska	1	79	76	353	258	564	868	5,739	10,668	18,606
Arizona	9	97	232	2,099	164	113	743	1,592	212	5,261
Arkansas	6	100	117	1,063	105	69	135	157	70	1,822
California	89	1,250	2,877	21,273	2,135	1,388	7,551	55,407	2,284	94,254
Colorado	21	136	322	2,837	402	512	1,683	1,734	263	7,910
Connecticut	993	13,584	25,964	20,765	82	58	195	384	45	62,070
Delaware	52	386	835	2,944	15	21	56	102	28	4,439
Dist. of Columbia	62	207	622	1,687	48	27	65	141	24	2,883
Florida	159	2,066	3,973	19,522	380	330	750	1,183	328	28,691
Georgia	52	428	662	3,089	97	88	206	318	78	5,018
Hawaii	2	23	69	319	7	12	54	257	11	754
Idaho	5	56	85	744	127	107	1,276	6,704	265	9,369
Illinois	135	1,292	3,010	79,458	2,848	1,080	1,935	1,826	313	91,897
Indiana	92	866	1,074	39,277	645	380	640	856	193	44,023
Iowa	19	226	494	17,697	1,833	916	852	760	165	22,962
Kansas	17	172	369	4,520	1,059	518	694	741	147	8,237
Kentucky	16	206	359	5,422	98	76	130	236	62	6,605
Louisiana	13	245	343	2,362	142	96	293	397	111	4,002
Maine	665	61,649	20,879	3,950	39	14	35	93	29	87,353
Maryland	295	1,615	3,813	14,163	140	74	189	329	85	20,703
Massachusetts	3,526	34,203	49,354	36,749	135	98	305	459	74	124,903
Michigan	142	2,033	4,204	1,058,858	1,685	813	1,411	1,826	535	1,071,507
Minnesota	22	397	858	55,797	15,654	2,721	1,945	1,719	384	79,497
Mississippi	8	184	310	1,570	69	49	95	281	20	2,586
Missouri	27	199	447	8,665	845	334	543	601	171	11,832
Montana	5	57	102	762	399	5,426	11,363	4,432	227	22,773
Nebraska	19	115	214	3,236	1,250	619	608	598	91	6,750
Nevada	—	53	121	748	40	59	275	1,230	87	2,613
New Hampshire	385	4,391	25,209	4,692	32	27	43	111	44	34,934
New Jersey	1,130	6,769	23,486	51,175	327	195	585	800	134	84,601
New Mexico	4	71	197	779	105	87	340	453	106	2,142
New York	2,135	12,361	99,078	855,705	484	228	1,004	1,571	257	972,823
North Carolina	73	507	997	3,957	74	58	116	241	85	6,108
North Dakota	3	62	126	3,198	18,269	7,527	401	435	72	30,093
Ohio	320	2,608	4,445	202,252	823	438	1,063	1,392	335	213,676
Oklahoma	12	93	226	2,629	303	371	542	504	135	4,815
Oregon	6	230	240	1,813	262	264	1,243	35,938	744	40,740
Pennsylvania	800	5,471	11,918	125,612	397	276	733	1,064	271	146,542
Rhode Island	252	2,353	8,155	5,642	27	19	52	129	28	16,657
South Carolina	19	192	370	1,380	70	46	69	103	53	2,302
South Dakota	2	38	84	1,581	1,279	734	440	368	78	4,604
Tennessee	33	227	429	3,482	126	96	184	299	88	4,964
Texas	35	590	856	7,470	730	496	2,008	1,974	503	14,662
Utah	2	30	86	1,041	113	105	2,069	1,548	128	5,122
Vermont	99	1,047	51,516	3,152	16	22	32	73	17	55,974
Virginia	185	1,299	2,742	10,412	198	100	241	486	99	15,762
Washington	2	455	705	3,317	571	499	2,194	210,675	1,118	219,536
West Virginia	23	141	242	5,060	26	35	52	231	22	5,832
Wisconsin	26	348	1,089	40,730	1,721	835	981	1,040	240	47,010
Wyoming	1	17	46	438	117	195	592	401	76	1,883
Totals U.S.	12,010	161,509	354,519	2,747,549	56,871	29,295	50,013	350,167	21,677	3,783,610
Not classified ²	352	3,313	5,734	12,191	1,347	800	667	5,309	122	29,835
Other countries ³ ...	24	57	521	722	46	22	45	240	21	1,698
Grand totals⁴ ..	12,386	164,879	360,774	2,760,462	58,264	30,117	50,725	355,716	21,820	3,815,143

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 2, Austria 3, Australia 6, Bahamas 52, Belgium 46, Bermuda 13, Bolivia 2, Brazil 5, British Honduras 4, Chile 2, China 3, Colombia 6, Costa Rica 4, Cuba 2, Denmark 17, England 309, Ethiopia 1, Finland 1, France 131, Germany 549, Gibraltar 3, Greece 8, Guam 14, Guatemala 3, Haiti 1, Honduras 1, Hong Kong 1, Iceland 4, India 4, Iran 1, Ireland 5, Italy 32, Japan 20, Java 1, Libya 1, Mexico 130, Morocco 2, Netherlands 56, Netherlands Antilles 18, New Zealand 8, Nicaragua 2, Northern Ireland 2, Norway 9, Panama Canal Zone 58, Philippine Islands 10, Peru 1, Puerto Rico 17, St. Pierre and Miquelon 6, Scotland 3, Republic of South Africa 4, Saudi Arabia 1, Spain 26, Sweden 21, Switzerland 46, Turkey 3, Uruguay 4, Venezuela 2, Virgin Islands 5, Wales 2, West Indies 4, Yugoslavia 1.

⁴ Do not include 26,352 standing (L) permits and 8,446 extensions.

TABLE 9. Number of Non-resident Automobiles which Entered Canada on Customs Permits¹ Through Provinces Indicated and which Departed in the Year 1965, 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.....	11	127	298	1,041	81	69	129	168	68	1,992
Alaska.....	1	71	64	264	251	559	862	4,906	8,063	15,041
Arizona.....	9	78	143	1,080	146	107	678	1,272	150	3,663
Arkansas.....	5	57	81	467	85	85	138	113	60	1,091
California.....	89	1,020	2,165	10,533	1,863	1,334	6,948	46,566	1,491	72,009
Colorado.....	20	86	246	1,284	322	425	1,550	1,386	183	5,502
Connecticut.....	973	9,490	20,425	10,523	70	54	184	320	26	42,065
Delaware.....	49	324	693	1,550	10	20	55	86	16	2,803
Dist. of Columbia.....	61	174	534	1,093	35	21	54	88	13	2,073
Florida.....	155	1,662	3,211	11,925	342	321	716	980	243	19,555
Georgia.....	47	263	521	1,615	79	83	188	212	59	3,067
Hawaii.....	2	10	43	131	6	12	49	215	8	476
Idaho.....	4	42	70	376	107	89	1,050	4,902	197	6,837
Illinois.....	135	1,045	2,560	50,282	2,527	1,043	1,765	1,491	205	61,053
Indiana.....	89	596	836	23,595	580	362	569	634	121	27,382
Iowa.....	19	193	334	11,903	1,573	859	744	639	101	16,365
Kansas.....	16	110	279	2,373	851	445	593	539	97	5,303
Kentucky.....	16	129	251	3,095	87	76	124	190	52	4,020
Louisiana.....	11	137	259	1,158	113	89	275	264	99	2,405
Maine.....	637	22,785	13,558	1,894	36	14	33	84	19	39,060
Maryland.....	286	1,347	3,210	8,711	114	70	174	288	58	14,258
Massachusetts.....	3,487	30,347	38,560	17,243	113	90	285	400	46	90,571
Michigan.....	139	1,576	3,033	342,954	1,555	787	1,342	1,542	360	353,288
Minnesota.....	22	241	604	34,592	10,591	2,568	1,770	1,407	270	52,065
Mississippi.....	8	124	252	858	47	45	84	176	15	1,609
Missouri.....	25	165	348	4,898	708	311	488	484	114	7,541
Montana.....	5	43	72	356	298	3,609	7,564	3,115	166	15,228
Nebraska.....	19	86	157	2,055	1,044	584	527	457	63	4,992
Nevada.....	—	44	95	476	37	57	249	909	66	1,933
New Hampshire.....	382	3,675	16,252	1,953	30	26	43	87	28	22,476
New Jersey.....	1,113	5,777	18,913	30,391	271	190	553	639	88	57,935
New Mexico.....	4	45	145	372	75	76	306	368	78	1,469
New York.....	2,118	10,476	61,118	298,518	417	215	963	1,325	169	375,319
North Carolina.....	69	344	757	2,112	58	56	103	160	70	3,729
North Dakota.....	3	40	100	2,037	10,571	4,686	343	340	48	18,168
Ohio.....	315	2,129	3,247	125,584	742	429	990	1,142	231	134,809
Oklahoma.....	12	79	161	1,358	255	308	481	364	109	3,127
Oregon.....	6	168	180	887	227	222	1,107	28,549	494	31,840
Pennsylvania.....	783	4,309	9,518	79,896	352	257	688	879	187	96,869
Rhode Island.....	249	1,983	6,558	2,521	21	17	48	112	18	11,527
South Carolina.....	19	122	303	736	53	42	62	79	48	1,464
South Dakota.....	2	28	57	855	1,038	662	392	248	60	3,342
Tennessee.....	32	161	297	1,755	93	85	162	203	74	2,862
Texas.....	33	350	589	3,246	574	442	1,808	1,503	389	8,934
Utah.....	2	18	130	383	90	95	1,807	1,162	96	3,783
Vermont.....	96	849	13,373	1,521	12	22	29	51	12	15,965
Virginia.....	184	1,026	2,167	5,982	162	94	224	360	64	10,263
Washington.....	2	396	561	1,761	494	458	1,844	126,118	786	132,420
West Virginia.....	23	107	172	3,380	23	34	50	161	16	3,966
Wisconsin.....	25	276	857	26,615	1,458	802	880	816	180	31,909
Wyoming.....	1	12	31	222	78	177	517	312	54	1,404
Totals U.S.....	11,813	104,742	228,388	1,140,410	40,765	23,583	42,587	238,811	15,728	1,846,827
Not classified ³	352	3,313	5,734	12,191	1,347	800	667	5,309	122	29,835
Other countries ⁴ ..	22	47	399	654	43	21	44	210	11	1,451
Grand totals	12,187	108,102	234,521	1,153,255	42,155	24,404	43,298	244,330	15,861	1,878,113

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 3, Australia 6, Bahamas 52, Belgium 35, Bermuda 10, Bolivia 1, Brazil 3, British Honduras 4, Chile 2, China 2, Columbia 4, Costa Rica 3, Cuba 2, Denmark 15, England 265, Finland 1, France 119, Germany 456, Gibraltar 3, Greece 8, Guam 13, Guatemala 3, Honduras 1, Hong Kong 1, Iceland 3, India 4, Iran 1, Ireland 5, Italy 22, Japan 17, Libya 1, Mexico 125, Morocco 2, Netherlands 50, Netherlands Antilles 15, New Zealand 7, Nicaragua 2, Northern Ireland 2, Norway 7, Panama Canal Zone 42, Philippine Islands 9, Peru 1, Puerto Rico 17, St. Pierre and Miquelon 5, Scotland 3, Republic of South Africa 4, Spain 22, Sweden 19, Switzerland 37, Turkey 2, Venezuela 2, Virgin Islands 4, Wales 2, West Indies 4, Yugoslavia 1.

**TABLE 10. Number of Non-resident Automobiles Travelling in Canada on Customs Permits¹
which Departed in the Years 1961-65**

Classified by Selected U.S. Federal States of Registration

State	1961	1962	1963	1964	1965
North Eastern	1, 239, 689	1, 295, 279	1, 350, 447	1, 446, 995	1, 585, 857
Connecticut	46, 555	52, 242	54, 198	57, 681	62, 070
Maine	75, 177	76, 334	78, 589	83, 410	87, 353
Massachusetts	105, 218	110, 918	114, 377	117, 378	124, 903
New Hampshire	29, 693	30, 293	29, 904	32, 590	34, 934
New Jersey	66, 463	70, 670	78, 272	78, 014	84, 601
New York	739, 441	759, 057	790, 110	866, 233	972, 823
Pennsylvania	112, 612	129, 731	136, 383	139, 682	146, 542
Rhode Island	13, 810	14, 952	15, 360	15, 675	16, 657
Vermont	50, 720	51, 082	53, 254	56, 332	55, 974
Per cent of total	43. 3	42. 4	41. 8	41. 0	41. 9
Great Lakes	1, 071, 587	1, 138, 388	1, 243, 376	1, 383, 615	1, 468, 113
Illinois	67, 284	76, 427	80, 507	93, 616	91, 897
Indiana	29, 783	34, 575	38, 152	42, 740	44, 023
Michigan	785, 532	811, 458	888, 968	999, 175	1, 071, 507
Ohio	151, 794	174, 196	192, 123	201, 445	213, 676
Wisconsin	37, 194	41, 732	43, 626	46, 639	47, 010
Per cent of total	37. 4	37. 2	38. 4	39. 2	38. 8
North Western	109, 100	111, 585	123, 303	128, 867	132, 363
Minnesota	65, 211	67, 650	72, 834	77, 474	79, 497
Montana	18, 182	19, 209	21, 464	21, 283	22, 773
North Dakota	25, 707	24, 726	29, 005	30, 110	30, 093
Per cent of total	3. 8	3. 7	3. 8	3. 6	3. 5
West Coast	261, 790	299, 305	300, 645	331, 073	354, 530
California	69, 184	111, 354	78, 433	91, 239	94, 254
Oregon	28, 509	28, 426	32, 145	35, 742	40, 740
Washington	164, 097	159, 525	190, 067	204, 092	219, 536
Per cent of total	9. 1	9. 8	9. 3	9. 4	9. 4
Other (Remaining states and foreign countries)	182, 253	211, 558	216, 222	238, 359	244, 445
Per cent of total	6. 4	6. 9	6. 7	6. 8	6. 4
Totals	2, 864, 419	3, 056, 115	3, 233, 993	3, 528, 909	3, 785, 308
Not classified ²	28, 272	24, 120	25, 921	30, 054	29, 835

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, 1961-65

Classified by Selected U.S. Federal States of Origin²

State	1961	1962 ³	1963 ³	1964 ³	1965
North Eastern	432,000	479,000	508,000	516,000	661,000
Connecticut	31,000	35,000	32,000	27,000	44,000
Massachusetts	67,000	56,000	46,000	66,000	93,000
New Jersey	54,000	64,000	70,000	65,000	83,000
New York	208,000	248,000	261,000	282,000	325,000
Pennsylvania	54,000	58,000	79,000	52,000	91,000
Other North Eastern ⁴	18,000	18,000	20,000	24,000	25,000
Per cent of total	39.9	42.6	43.8	40.6	47.4
Great Lakes	258,000	278,000	303,000	335,000	298,000
Illinois	90,000	83,000	96,000	83,000	87,000
Indiana	23,000	18,000	13,000	14,000	18,000
Michigan	60,000	78,000	85,000	121,000	88,000
Ohio	66,000	79,000	90,000	92,000	79,000
Wisconsin	19,000	20,000	19,000	25,000	26,000
Per cent of total	23.8	24.7	26.1	26.3	21.4
North Western	54,000	39,000	54,000	41,000	47,000
Minnesota	33,000	30,000	43,000	30,000	37,000
Other North Western ⁴	21,000	9,000	11,000	11,000	10,000
Per cent of total	4.9	3.5	4.7	3.2	3.4
West Coast	168,000	155,000	139,000	194,000	205,000
California	65,000	87,000	71,000	100,000	103,000
Oregon	17,000	15,000	13,000	20,000	20,000
Washington	86,000	53,000	55,000	74,000	82,000
Per cent of total	15.5	13.8	12.0	15.3	14.7
Remaining states	172,000	174,000	156,000	186,000	183,000
Colorado	11,000	11,000	8,000	13,000	11,000
Florida	13,000	10,000	13,000	12,000	10,000
Iowa	11,000	9,000	7,000	7,000	7,000
Maryland	13,000	11,000	10,000	12,000	13,000
Missouri	10,000	21,000	15,000	15,000	17,000
Texas	23,000	19,000	19,000	21,000	30,000
Other remaining ⁴	91,000	93,000	84,000	106,000	95,000
Per cent of total	15.9	15.4	13.4	14.6	13.1
Totals	1,084,000	1,125,000	1,160,000	1,272,000	1,394,000

¹ Exclusive of in transit traffic.

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

³ Revised.

⁴ 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 1965, 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	36,034	5.80	35,274	6.52	16,894	7.27
2	112,774	18.16	49,396	9.14	24,005	10.33
3	117,173	18.87	72,544	13.42	32,738	14.09
4	85,587	13.78	75,584	13.98	27,699	11.93
5	68,954	11.11	41,874	7.75	19,064	8.21
6	45,334	7.30	34,018	6.29	16,208	6.98
7	25,923	4.17	41,509	7.68	13,726	5.91
8	22,846	3.68	28,995	5.36	14,633	6.30
9	13,332	2.15	19,002	3.51	8,035	3.46
10	13,156	2.12	32,022	5.92	10,886	4.69
11	10,501	1.69	15,859	2.93	7,194	3.10
12	9,257	1.49	13,443	2.49	3,428	1.48
13	6,999	1.13	10,245	1.89	7,587	3.27
14	6,260	1.01	6,407	1.19	2,319	1.00
15	7,717	1.24	8,993	1.66	3,767	1.62
16	4,981	0.80	5,211	0.96	1,138	0.49
17	2,992	0.48	6,553	1.21	1,672	0.72
18	3,129	0.50	3,971	0.73	1,770	0.76
19	2,083	0.34	3,506	0.65	1,657	0.71
20	2,666	0.43	2,006	0.37	1,609	0.69
21	1,548	0.25	2,199	0.42	1,164	0.50
22	2,607	0.42	2,400	0.44	2,134	0.92
23	715	0.12	2,584	0.48	727	0.31
24	1,600	0.26	1,451	0.27	703	0.30
25- 29	5,401	0.87	5,755	1.06	2,473	1.07
30- 39	4,373	0.70	8,248	1.53	2,738	1.18
40- 59	3,946	0.64	7,605	1.41	3,563	1.53
60- 89	3,045	0.49	3,993	0.74	2,751	1.18
90- 179	—	—	—	—	—	—
180 and over	—	—	—	—	—	—
Totals	620,933	100.00	540,647	100.00	232,282	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 1965, 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	8,105,838	82.97	8,105,838	38,694,400	12.69	4.80	4.80
2	423,948	4.34	847,896	16,665,700	5.47	39.30	19.70
3	337,243	3.45	1,011,729	25,398,600	8.33	75.30	25.10
4	231,436	2.37	925,744	23,466,500	7.70	101.40	25.30
5	113,020	1.16	565,100	15,447,400	5.07	136.70	27.30
6	66,819	0.68	400,914	10,654,000	3.50	159.40	26.60
7	57,828	0.59	404,796	10,456,300	3.43	180.80	25.80
8	54,367	0.56	434,936	10,926,200	3.58	201.00	25.10
9	37,623	0.38	338,607	8,239,400	2.70	219.00	24.30
10	42,673	0.44	426,730	10,668,800	3.50	250.00	25.00
11	25,455	0.26	280,005	6,857,300	2.25	269.40	24.50
12	21,711	0.22	260,532	6,090,700	2.00	280.50	23.40
13	18,510	0.19	240,630	5,726,700	1.88	309.40	23.80
14	31,041	0.32	434,574	10,297,100	3.38	331.70	23.70
15	27,422	0.28	411,330	9,511,700	3.12	346.90	23.10
16	19,123	0.20	305,968	6,990,600	2.29	365.60	22.80
17	13,770	0.14	234,090	5,562,100	1.82	403.90	23.80
18	12,240	0.12	220,320	4,970,200	1.63	406.10	22.60
19	7,699	0.08	146,281	3,266,600	1.07	424.30	22.33
20	10,655	0.11	213,100	4,950,000	1.62	464.60	23.20
21	16,303	0.17	342,363	7,931,700	2.60	486.50	23.20
22	8,415	0.09	185,130	4,023,100	1.32	478.10	21.70
23	6,616	0.07	152,168	3,416,800	1.12	516.40	22.50
24	5,038	0.05	120,912	2,684,800	0.88	532.90	22.20
25- 29	19,983	0.20	537,343	11,742,300	3.85	587.60	21.90
30- 39	19,905	0.20	649,898	12,770,600	4.19	641.60	19.70
40- 59	12,270	0.13	572,764	8,767,600	2.88	714.60	15.30
60- 89	8,105	0.08	569,944	6,101,500	2.00	752.80	10.70
90-179	11,357	0.12	1,461,419	9,846,000	3.23	867.00	6.70
180 and over	2,927	0.03	606,065	2,757,300	0.90	942.00	4.50
Totals	9,769,340	100.00	21,407,126	304,882,000	100.00	31.20	14.20
Average length of stay per car			2.19				

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 1965, 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	2.68	21,720,295	21,720,295	1.80
2	2.81	1,191,514	2,383,028	7.00
3	3.08	1,037,949	3,113,847	8.20
4	3.10	718,493	2,873,972	8.20
5	2.94	332,438	1,662,190	9.30
6	2.88	192,368	1,154,208	9.20
7	2.85	164,750	1,153,250	9.10
8	3.08	167,619	1,340,952	8.10
9	2.93	110,126	991,134	8.30
10	2.90	123,843	1,238,430	8.60
11	2.86	72,707	799,777	8.60
12	2.96	64,279	771,348	7.90
13	2.87	53,188	691,444	8.30
14	2.90	89,877	1,258,278	8.20
15	3.08	84,553	1,268,295	7.50
16	3.06	58,537	936,592	7.50
17	2.84	39,142	665,414	8.40
18	2.89	35,426	637,668	7.80
19	2.91	22,414	425,866	7.70
20	2.65	28,257	565,140	8.80
21	2.68	43,656	916,776	8.70
22	2.77	23,338	513,436	7.80
23	2.97	19,629	451,467	7.60
24	2.78	13,993	335,832	8.00
25- 29	2.60	51,881	1,395,080	8.40
30- 39	2.47	49,225	1,607,196	7.90
40- 59	2.13	26,091	1,217,928	7.20
60- 89	2.17	17,622	1,239,179	4.90
90-179	1.98	22,447	2,888,480	3.40
180 and over	1.72	5,035	1,042,547	2.60
Totals	2.72	26,580,692	57,259,049	5.30
Average length of stay per person			2.15	

¹ Motorists leaving and returning on the same day.

TABLE 15. Number of Canadian Automobiles Returning to Canada in 1965, 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	1,884,664	1,306,513	3,636,284	159,543	79,041	50,952	988,841	8,105,838
2	43,762	122,466	176,110	14,873	4,319	4,571	57,847	423,948
3	21,577	104,355	119,297	18,916	7,199	6,770	59,129	337,243
4	15,776	85,089	73,474	11,969	4,380	4,070	36,678	231,436
5	8,806	40,977	37,678	6,209	2,193	2,214	14,943	113,020
6	5,863	25,114	22,196	3,025	1,207	1,381	8,033	66,819
7	4,723	19,979	21,454	2,657	1,099	1,368	6,548	57,828
8	4,467	23,005	16,326	1,953	923	1,063	6,630	54,367
9	2,918	14,946	12,023	1,232	551	869	5,084	37,623
10	3,617	12,671	16,591	1,724	474	1,076	6,520	42,673
11	2,231	8,961	8,867	997	370	556	3,473	25,455
12	1,124	6,318	8,734	1,021	434	727	3,353	21,711
13	1,270	5,155	7,024	817	397	527	3,320	18,510
14	2,060	8,066	13,362	881	484	574	5,614	31,041
15	1,667	11,159	9,141	947	453	399	3,656	27,422
16	999	6,881	6,787	767	360	500	2,829	19,123
17	551	4,620	5,665	347	313	319	1,955	13,770
18	744	3,444	5,007	595	187	372	1,891	12,240
19	416	1,913	3,051	453	199	236	1,431	7,699
20	592	2,639	4,714	667	237	360	1,446	10,655
21	656	4,930	7,351	593	258	265	2,250	16,303
22	486	3,823	2,337	439	143	245	942	8,415
23	110	2,207	2,920	134	120	259	866	6,616
24	311	1,420	1,877	233	82	389	726	5,038
25- 29	1,281	5,964	9,122	869	355	318	2,074	19,983
30- 39	982	6,108	9,161	828	518	272	2,036	19,905
40- 59	666	3,947	5,280	580	179	350	1,268	12,270
60- 89	368	2,086	3,750	553	229	290	829	8,105
90-179	967	2,290	5,599	440	412	415	1,234	11,357
180 and over	258	283	1,667	42	102	159	416	2,927
Totals	2,013,912	1,847,329	4,252,849	234,304	107,218	81,866	1,231,862	9,769,340

¹ Automobiles leaving and returning on the same day.

TABLE 16. Number and Expenditures of Canadian Travellers Returning to Canada by Plane in 1965, 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	25,428	4.0	25,428	1,366,700	1.0	53.80	53.80
2	66,183	10.4	132,366	5,802,800	4.4	87.70	43.80
3	88,616	13.9	265,848	9,742,100	7.4	109.90	36.60
4	86,703	13.6	346,812	12,272,200	9.4	141.50	35.40
5	57,982	9.1	289,910	9,888,700	7.5	170.60	34.10
6	36,072	5.7	216,432	6,555,300	5.0	181.70	30.30
7	30,904	4.8	216,328	6,223,800	4.8	201.40	28.80
8	20,761	3.3	166,088	4,139,900	3.2	199.40	24.90
9	12,180	1.9	109,620	2,661,700	2.0	218.50	24.30
10	26,162	4.1	261,620	5,799,000	4.4	221.70	22.20
11	12,190	1.9	134,090	2,814,800	2.1	230.90	21.00
12	14,436	2.3	173,232	3,465,500	2.6	240.10	20.00
13	10,163	1.6	132,119	2,645,000	2.0	260.30	20.00
14	25,291	4.0	354,074	6,684,800	5.1	264.30	18.90
15	14,617	2.3	219,255	3,897,100	3.0	266.60	17.80
16	9,779	1.5	156,464	2,889,400	2.2	295.50	18.50
17	8,279	1.3	140,743	2,600,900	2.0	314.20	18.50
18	6,582	1.0	118,476	2,088,000	1.6	317.20	17.60
19	4,033	0.6	76,627	1,326,800	1.0	329.00	17.30
20	8,162	1.3	163,240	2,760,900	2.1	338.30	16.90
21	12,243	1.9	257,103	4,052,100	3.1	331.00	15.80
22	3,096	0.5	68,112	1,026,400	0.8	331.50	15.10
23	2,661	0.4	61,203	895,400	0.7	336.50	14.60
24	2,702	0.4	64,848	1,051,900	0.8	389.30	16.20
25- 29	10,677	1.7	289,774	4,097,200	3.1	383.70	14.10
30- 39	12,703	2.0	411,450	5,234,100	4.0	412.00	12.70
40- 59	10,074	1.6	468,441	4,651,100	3.5	461.70	9.90
60- 89	7,371	1.2	508,378	4,792,800	3.7	650.20	9.40
90-179	8,992	1.4	1,072,566	7,963,700	6.1	885.60	7.40
180 and over	1,697	0.3	410,776	1,764,600	1.4	1,039.80	4.30
Totals	636,739	100.0	7,311,423	131,154,700	100.0	206.00	17.90

¹ Persons leaving and returning on the same day.

TABLE 17. Number and Expenditures of Canadian Travellers Returning to Canada by Bus¹ in 1965, 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	17,484	3.6	17,484	252,900	0.5	14.50	14.50
2	38,897	8.0	77,794	1,373,000	2.6	35.30	17.60
3	86,635	17.8	259,905	3,671,500	6.8	42.40	14.10
4	56,552	11.6	226,208	3,220,700	6.0	57.00	14.20
5	33,751	6.9	168,755	2,630,500	4.9	77.90	15.60
6	22,031	4.5	132,186	1,902,200	3.5	86.30	14.40
7	22,664	4.7	158,648	1,977,300	3.7	87.20	12.50
8	21,211	4.4	169,688	1,775,300	3.3	83.70	10.50
9	15,308	3.2	137,772	1,323,700	2.5	86.50	9.60
10	20,956	4.3	209,560	2,214,900	4.1	105.70	10.60
11	9,849	2.0	108,339	1,106,000	2.1	112.30	10.20
12	12,895	2.6	154,740	1,635,500	3.0	126.80	10.60
13	9,299	1.9	120,887	1,455,500	2.7	156.50	12.00
14	18,806	3.9	263,284	3,085,000	5.8	164.00	11.70
15	13,331	2.7	199,965	2,337,300	4.4	175.30	11.70
16	6,615	1.4	105,840	1,299,200	2.4	196.40	12.30
17	4,225	0.9	71,825	835,200	1.6	197.70	11.60
18	6,008	1.2	108,144	1,205,500	2.2	200.70	11.10
19	3,976	0.8	75,544	855,100	1.6	215.10	11.30
20	3,971	0.8	79,420	860,200	1.6	216.60	10.80
21	8,583	1.8	180,243	1,871,700	3.5	218.10	10.40
22	2,421	0.5	53,262	522,300	1.0	215.80	9.80
23	2,165	0.4	49,795	513,200	1.0	237.10	10.30
24	2,477	0.5	59,448	542,300	1.0	218.90	9.10
25 - 29	9,081	1.9	241,555	2,000,000	3.7	220.20	8.30
30 - 39	12,094	2.5	391,483	2,937,500	5.5	242.90	7.50
40 - 59	9,014	1.9	409,506	2,644,100	4.9	293.30	6.50
60 - 89	7,324	1.5	540,584	2,354,400	4.4	321.50	4.40
90 - 179	7,327	1.5	849,053	3,856,900	7.2	526.40	4.50
180 and over	1,525	0.3	356,011	1,320,400	2.5	865.90	3.70
Totals	486,475	100.0	5,976,928	53,579,300	100.0	110.10	9.00

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 1965, 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	2,929	1.4	2,929	85,500	0.3	29.20	29.20
2	10,697	5.0	21,394	520,200	1.8	48.60	24.30
3	30,182	14.2	90,546	1,790,100	6.1	59.30	19.80
4	32,453	15.3	129,812	2,540,800	8.7	78.30	19.60
5	17,696	8.4	88,480	1,670,400	5.7	94.40	18.90
6	11,628	5.5	69,768	1,147,500	3.9	98.70	16.40
7	17,113	8.1	119,791	1,694,600	5.8	99.00	14.10
8	9,112	4.3	72,896	1,012,500	3.4	111.10	13.90
9	4,797	2.3	43,173	526,800	1.8	109.80	12.20
10	9,329	4.4	93,290	1,142,000	3.9	122.40	12.20
11	3,634	1.7	39,974	456,300	1.6	125.60	11.40
12	4,702	2.2	56,424	664,500	2.3	141.30	11.80
13	2,538	1.2	32,994	402,600	1.4	158.60	12.20
14	8,558	4.0	119,812	1,532,100	5.2	179.00	12.80
15	4,438	2.1	66,570	747,800	2.5	168.50	11.20
16	3,079	1.4	49,264	642,900	2.2	208.80	13.10
17	2,802	1.3	47,634	576,100	2.0	205.60	12.10
18	3,361	1.6	60,498	711,600	2.4	211.70	11.80
19	1,177	0.6	22,363	256,600	0.9	218.00	11.50
20	2,515	1.2	50,300	687,600	2.3	273.40	13.70
21	4,354	2.1	91,434	1,131,000	3.9	259.80	12.40
22	1,284	0.6	28,248	359,700	1.2	280.10	12.70
23	748	0.4	17,204	203,400	0.7	271.90	11.80
24	1,261	0.6	30,264	361,200	1.2	286.40	11.90
25- 29	4,008	1.9	108,617	1,135,900	3.9	283.40	10.50
30- 39	6,586	3.1	216,087	1,939,500	6.6	294.50	9.00
40- 59	3,723	1.8	172,896	1,325,300	4.5	356.00	7.70
60- 89	3,160	1.5	213,553	1,487,400	5.1	470.70	7.00
90-179	2,975	1.4	344,773	1,845,300	6.3	620.30	5.40
180 and over	939	0.4	190,495	714,900	2.4	761.30	3.80
Totals	211,778	100.0	2,691,483	29,312,100	100.0	138.40	10.90

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, 1961-65**

Province of entry	1961	1962	1963	1964	1965
Length of stay – One or more nights in Canada					
Atlantic Provinces	158,925	162,791	171,385	185,521	203,076
Quebec	336,251	339,881	337,092	360,363	369,811
Ontario	2,121,440	2,236,169	2,439,526	2,683,576	2,809,470
Manitoba	46,349	48,961	56,047	60,196	63,526
Saskatchewan	23,742	25,311	30,024	30,966	32,418
Alberta	43,815	46,230	51,017	48,550	57,799
British Columbia	280,930	353,631	315,944	349,389	386,836
Yukon Territory	14,481	17,623	20,012	21,359	24,733
Canada	3,025,933	3,230,597	3,421,047	3,739,920	3,947,669¹
Length of stay – Entering and departing on the same day					
Atlantic Provinces	234,073	260,238	280,159	301,795	318,317
Quebec	320,815	324,121	329,126	336,977	345,603
Ontario	2,927,477	3,049,399	3,224,274	3,371,730	3,503,907
Manitoba	52,163	52,210	55,937	56,069	57,237
Saskatchewan	21,347	25,304	29,255	30,079	29,069
Alberta	13,036	14,398	15,106	14,723	16,761
British Columbia	167,066	195,588	189,587	213,879	240,923
Yukon Territory	297	860	1,752	2,090	2,915
Canada	3,736,274	3,922,118	4,125,196	4,327,342	4,514,732²
Repeats and taxis					
Atlantic Provinces	1,186,555	1,156,677	1,031,629	948,306	938,885
Quebec	181,612	172,565	174,874	162,491	150,167
Ontario	884,649	851,087	774,465	841,482	830,153
Manitoba	53,227	52,056	59,274	60,749	64,425
Saskatchewan	14,106	14,590	15,585	17,630	16,236
Alberta	21,993	21,822	24,019	19,942	18,865
British Columbia	58,306	53,790	50,505	54,493	57,390
Yukon Territory	—	189	247	374	432
Canada	2,400,448	2,322,776	2,130,598	2,105,467	2,076,553
Commercial vehicles					
Atlantic Provinces	81,276	79,221	62,831	57,063	58,215
Quebec	112,331	107,437	112,416	108,058	110,054
Ontario	184,943	201,168	214,119	211,896	241,328
Manitoba	27,473	22,649	19,299	16,407	17,750
Saskatchewan	8,146	9,652	10,356	11,514	13,488
Alberta	7,373	8,551	13,908	9,522	10,355
British Columbia	58,244	58,299	62,544	67,014	68,624
Yukon Territory	1,443	2,155	2,127	4,015	3,834
Canada	481,229	489,132	497,600	485,489	523,648

¹ Includes 218 bicycles, 5,854 motorcycles and 143,451 trailers in 1965.

² Includes 79 bicycles, 9,412 motorcycles and 18,691 trailers in 1965.

TABLE 20. Number of Non-resident Automobiles and Other Vehicles Entering Canada, by Month of Entry, 1961 - 65

Month	1961	1962	1963	1964	1965
Length of stay – One or more nights in Canada					
January	83,795	82,376	86,802	102,195	104,939
February	85,014	86,312	92,739	115,640	112,430
March	108,816	112,876	118,683	131,138	115,267
April	133,707	148,027	159,105	161,315	182,056
May	212,111	223,879	239,757	288,254	308,627
June	345,074	416,673	423,303	454,220	447,466
July	655,675	662,234	706,595	754,154	820,828
August	605,027	705,984	765,973	778,475	815,438
September	349,414	339,474	331,185	404,207	430,303
October	190,995	190,266	216,508	244,465	259,107
November	130,784	137,621	152,863	160,643	186,766
December	125,521	124,875	127,534	145,214	164,442
Totals	3,025,933	3,230,597	3,421,047	3,739,920	3,947,669¹
Length of stay – Entering and departing on the same day					
January	172,003	161,664	164,234	200,242	190,100
February	160,976	154,980	168,784	208,592	181,586
March	195,459	216,295	232,063	239,319	227,001
April	273,019	286,523	307,221	301,626	316,456
May	308,480	336,882	344,233	392,876	417,216
June	369,679	422,162	476,981	452,145	472,037
July	620,524	631,563	658,567	704,388	750,927
August	579,835	631,183	650,599	643,986	689,045
September	364,912	375,739	360,327	400,261	418,637
October	270,149	259,446	305,714	309,068	327,475
November	222,543	234,370	247,785	264,802	270,465
December	198,695	211,311	208,688	210,037	253,787
Totals	3,736,274	3,922,118	4,125,196	4,327,342	4,514,732²

¹ Includes 218 bicycles, 5,854 motorcycles and 143,451 trailers in 1965.² Includes 79 bicycles, 9,412 motorcycles and 18,691 trailers in 1965.

**TABLE 20. Number of Non-resident Automobiles and Other Vehicles Entering Canada,
by Month of Entry, 1961-65 - Concluded**

Month	1961	1962	1963	1964	1965
Repeats and taxis					
January	136,012	128,044	108,837	112,853	109,198
February	121,343	115,202	104,689	106,751	98,404
March	142,556	137,324	114,486	120,787	126,561
April	169,865	172,157	150,578	140,282	152,150
May	200,053	203,097	177,089	184,086	183,701
June	239,206	244,231	218,772	218,807	212,855
July	315,575	299,415	285,371	281,608	274,537
August	315,804	314,263	298,127	285,848	273,665
September	237,791	233,181	207,276	210,063	206,148
October	207,496	188,567	189,127	175,391	168,210
November	166,601	157,486	152,705	147,731	136,139
December	148,146	129,809	123,541	121,260	134,985
Totals	2,400,448	2,322,776	2,130,598	2,105,467	2,076,553
Commercial vehicles					
January	38,083	41,619	43,760	41,200	37,959
February	39,248	40,247	41,867	39,060	37,331
March	43,312	44,173	46,652	39,781	47,955
April	36,204	37,907	42,377	40,518	41,424
May	40,779	41,867	40,171	40,538	43,217
June	41,978	40,383	39,910	43,045	45,937
July	44,075	40,598	41,350	40,193	45,616
August	42,743	42,725	42,084	40,159	44,504
September	37,520	37,240	38,338	40,035	43,686
October	40,731	41,871	43,939	40,546	45,651
November	39,211	41,527	38,775	39,429	45,375
December	37,345	38,975	38,377	40,985	44,993
Totals	481,229	489,132	497,600	485,489	523,648

TABLE 21. Number of Non-immigrant Travellers Entering Canada from the United States, by Non-automobile Transportation, by Province of Entry, 1961-65

Province of entry	1961	1962	1963	1964	1965
Aeroplane					
Atlantic Provinces	22,871	21,786	23,790	25,681	28,855
Quebec	142,178	136,295	149,060	166,428	188,685
Ontario	212,829	214,511	216,505	242,422	272,914
Manitoba	17,412	17,993	17,832	23,263	26,690
Saskatchewan	4,210	4,102	3,112	3,362	3,349
Alberta	9,232	9,254	9,927	15,405	15,462
British Columbia	69,329	71,264	64,097	74,082	84,978
Yukon Territory ¹	7,458	7,303	2,729	2,673	3,242
Canada	485,519	482,508	487,052	553,316	624,175
Bus²					
Atlantic Provinces	8,914	11,793	13,297	12,940	12,807
Quebec	77,096	88,988	85,454	95,614	107,966
Ontario	266,323	273,073	339,045	363,012	430,575
Manitoba	6,752	9,591	9,539	8,742	8,980
Saskatchewan	374	356	232	219	40
Alberta	7,759	9,345	8,901	9,111	5,619
British Columbia	45,915	60,285	52,884	60,087	61,547
Yukon Territory	2,237	2,238	2,805	2,596	3,382
Canada	415,370	455,669	512,157	552,321	630,916
Rail³					
Atlantic Provinces	1,298	1,431	1,454	442	370
Quebec	73,272	76,524	68,695	83,257	76,496
Ontario	96,472	89,671	76,336	84,602	84,288
Manitoba	18,227	27,633	22,669	22,372	22,825
Saskatchewan	3,409	4	4	4	4
Alberta	1,517	4	4	4	4
British Columbia	33,684	35,141	30,598	33,653	30,333
Yukon Territory	12,460	14,174	16,988	16,325	17,970
Canada	240,339	244,574	216,740	240,651	232,282
Boat					
Atlantic Provinces	4,373	4,490	2,311	1,427	1,304
Quebec	6,675	10,609	9,734	13,115	12,783
Ontario	319,857	347,987	376,338	353,183	359,099
Manitoba	—	—	—	—	—
Saskatchewan	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	134,807	333,409	119,588	124,352	140,969
Yukon Territory ¹	1	3	8	9	8
Canada	465,713	696,498	507,979	492,086	514,163

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, 1961 - 65

Month	1961	1962	1963	1964	1965
Aeroplane¹					
January	26,002	28,371	29,789	36,483	34,005
February	21,863	25,613	27,143	29,263	32,225
March	28,301	27,881	29,297	32,917	35,683
April	30,214	33,412	31,829	35,375	40,104
May	40,339	42,976	40,560	49,081	52,924
June	54,701	58,116	55,809	60,865	66,886
July	57,242	56,448	56,024	66,272	78,273
August	66,430	60,000	60,308	65,742	77,089
September	57,892	49,353	48,975	55,725	65,650
October	40,751	40,743	44,311	46,251	57,916
November	30,960	31,471	32,148	37,912	41,743
December	30,824	28,124	30,859	37,430	41,677
Totals	485,519	482,508	487,052	553,316	624,175
Bus²					
January	15,475	13,610	14,708	23,239	17,627
February	18,710	15,986	16,443	19,164	19,533
March	15,789	15,070	18,774	19,730	18,734
April	22,848	26,994	30,148	30,522	35,331
May	36,593	39,723	44,557	53,409	53,259
June	47,360	53,729	60,432	61,469	80,853
July	76,612	83,127	90,374	101,506	132,982
August	72,837	84,550	117,769	102,313	114,054
September	44,138	52,425	50,402	59,178	65,165
October	26,384	29,406	28,824	34,894	36,737
November	20,541	21,529	20,890	24,068	27,699
December	18,083	19,520	18,836	22,829	28,942
Totals	415,370	455,669	512,157	552,321	630,916

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, 1961 - 65 - Concluded

Month	1961	1962	1963	1964	1965
Rail (Gross entries)					
January	35,777	38,840	34,562	46,098	30,711
February	33,747	31,018	28,269	22,957	26,107
March	31,631	29,286	26,425	29,470	26,042
April	37,161	34,035	31,443	26,245	29,130
May	40,677	36,592	32,129	33,244	30,614
June	51,058	56,773	45,415	50,150	39,865
July	62,909	72,670	58,354	63,421	53,954
August	63,941	65,828	57,611	62,046	55,963
September	44,723	46,292	35,859	40,346	32,489
October	37,843	32,365	28,586	32,260	26,063
November	29,514	30,002	23,179	25,505	24,164
December	43,212	43,069	42,714	41,064	32,272
Totals	512,193	516,770	444,546	472,806	407,374
Rail (Net entries)³					
January	14,420	13,220	12,351	19,825	14,044
February	14,264	13,200	11,774	11,772	14,473
March	13,226	11,399	10,884	13,708	13,364
April	14,011	13,167	13,065	12,423	14,314
May	19,207	16,474	16,250	17,439	18,635
June	26,777	30,787	25,095	25,818	24,878
July	38,129	45,655	33,904	36,146	35,856
August	33,712	35,859	33,917	33,394	34,906
September	20,371	20,529	17,389	21,348	18,407
October	17,272	13,925	14,715	16,546	14,647
November	11,825	12,015	11,726	12,488	12,230
December	17,125	18,344	15,670	19,744	16,528
Totals	240,339	244,574	216,740	240,651	232,282
Boat					
January	851	277	442	1,140	79
February	1,476	503	267	398	420
March	236	824	411	264	160
April	1,276	1,369	1,270	1,081	1,080
May	19,759	42,624	17,937	22,370	24,650
June	61,040	112,308	76,858	72,692	78,740
July	138,039	194,106	151,973	160,852	170,034
August	149,699	216,968	161,058	155,920	162,902
September	74,481	103,381	70,856	64,249	63,559
October	15,360	21,605	22,810	10,990	10,150
November	2,796	2,053	3,675	1,957	1,864
December	700	480	422	173	525
Totals	465,713	696,498	507,979	492,086	514,163

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, 1961-65

Province of re-entry	1961	1962	1963	1964	1965
Length of stay – One or more nights in United States					
Atlantic Provinces	124,692	135,078	113,293	132,386	129,248
Quebec	381,967	349,027	380,749	434,340	540,816
Ontario	545,361	432,570	460,495	516,646	616,565
Manitoba	79,052	69,393	78,765	75,025	74,761
Saskatchewan	29,542	23,242	25,188	27,971	28,177
Alberta	39,212	28,705	30,168	27,694	30,914
British Columbia	266,314	229,889	201,107	210,624	241,857
Yukon Territory	678	952	1,132	1,047	1,164
Canada	1,466,818	1,268,856	1,290,897	1,425,733	1,663,502
Length of stay – Leaving and returning same day					
Atlantic Provinces	1,883,640	1,872,867	1,907,400	1,947,397	2,014,465
Quebec	1,098,335	1,054,946	1,074,882	1,211,561	1,331,193
Ontario	3,038,938	3,057,106	3,338,450	3,600,788	3,711,129
Manitoba	169,244	163,065	170,771	163,144	164,419
Saskatchewan	79,475	72,246	74,606	82,387	79,727
Alberta	59,184	59,933	62,976	53,295	52,022
British Columbia	932,913	862,118	857,138	906,150	1,009,629
Yukon Territory	535	2,374	1,481	1,392	1,435
Canada	7,262,264	7,144,655	7,487,704	7,966,114	8,364,019¹
Commercial vehicles					
Atlantic Provinces	129,650	128,626	125,378	117,705	107,330
Quebec	165,244	169,100	164,439	177,080	176,420
Ontario	256,107	249,635	267,769	316,021	352,021
Manitoba	34,078	26,661	22,786	21,032	22,104
Saskatchewan	7,357	7,168	7,230	7,714	8,637
Alberta	9,653	9,804	8,985	6,049	6,188
British Columbia	48,598	38,819	27,028	25,575	26,782
Yukon Territory	260	731	602	420	516
Canada	650,947	630,544	624,217	671,596	699,998

¹ Includes 24,786 motorcycles, 63,029 bicycles and 170,366 taxis in 1965.

TABLE 24. Number of Canadian Automobiles and Other Vehicles Returning from the United States, by Month of Re-entry into Canada, 1961 - 65

Month	1961	1962	1963	1964	1965
Length of stay – One or more nights in United States					
January	57,648	54,909	47,765	54,101	60,984
February	50,217	48,633	43,530	52,108	54,000
March	64,298	62,537	58,249	84,547	72,753
April	114,360	112,026	94,270	80,501	122,032
May	113,685	103,162	91,506	108,317	122,253
June	116,070	104,009	103,217	108,945	123,116
July	255,003	207,629	217,174	232,369	285,899
August	248,657	209,881	236,599	276,286	331,348
September	157,137	136,452	141,464	152,891	178,175
October	135,650	106,976	124,020	127,475	145,637
November	81,661	62,320	72,200	79,649	85,080
December	72,432	60,322	60,903	68,544	82,225
Totals	1,466,818	1,268,856	1,290,897	1,425,733	1,663,502
Length of stay – Leaving and returning same day					
January	437,343	436,864	447,038	506,925	503,887
February	426,884	417,895	429,537	513,774	477,990
March	514,888	523,123	542,784	605,861	581,914
April	587,447	612,681	620,763	620,228	662,229
May	638,347	625,092	669,729	735,390	738,978
June	696,779	693,298	729,217	743,725	774,346
July	873,768	833,514	848,641	937,277	1,015,274
August	792,309	755,937	808,096	874,625	921,118
September	653,087	657,205	680,618	690,340	760,520
October	617,331	574,909	639,505	659,093	745,536
November	511,640	499,772	535,209	553,103	584,926
December	512,441	514,365	536,567	525,773	597,301
Totals	7,262,264	7,144,655	7,487,704	7,966,114	8,364,019¹
Commercial vehicles					
January	63,709	71,629	62,931	66,408	69,980
February	59,401	64,389	56,326	68,793	61,776
March	51,504	53,617	48,135	51,813	57,949
April	44,649	44,901	44,913	46,500	50,254
May	48,634	50,170	48,183	49,908	51,513
June	52,677	47,701	50,441	55,473	57,558
July	55,663	49,356	52,310	53,727	57,002
August	57,591	51,811	52,001	53,062	57,319
September	52,963	47,309	50,022	55,264	58,314
October	54,854	52,167	55,120	57,242	57,938
November	51,727	47,154	48,685	50,166	57,710
December	57,575	50,340	55,150	63,240	62,685
Totals	650,947	630,544	624,217	671,596	699,998

¹ Includes 24,786 motorcycles, 63,029 bicycles and 170,366 taxis in 1965.

TABLE 25. Number of Canadian Travellers Returning from the United States, by Non-automobile Transportation, by Province of Re-entry into Canada, 1961-65

Province of re-entry	1961	1962	1963	1964	1965
Aeroplane					
Atlantic Provinces	18,013	16,914	17,208	17,532	19,096
Quebec	130,288	142,136	151,354	172,673	195,077
Ontario	239,855	251,614	254,973	281,252	335,428
Manitoba	11,684	13,005	11,965	14,237	18,119
Saskatchewan	1,446	1,584	1,073	1,131	1,369
Alberta	9,081	8,701	8,075	10,350	11,445
British Columbia	47,030	50,696	44,653	46,465	55,772
Yukon Territory	304	428	1,263	657	433
Canada	457,701	485,078	490,564	544,297	636,739
Bus¹					
Atlantic Provinces	9,223	8,597	8,869	10,307	10,228
Quebec	82,655	90,395	93,146	107,567	125,069
Ontario	216,076	191,272	197,902	222,224	241,800
Manitoba	20,920	17,407	18,896	18,511	11,646
Saskatchewan	330	340	151	391	115
Alberta	3,971	3,684	3,991	3,826	3,837
British Columbia	97,412	131,821	77,058	86,258	96,124
Yukon Territory	213	143	195	406	422
Canada	430,800	443,659	400,208	449,490	489,241
Rail					
Atlantic Provinces	1,551	1,534	1,313	774	633
Quebec	91,633	84,481	82,310	90,261	74,812
Ontario	120,274	114,938	98,580	99,092	88,337
Manitoba	15,670	14,656	29,783	34,300	22,876
Saskatchewan	907	—	—	—	—
Alberta	79	—	—	—	—
British Columbia	34,790	34,258	26,817	30,742	28,488
Yukon Territory	1,684	1,056	1,043	1,003	1,283
Canada	266,588	250,923	239,846	256,172	216,429
Boat					
Atlantic Provinces	8,503	8,276	5,870	6,617	5,076
Quebec	4,488	6,401	10,141	11,748	10,658
Ontario	80,780	75,296	86,105	82,978	79,803
Manitoba	—	—	—	—	—
Saskatchewan	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	16,423	24,660	12,343	14,261	14,952
Yukon Territory	38	44	51	45	20
Canada	110,232	114,677	114,510	115,649	110,509

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, 1961-65

Month	1961	1962	1963	1964	1965
Aeroplane					
January	38,746	43,887	42,229	49,099	52,224
February	29,804	38,080	37,886	42,143	47,516
March	47,106	52,289	49,153	50,347	59,274
April	48,466	53,644	51,180	51,208	66,709
May	36,550	44,068	41,121	46,948	55,449
June	35,826	36,683	36,178	41,785	46,596
July	33,995	32,424	34,033	39,512	47,386
August	38,975	39,630	41,566	47,620	57,678
September	36,603	38,831	40,645	46,317	54,365
October	41,473	39,446	44,546	51,411	57,444
November	35,208	34,415	37,749	40,275	46,209
December	34,949	31,681	34,278	37,632	45,889
Totals	457,701	485,078	490,564	544,297	636,739
Bus¹					
January	24,305	23,024	21,441	32,084	27,459
February	22,891	21,242	22,215	24,739	23,983
March	25,545	29,599	25,700	35,373	26,735
April	37,553	39,699	35,746	32,570	41,014
May	38,887	43,706	35,701	40,096	45,726
June	51,940	54,407	44,984	56,613	62,824
July	54,385	58,590	47,900	52,922	63,983
August	55,968	56,110	54,877	59,089	67,849
September	40,249	39,820	36,331	35,835	39,571
October	31,976	34,392	32,027	33,877	38,450
November	22,575	21,187	22,310	23,335	25,437
December	24,526	21,883	20,976	22,957	26,210
Totals	430,800	443,659	400,208	449,490	489,241

See footnote at end of table.

TABLE 26. Number of Canadian Travellers Returning from the United States, by Non-automobile Transportation, by Month of Re-entry into Canada, 1961 - 65 — Concluded

Month	1961	1962	1963	1964	1965
Rail (Net entries)²					
January	25,142	21,877	20,178	26,493	19,195
February	18,413	14,840	14,568	15,061	13,744
March	19,423	16,385	15,845	22,951	15,440
April	27,781	25,749	23,663	19,122	21,732
May	17,891	16,751	16,472	17,422	16,259
June	18,006	17,938	15,019	17,080	15,807
July	26,735	24,725	23,012	23,694	22,067
August	30,199	28,047	23,932	27,404	25,465
September	20,324	18,839	17,284	18,760	18,185
October	21,385	18,717	18,086	19,988	15,646
November	14,786	14,877	13,314	12,998	12,678
December	19,157	17,525	19,395	17,620	15,560
Totals	259,242	236,270	220,768	238,593	211,778
Boat					
January	1,091	774	579	1,542	745
February	1,247	1,257	411	1,298	930
March	765	1,261	808	468	935
April	1,951	3,369	1,182	2,120	2,575
May	4,627	6,160	3,002	4,779	6,107
June	9,783	12,204	12,252	12,299	13,239
July	29,199	23,247	33,439	38,042	33,458
August	36,103	41,915	40,348	34,216	32,454
September	15,549	16,732	13,050	12,666	12,055
October	4,937	5,485	5,757	4,067	4,372
November	2,404	1,468	2,560	2,294	2,010
December	2,576	805	1,122	1,858	1,629
Totals	110,232	114,677	114,510	115,649	110,509

¹ Exclusive of local bus traffic between border communities.

² After deducting in transit passengers.

Definitions of Automobile Classifications

"Commercial Vehicles" are trucks used for commercial purposes.

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

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

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

Foreign Vehicles Inward

A traveller's vehicle permit is issued at the port of entry by Customs officers to every foreign vehicle entering Canada. This document authorizes the use of the vehicle during the intended length of stay in Canada and must be surrendered at the port of exit on departure.

Residents of border communities who make many trips during the year are entitled to apply for a standing (L) traveller's vehicle permit. The operator of the vehicle covered by the standing (L) traveller's vehicle permit must show the document on each entry into Canada. All visits made after the original visit when the permit was issued are recorded as "Repeats".

Canadian Vehicles Inward

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

