

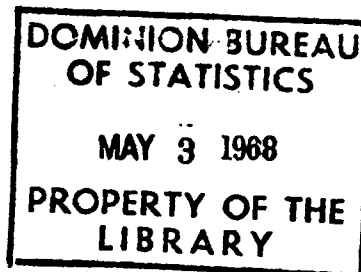
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TRAVEL BETWEEN CANADA  
AND  
OTHER COUNTRIES  
1966

DOMINION BUREAU OF STATISTICS



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

TRAVEL BETWEEN CANADA  
AND  
OTHER COUNTRIES  
1966

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## FOREWORD

This publication is a statistical report on travellers between Canada and other countries. No attempt has been made to isolate any group or "tourist traffic". The report provides estimates of international travel expenditures arising from all types of movements across the frontiers. Many of the movements are short-term and local in character arising from close inter-relationships of communities lying near the border. Commuting, temporary migration for employment, business travel, and shopping visits, comprise parts of the movements as well as summer residents and vacation travellers usually associated with the "tourist" business.

The data, therefore, do not coincide with the movements and expenditures which for some purposes might be defined more specifically as relevant for the "tourist" industry. While the latter industry would comprise only part of the international business shown in this report, that industry does on the other hand also include the large and growing domestic sector of tourism not covered in this publication.

In using statistical data in this report it should be noted that some of the averages are derived from data covering many of the groups of transactions noted above. For example, figures of average expenditures applying to certain categories of international traffic must, for the purpose of this report, reflect the spending of all groups of travellers who cross the border. They are, therefore, not necessarily representative of groups generally regarded as tourists travelling for recreation.

WALTER E. DUFFETT,

*Dominion Statistician.*

## **SYMBOLS**

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

.. figures not available.

... figures not appropriate or not applicable.

— nil or zero.

-- amount too small to be expressed.

Ⓟ preliminary figures.

Ⓡ revised figures.

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## Introductory Review of Travel Between Canada and Other Countries

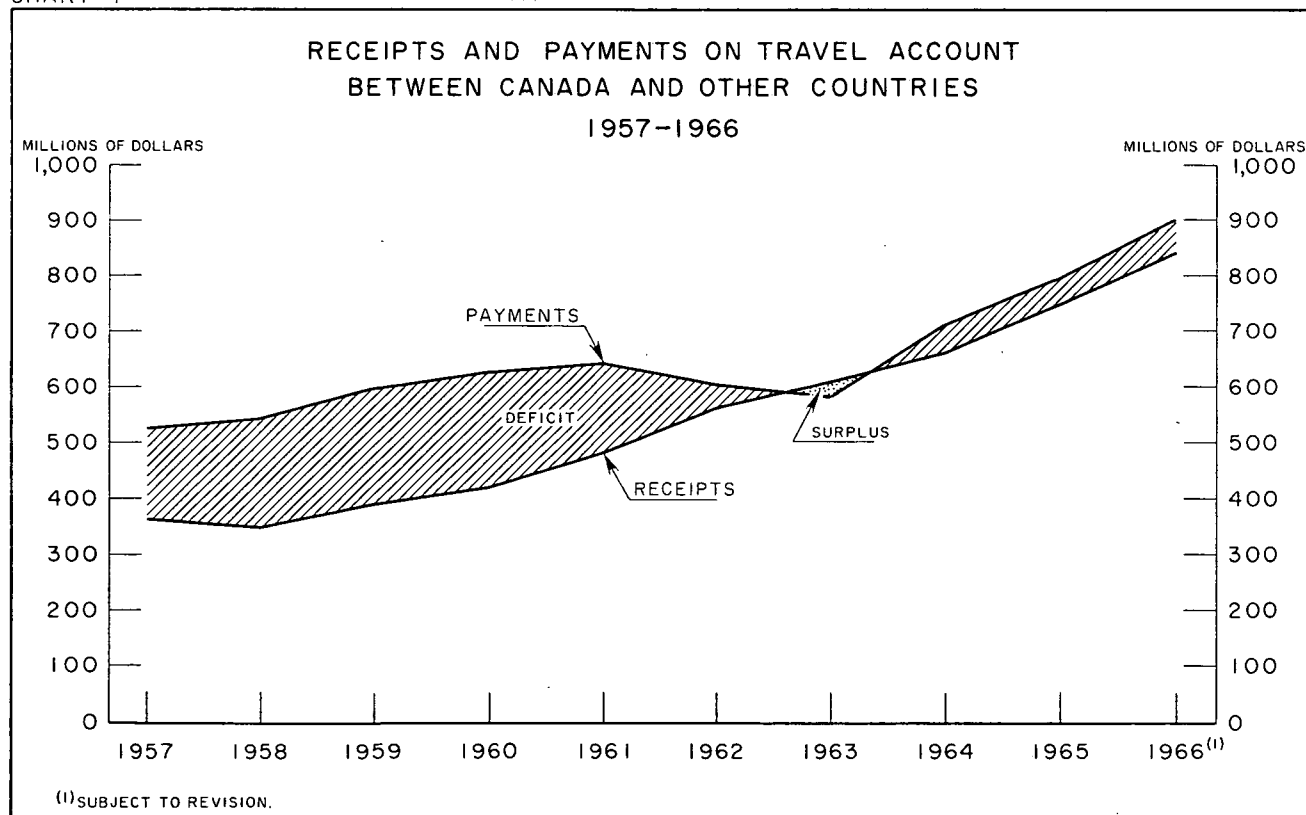
International travel between Canada and other countries in 1966 involved a total of 70.9 million border crossings and an estimated \$1.7 billion in travel expenditures. The influx of visitors from other countries numbered 35,700,000, of which 35,300,000 non-immigrants entered Canada from the United States and 411,000 visitors arrived from overseas countries. The outflow of Canadians on visits to other countries amounted to 35,200,000 in 1966. This figure includes 34,700,000 residents returning from the United States and 503,000 Canadians re-entering from overseas countries.

Expenditures for travel between Canada and other countries set new records as expansion continued in 1966. Receipts from non-immigrant visitors were estimated at \$840 million, while payments by Canadians in other countries totalled \$900 million. Ten years ago, receipts from other countries amounted to \$337 million and Canadian payments were estimated at \$498 million. In 1966, expenditures by travellers entering Canada from the United States accounted for \$730 million, while receipts from overseas visitors amounted to \$110

million. On the other hand, Canadians spent \$628 million in the United States (including Hawaii) and \$272 million in overseas countries.

The gap between receipts and payments widened to \$60 million in 1966, as payments by Canadians for travel in other countries increased by 13.1 per cent and receipts from travellers of other countries advanced by 12.4 per cent as compared to 1965. The largest deficit recorded in past years was the debit balances of \$207 million in both 1959 and 1960. The largest surplus reported was in 1948 when receipts exceeded payments by \$145 million. In 1966, the surplus on account with the United States was maintained but to a lesser degree in contrast to 1965. At the same time, the deficit on account with overseas countries increased in 1966 by \$1 million, overshadowing the record set the previous year. Canada's balance of payments on travel account, therefore, shows receipts estimated at \$840 million and payments at \$900 million, leaving a deficit of \$60 million on account with all countries in 1966.

CHART-I



**Note:** Preliminary data on receipts and payments for travel between Canada and other countries for 1967 will appear in the monthly publication, Catalogue No. 66-001, December 1967 edition.

### United States Travel in Canada

Higher average expenditures by 35 million United States travellers in Canada led to estimated receipts of \$729.9 million in 1966. This marks an increase of 4.2 per cent or 1.4 million visitors from the United States and a gain of 10.6 per cent or \$70.1 million in expenditures over 1965. The higher outlay per person may be attributed to a more substantial increase in the long-term traffic than in the short-term traffic. For purposes of analysis, short-term visitors are those entering and leaving Canada on the same day and long-term visitors are those remaining one or more nights in Canada. In 1966, there were twice as many short-term visitors from the United States as there were long-term visitors. However, the long-term travellers to Canada spent a little over eight times as much as visitors in the short-term category. Compared to 1965, the proportions shifted slightly in favour of the long-term travellers who have a higher average expenditure per person.

In 1966, all quarters contributed to the increase in the volume of United States travellers visiting Canada. Entries in the first quarter advanced by

12.7 per cent or 477,000 to a total of 4,238,000 persons. In the second quarter, an increase of 5.3 per cent or 436,000 travellers was recorded when an aggregate of 8,685,000 United States visitors entered Canada. Some 16,270,000 entries were reported in the third quarter, only 0.2 per cent or 37,000 persons more than 1965. In the last quarter of 1966, a total of 6,132,000 non-residents entered Canada from the United States, an increase of 8.6 per cent or 488,000 entries.

Of the total receipts (\$729.9 million) from United States visitors, \$63.9 million was spent in the first quarter of 1966. This represents an increase of 20.8 per cent or \$11.0 million over the previous year. In the second quarter, an increase of 17.0 per cent or \$22.6 million brought the total receipts to \$155.4 million. The third and fourth quarters also realized gains of 7.2 per cent or \$27.2 million and 9.4 per cent or \$9.3 million, respectively. Receipts in the third quarter amounted to \$402.5 million and in the last quarter to \$108.1 million.

**STATEMENT 1. Number and Expenditures of United States Travellers in Canada, 1963 - 66**

Type of transportation	Number of persons				Expenditures			
	1963	1964	1965	1966 <sup>1</sup>	1963	1964	1965	1966 <sup>1</sup>
	thousands				millions of dollars			
<b>Automobile:</b>								
One or more nights in Canada .....	9,014	9,793	10,373	11,039	328.8	362.2	399.7	432.0
Entering and leaving same day .....	12,379	12,873	12,208	12,434	32.1	35.4	39.9	41.7
Repeat trips on standing (L) permits .....	3,737	3,705	3,623	3,395	—	—	—	—
<b>Totals .....</b>	<b>25,130</b>	<b>26,371</b>	<b>26,204</b>	<b>26,868</b>	<b>360.9</b>	<b>397.6</b>	<b>439.6</b>	<b>473.7</b>
<b>Non-automobile:</b>								
Plane .....	487	553	624	710	68.5	82.9	92.1	104.9
Bus .....	512	552	631	698	54.4	46.1	55.5	77.1
Rail .....	445	473	407	344	30.2	30.9	33.6	30.3
Boat .....	508	492	514	552	10.4	10.3	10.4	11.0
Other .....	4,783	4,022	5,507	6,153	24.5	22.3	28.6	32.9
<b>Totals .....</b>	<b>6,735</b>	<b>6,092</b>	<b>7,683</b>	<b>8,457</b>	<b>188.0</b>	<b>192.5</b>	<b>220.2</b>	<b>256.2</b>
<b>Grand totals .....</b>	<b>31,865</b>	<b>32,463</b>	<b>33,887</b>	<b>35,325</b>	<b>548.9</b>	<b>590.1</b>	<b>659.8</b>	<b>729.9</b>

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

### United States Travel in Canada by Types of Transportation

In 1966, United States residents travelling in Canada by **automobile** spent some \$34.1 million more than in 1965. The higher average outlay per person advanced receipts from these travellers to \$473.7 million, a 7.8 per cent rise. This increase was attributable mainly to a gain of \$32.3 million or 8.1 per cent in the expenditures of automobile visitors remaining one or more nights in Canada. United States residents entering and leaving the same day contributed a smaller amount to the increase, \$1.8 million or 4.5 per cent. Therefore, the 26,868,000 United States residents visiting Canada by automobile spent \$473.7 million. Automobile travellers remaining one or more nights in

Canada made up 31 per cent of the total entries or 11,039,000 persons while their expenditures amounted to 59 per cent or \$432 million of the total receipts. Short-term automobile travellers, those entering and leaving the same day, numbered 12,434,000 or 35 per cent of all entries and spent \$41.7 million or 6 per cent. The number of repeat trips decreased in volume by 6.3 per cent or 228,000 to a total of 3,395,000 persons. This reduction in commuter traffic completely offset the increase of 226,000 in the volume of short-term traffic. However, the increase of 666,000 persons in the number of long-term entries resulted in an aggregate advance of 2.5 per cent or 664,000 United States automobile travellers.

**STATEMENT 2. Number of Non-residents Entering Canada from the United States,  
compiled Quarterly, 1966**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
thousands					
Automobile:					
One or more nights in Canada .....	963	2,340	6,179	1,557	11,039
Entering and leaving same day .....	1,707	3,203	5,294	2,230	12,434
Repeat trips on standing (L) permits .....	588	862	1,177	768	3,395
<b>Totals .....</b>	<b>3,258</b>	<b>6,405</b>	<b>12,650</b>	<b>4,555</b>	<b>26,868</b>
Non-automobile:					
Plane .....	123	185	253	149	710
Bus .....	73	175	341	109	698
Rail .....	66	91	134	53	344
Boat .....	--	116	420	16	552
Other .....	718	1,713	2,472	1,250	6,153
<b>Totals .....</b>	<b>980</b>	<b>2,280</b>	<b>3,620</b>	<b>1,577</b>	<b>8,457</b>
<b>Grand totals .....</b>	<b>4,238</b>	<b>8,685</b>	<b>16,270</b>	<b>6,132</b>	<b>35,325</b>

All non-automobile categories, with the exception of rail, showed increases in both volume and expenditures in 1966. A total of 8,457,000 United States residents entered Canada by non-automobile types of transportation, an increase of 774,000 persons or 10.1 per cent over 1965. Receipts from these visitors in 1966 amounted to \$256.2 million,

which marks an increase of \$36.0 million or 16.3 per cent over the previous year. Non-automobile travellers comprised 24 per cent of the total number of United States visitors to Canada and their expenditures accounted for 35 per cent of the total travel receipts from that country in 1966.

**STATEMENT 3. Expenditures of Non-residents Entering Canada from the United States,  
compiled Quarterly, 1966<sup>1</sup>**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
millions of dollars					
Automobile:					
One or more nights in Canada .....	31.5	80.7	254.5	65.3	432.0
Entering and leaving same day .....	5.0	10.7	18.1	7.9	41.7
<b>Totals .....</b>	<b>36.5</b>	<b>91.4</b>	<b>272.6</b>	<b>73.2</b>	<b>473.7</b>
Non-automobile:					
Plane .....	16.4	23.3	48.8	16.4	104.9
Bus .....	4.2	20.8	44.0	8.1	77.1
Rail .....	3.4	9.7	13.8	3.4	30.3
Boat .....	--	1.8	8.7	0.5	11.0
Other <sup>2</sup> .....	3.4	8.4	14.6	6.5	32.9
<b>Totals .....</b>	<b>27.4</b>	<b>64.0</b>	<b>129.9</b>	<b>34.9</b>	<b>256.2</b>
<b>Grand totals .....</b>	<b>63.9</b>	<b>155.4</b>	<b>402.5</b>	<b>108.1</b>	<b>729.9</b>

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

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

Since 1963, the volume of air traffic has increased each year by about 13 per cent. In 1966, United States residents entering Canada by **plane** numbered 710,000 persons, an increase of 13.8 per cent or 86,000 travellers. Receipts from this group rose accordingly from \$92.1 million to \$104.9 million, a gain of 13.9 per cent over 1965. An increase in the average expenditure per plane visitor in the first quarter was offset by a decrease in the second quarter. The overall average outlay per plane traveller, therefore, remained unchanged at about \$148 in 1966. During the first quarter, 123,000 United States residents entering Canada by plane spent \$16.4 million. In the second quarter, 185,000 plane entries spent \$23.3 million, while during the

months July to September, 253,000 visitors expended \$48.8 million. The fourth quarter recorded 149,000 air entries and expenditures of \$16.4 million.

In 1966, the number of United States residents entering Canada by **bus** rose by 67,000 to a total of 698,000 persons. At the same time, expenditures by these travellers increased by a greater proportion, \$21.6 million to an aggregate of \$77.1 million. Increases in the average outlay per person in the last three quarters of 1966 led to a substantial gain in the average expenditure for the year (\$110 per person), a rise of 25 per cent. Some 73,000 United States bus travellers entered Canada during the first quarter, 175,000 during the second quarter,

341,000 during the third quarter, and 109,000 during the last quarter of 1966. The third quarter displayed the largest volume increase, 29,000 entries. Receipts from United States bus travellers followed a similar pattern, with expenditures of \$4.2 million in the first quarter, \$20.8 million in the second quarter, \$44.0 million in the third quarter, and \$8.1 million in the fourth quarter of the year. The largest increase in receipts was realized in the third quarter, some \$10.3 million more than the same quarter in 1965.

Rail travel decreased in both volume and expenditures in 1966. While the number of United States residents visiting Canada by rail dropped 15.5 per cent to a total of 344,000 entries, expenditures by these travellers fell by 9.8 per cent to a total of \$30.3 million. This indicates a higher average expenditure per rail visitor, an increase from \$83 in 1965 to \$88 in 1966. All quarters contributed to the decline in the volume of rail traffic. Some 66,000 United States residents entered Canada by rail during the first quarter, 91,000 during the second quarter, 134,000 during the third quarter, and 53,000 during the fourth quarter of 1966. The largest decline was recorded in the fourth quarter, some 29,000 visitors less than 1965. The only increase in rail receipts occurred in the

second quarter while the remaining quarters of the year registered decreases. Receipts in the first and fourth quarters each totalled \$3.4 million and in the second and third quarters amounted to \$9.7 and \$13.8 million, respectively.

A total of 552,000 United States residents entered Canada by boat in 1966, an increase of 38,000 persons or 7.4 per cent. Expenditures by boat entries amounted to \$11.0 million, some \$600,000 or 5.8 per cent more than the previous year. The average expenditure for this group remained at \$20 per person. As would be expected, 97 per cent of the boat travellers and 95 per cent of their expenditures were recorded during the months April to September. The heaviest volume during this interval was reported in the third quarter when 420,000 boat visitors from the United States spent \$8.7 million in Canada. This represents an increase of 24,000 or 6.6 per cent in persons and an advance of \$700,000 or 8.8 per cent in expenditures.

A special survey is used to secure information on pleasure craft traffic entering Canada from the United States. Statement 4 shows the number of pleasure craft entering the Atlantic Provinces, Quebec, Ontario, and British Columbia arranged by quarters and length of stay for the year 1966.

**STATEMENT 4. Pleasure Craft Entering Canada on Cruising Permits,<sup>1</sup>  
compiled Quarterly by Length of Stay, 1966**

Period of entry	Atlantic Provinces	Quebec	Ontario	British Columbia	Canada
<b>First quarter:</b>					
Entering and leaving same day .....	10	18	20	1	49
One or more nights in Canada .....	—	—	5	53	58
<b>Totals .....</b>	<b>10</b>	<b>18</b>	<b>25</b>	<b>54</b>	<b>107</b>
<b>Second quarter:</b>					
Entering and leaving same day .....	30	2,646	10,890	89	13,655
One or more nights in Canada .....	15	60	7,089	1,090	8,254
<b>Totals .....</b>	<b>45</b>	<b>2,706</b>	<b>17,979</b>	<b>1,179</b>	<b>21,909</b>
<b>Third quarter:</b>					
Entering and leaving same day .....	26	5,800	27,516	263	33,605
One or more nights in Canada .....	37	523	19,880	6,799	27,239
<b>Totals .....</b>	<b>63</b>	<b>6,323</b>	<b>47,396</b>	<b>7,062</b>	<b>60,844</b>
<b>Fourth quarter:</b>					
Entering and leaving same day .....	4	1,142	1,325	14	2,485
One or more nights in Canada .....	5	2	606	122	735
<b>Totals .....</b>	<b>9</b>	<b>1,144</b>	<b>1,931</b>	<b>136</b>	<b>3,220</b>
<b>Year:</b>					
Entering and leaving same day .....	70	9,606	39,751	367	49,794
One or more nights in Canada .....	57	585	27,580	8,064	36,286
<b>Grand totals .....</b>	<b>127</b>	<b>10,191</b>	<b>67,331</b>	<b>8,431</b>	<b>86,080</b>

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

A total of 86,080 pleasure craft entered Canada on cruising permits in 1966, an increase of 7,838 boats or 10 per cent over the previous year. This amount includes 49,794 pleasure craft entering and leaving the same day and 36,286 remaining in

Canada one or more nights, increases of 2,930 and 4,908 vessels, respectively. The majority of the pleasure craft entered Canada in the third quarter, 60,844 or 71 per cent of the entries, while the second quarter totalled 21,909 or 25 per cent. All

four quarters registered increases, with an advance of 7,166 in the third quarter, 418 in the second, 192 in the fourth, and 62 in the first quarter of 1966. By province of entry, the largest volume of pleasure craft arrivals were in Ontario, 78 per cent or 67,331 craft. Boat entries into Quebec totalled 10,191 or 12 per cent, while the remaining 10 per cent of the arrivals entered through ports in either British Columbia or the Atlantic Provinces. The number of pleasure craft entering the Atlantic Provinces decreased in 1966 by 43 per cent or 96 boats, while craft entering Quebec, Ontario, and British Columbia increased 29.9, 4.9, and 40.1 per cent, respectively. Data on the length of time spent in Canada reveal that 94 per cent of the pleasure craft entering Quebec left the same day, whereas 96 per cent of those entering British Columbia remained one or more nights. The length of stay in the Atlantic Provinces and Ontario was similar, with between 55 and 60 per cent of the pleasure craft entering and leaving the same day and between 40 and 45 per cent returning to the United States after one or more nights.

From the survey on pleasure craft entering Canada during the second and third quarters of 1966, the average length of stay for persons in boats remaining 24 hours or more was 8 days. The average number of persons in these boats was 4, the same as in the previous year, and the average expenditure per person came to \$39.81, an increase of \$6.67 per person. In the short-term, pleasure craft remaining less than 24 hours, the average number of persons per boat was 4 and the average expenditure per person was \$5.47, compared to 4 persons per boat and an expenditure of \$4.01 per person in 1965.

For the second and third quarters of 1966, data have been made available on the purpose of trip and the type of accommodation reported by persons

travelling to Canada on pleasure craft. In some cases, respondents indicated more than one purpose of trip or type of accommodation used. The percentages quoted in the following paragraph combine those indicating only one with the two or more purposes of trip or types of accommodation. Of the total respondents, 81.1 per cent of the boat travellers remained aboard their craft while 10.7 per cent specified camp, tent, cabin, or lodge as the type of accommodation used during their stay in Canada. Furthermore, 5.2 per cent specified accommodation in hotels, motels, or resorts and 3.0 per cent indicated other types of accommodation not already mentioned. The majority of the respondents specified cruising and sightseeing as the main reason for visiting Canada, 53.3 per cent of those staying less than 24 hours and 57.9 per cent of those remaining more than 24 hours. For the long-term group fishing ranked second, as 28.5 per cent reported coming to Canada for this purpose. This trend was similar for all areas visited, except Northwestern Ontario where fishing was the prime purpose of the trip (71 per cent) while cruising and sightseeing was specified by only 19 per cent of the respondents to this area.

The number of United States residents entering Canada by "other" means of transportation reached a record high in 1966 with an increase of 11.7 per cent over 1965. This residual group accounted for 6,153,000 persons or 17 per cent of the total entries from the United States. Due to a low average expenditure for this category, receipts totalled \$32.9 million or only 5 per cent of the total expenditures by United States travellers in 1966. This represents an increase of 15 per cent or \$4.3 million over 1965. The greatest advance in volume and expenditures occurred in the second quarter when the number of entries rose from 1,324,000 to 1,713,000 and expenditures increased from \$6.3 million to \$8.4 million.

#### Analysis of United States Travel to Canada by State of Origin

Passenger car registrations in the United States numbered 77,959,287 in 1966, an increase of 4.1 per cent over 1965. The number of entries into Canada for one or more nights as a proportion of the automobiles registered came to 5.2 per cent, up from 5.1 per cent in the previous year. The number of automobile entries from the United States, with an increase of 7 per cent in 1966, is gaining at a quicker rate than the car registrations. Consequently, the percentages relating entries to registrations shown in Map 1 are increasing gradually from year to year.

American states close to the border show a higher ratio of auto entries to registrations than states farther removed. In 1966, the percentage recorded for Vermont was the highest, 41.7 per cent as compared to 41.2 per cent in 1965. The ratios for the states of Michigan and Maine both increased, showing 33.4 and 26.6 per cent, respectively. Although most border states registered increases, the percentage for the state of Minnesota declined to 5 per cent and that for Wisconsin remained at

3.1 per cent. The ratios of entries to registrations were 27.7 per cent for Alaska, 18.7 per cent for New York State, 17.6 per cent for Washington, 13.3 per cent for New Hampshire, and 11.9 per cent for North Dakota. The remaining states maintained approximately the same ratios in 1966 as in 1965.

Table 10 presents the number of non-resident automobiles travelling in Canada during 1966 according to state of origin and regional groups. Some 4,050,700 automobiles from the United States entered Canada and remained one or more nights. There are some grounds however, for believing that some "same day" travel may have been recorded as staying overnight. This amount represents about 46 per cent of all non-resident automobiles travelling in Canada. Data in Table 10 show that 41.4 per cent or 1,676,500 of the one or more nights automobiles originated in the North-Eastern States. Within this area, the state of New York accounted for the majority, 1,026,500 entries or 61 per cent, while automobiles from Pennsylvania amounted to 159,900 and from Massachusetts

132,500 vehicles. The second largest region was the Great Lakes States which constituted 39.2 per cent of the total, with 1,586,700 entries in 1966. The state of Michigan represented the majority in this area, some 1,168,600 automobiles or 74 per cent. The three West Coast States accounted for 9.7 per cent of the entries, with 243,400 automobiles originating in Washington State, 102,500 in California, and 45,400 in Oregon. Non-resident automobiles from the North-Western States numbered 135,900 or 3.3 per cent of the total entries for one or more nights.

A more detailed analysis of automobile traffic from the United States is presented in Table 8 for vehicles remaining one or more nights and in Table 9 for those staying two or more nights. A review of the two tables shows that the largest numbers of entries are recorded for the states adjacent to the International Boundary. However, the percentages of the total for these states are greater for the automobiles remaining one or more nights in Canada than those staying two or more nights. For example, Michigan is the state of origin of 28.9 per cent of the automobiles remaining one or more nights but only 19 per cent of those staying two or more nights. Similarly, New York State accounted for 25.4 per cent of the automobiles remaining one night or over and 19.8 per cent of the two or more nights traffic. The percentages for states farther from the border tend to increase as the length of stay becomes greater. Entries from California formed 2.5 per cent of the one night or more automobiles and 4.1 per cent of those staying two or more nights.

The average days stay by state of origin also shows the effect of distance on the length of time United States automobiles remain in Canada. For instance, the average stay per automobile staying one or more nights from the states of Maine, New Hampshire, Vermont, New York, Michigan, North Dakota, and Washington was from 3 to 5 days. On the other hand, automobiles originating in Florida remained in Canada an average of 10 days, while those from Arizona stayed 9 days, from Nevada, California, and New Mexico about 8 days, and from Texas 7 days. An average length of stay of 5 days in Canada was recorded for automobiles from Connecticut, New Jersey, Pennsylvania, Rhode Island, Indiana, Ohio, Wisconsin, and Minnesota. Automobiles originating in Massachusetts, Illinois, Montana, and Oregon stayed an average of 6 days in Canada in 1966.

Table 8 also presents a comparison between the state of origin and the province of entry of United States automobiles visiting Canada during 1966. The data in this table show that the proximity of the province of entry to the state of origin is a significant factor in the travel pattern of automobiles visiting Canada for one or more nights. Of the 1.2 million automobiles from the state of Michigan, 98.8 per cent entered through ports in Ontario. A total of one million vehicles originated in New York State, of which 88.6 per cent entered

in Ontario and 9.5 per cent in Quebec. Non-resident automobiles from the state of Washington constituted the third largest group, accounting for 243,400 entries. Furthermore, 96 per cent of these vehicles were reported entering through ports in British Columbia. Ohio was the state of origin of 227,800 automobiles, of which 94.8 per cent entered in Ontario. Similarly, of the 159,900 entries from the state of Pennsylvania, 86.5 per cent entered Canada through ports in Ontario. The provincial distribution of non-resident automobiles from Massachusetts was 38.6 per cent for Quebec, 30.6 per cent for Ontario, and 27.4 per cent for New Brunswick. Some 62.6 per cent of the automobiles from California entered in British Columbia while 19.5 per cent entered in Ontario.

Furthermore, of the total automobiles entering through ports in Ontario and remaining one or more nights in Canada, 39.3 per cent originated in Michigan State and 30.9 per cent in New York State. Of the total entries into British Columbia, 59.1 per cent came from the state of Washington, 16.2 per cent from California, and 10.1 per cent from Oregon. Automobiles entering the province of Quebec from New York State amounted to 24.6 per cent of the provincial total and Vermont accounted for 14.5 per cent, while Massachusetts, Connecticut, New Hampshire, and Maine together formed 35.7 per cent.

In summary, the majority of non-resident automobiles remaining in Canada one or more nights originated in states which border the International Boundary. In 1966, vehicles from these states accounted for 79.7 per cent of the total automobiles as compared to 79.5 per cent in 1965. Ports in Ontario reported 72.6 per cent of the entries for one or more nights, of which the states of Michigan and New York made up 70.2 per cent. Lastly, automobiles from states farthest from the Canadian border tend to remain in Canada longer on average than those vehicles from bordering states.

Data on the state of origin of United States travellers entering Canada by plane, bus, and rail are presented in Table 11 for the years 1962 to 1966. Estimates for this table are 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 not shown separately but grouped under the heading "other" in their respective regions.

Plane, bus, and rail travellers entering Canada from the North-Eastern region numbered 705,000 persons or 46 per cent of the total arrivals. This represents an increase of 6.7 per cent over the figure for 1965. The number of travellers from New York State was estimated at 329,000, an increase of 1.2 per cent. Entries from Pennsylvania totalled 105,000 and from New Jersey 104,000 persons in 1966. Travellers originating in states within the Great Lakes region formed 21.5 per cent of the total or 329,000 persons, up 10.4 per cent over 1965. Visitors from Ohio travelling by plane, bus, and rail numbered 104,000, an increase of 31.6



1965 - 1966

ALASKA 27.7 (25.8)

TOTAL STATES 5.2 (5.1)

HAWAII 0.2 (0.3)

WASH. 17.6 (16.8)

ORE. 4.8 (4.5)

CAL. 1.2 (1.1)

NEV. 1.3 (1.3)

ARIZ. 0.8 (0.8)

UTAH 1.5 (1.3)

IDA. 3.4 (3.2)

WYO. 1.4 (1.2)

COLO. 1.1 (0.9)

N. MEX. 0.5 (0.6)

TEX. 0.3 (0.3)

N. DAK. 11.9 (11.6)

S. DAK. 1.7 (1.7)

NEBR. 1.2 (1.1)

KANS. 0.8 (0.8)

OKLA. 0.5 (0.5)

MINN. 5.0 (5.2)

IOWA 1.8 (1.9)

MO. 0.7 (0.7)

ARK. 0.3 (0.3)

LA. 0.3 (0.4)

WIS. 3.1 (3.1)

ILL. 2.3 (2.4)

IND. 2.3 (2.2)

OHIO 4.9 (4.9)

PA. 3.5 (3.4)

W. VA. 1.0 (1.1)

VA. 1.1 (1.0)

D.C. 1.5 (1.4)

TENN. 0.4 (0.4)

MISS. 0.3 (0.4)

ALA. 0.3 (0.3)

GA. 0.3 (0.3)

FLA. 1.1 (1.1)

N.Y. 18.7 (18.4)

VT. 4.7 (4.2)

NH. 13.3 (12.7)

MASS. 6.8 (6.7)

CONN. 4.6 (4.6)

N.J. 5.2 (5.0)

MD. 3.1 (3.2)

DE. 2.4 (2.2)

ME. 26.6 (25.7)

(1) ONE OR MORE NIGHTS IN CANADA.  
(2) 1965 FIGURE IN BRACKET.

per cent, while entries from Michigan were estimated at 96,000, some 9.1 per cent more than the previous year. The state of Minnesota accounted for 39,000 persons or 72.2 per cent of the total 54,000 entries from the North-Western area. The number of plane, bus, and rail travellers entering Canada from the West Coast region totalled 197,000, a decrease of 3.9 per cent compared with 1965. The state of California accounted for 113,000 persons, showing an advance of 10,000 entries over the previous

year. The volume of travellers originating from Oregon State increased by 2,000 to a total of 22,000, while entries from Washington State decreased by 20,000 to a total of 62,000 persons in 1966. The category "remaining states" formed 16.2 per cent or 248,000 entries as compared with 183,000 in 1965. The largest number of travellers in this group originated from Texas, 35,000 persons, while Florida was the state of origin for 19,000 and Maryland for 18,000 visitors.

### Analysis of United States Commuter Traffic to Canada

Under the administrative procedures in effect during 1966, residents of the United States living close to the Canadian border who made many trips to Canada were able to obtain a standing (L) traveller's vehicle permit. This document was usually issued for a period of several months. In order to facilitate border crossings, the operator of the vehicle simply showed the permit to port officials on each trip, thereby eliminating the necessity of issuing a permit each time the vehicle was brought into Canada. A survey has been conducted in past years to obtain certain characteristics on these commuter trips to Canada by United States residents.

The number of standing (L) permits issued in 1965 increased by 339 to a total of 26,352 permits while in 1966 the volume decreased by 175 to an aggregate of 26,177 permits. The average number of trips per permit decreased over the last three years from 77 trips in 1964 to 76 in 1965, then to 68 visits per permit in 1966. The number of repeat trips also dropped below the 2 million recorded in both 1964 and 1965 to approximately 1.9 million vehicle crossings in 1966.

Survey results show the average persons per car per trip increased slightly to 1.9 persons in 1966 compared to 1.8 persons in the two previous years. While the total number of persons in the repeat crossings under standing (L) permits remained the same during 1964 and 1965, i.e., 3.6 million, a decrease of 200,000 persons in 1966 reduced the total to 3.4 million.

As in previous years, the majority of standing (L) permits in 1966 were issued to United States commuters at ports in New Brunswick and Ontario. About 87 per cent of the permits issued were at ports in these two provinces.

Data on the purpose of trip of commuters travelling to Canada in 1964 to 1966 were compiled and the results varied greatly over the three year span. In 1964, the majority of the respondents commuted to a cottage or other residence. However, in 1965 the percentage diminished from 36.9 per cent to 25 per cent, with a further decrease in 1966 to 17 per cent. The opposite trend occurred in the number reporting visits to friends or relatives. This purpose of trip rose from third position in 1964 to the highest percentage in 1965, 29.1 per cent and to 33.9 per cent in 1966. Recreation diminished gradually from 22.5 per cent in 1964 to

20.3 per cent in 1966. Over the three year period, the number of United States commuters visiting Canada to shop increased from 11.1 per cent in 1964 to 20.1 per cent in 1966, an advance of 9 per cent. Employment, however, seemed unaffected by the variations in the other purposes of visit and remained fairly constant at about 3 per cent over the three year period. Since ports in New Brunswick and Ontario issue the majority of standing (L) permits, a comparison was made on purpose of trip between the two provinces. In 1966, some 44.7 per cent of the total number of commuters entering New Brunswick ports came to visit friends or relatives, 25.5 per cent entered to shop, while 23 per cent crossed the border for recreational purposes. On the other hand, 52.6 per cent of these travellers entering through ports in Ontario went to their cottage or other residence, while only 11 per cent reported visits to friends or relatives, and 17.1 per cent indicated recreational trips.

Information was also collected on the length of time spent in Canada on trips by commuters. The length of time referred to is the average length of stay in Canada on each trip made by a United States resident holding a standing (L) permit. The proportion of commuters remaining in Canada less than 11 hours has increased since 1964, and in 1966 some 36.5 per cent of the respondents reported a length of stay of less than 3 hours while 33 per cent stayed between 4 and 11 hours. Accordingly, repeat trips of from 12 to 24 hours in duration decreased over the three year period to 17.8 per cent in 1966. Similarly, the percentage of commuter traffic remaining 25 or more hours in Canada recorded a decrease of 5.8 per cent compared with 1965, showing a percentage of 12.7 in 1966. On a provincial basis, survey data showed that 55.3 per cent of the trips made by commuters to New Brunswick averaged less than 3 hours compared to 11.3 per cent of the entries into Ontario. Comparatively, 38.6 per cent of the commuters entering Ontario remained 4 to 11 hours while 28 per cent of those who visited New Brunswick were in this category. The majority of standing (L) permit holders entering Ontario (50.1 per cent) were recorded as remaining over 12 hours compared to 16.7 per cent of the entries into New Brunswick.

Interesting differences arose when purpose of trip and the length of stay were compared for 1966. Of the United States commuter traffic entering Canada to shop, 56.3 per cent stayed less than 3

hours, whereas only 7.8 per cent were recorded as 25 hours or more. Conversely, 58.5 per cent of persons travelling to a cottage or other residence remained an average of over 24 hours compared to 1.4 per cent in the category less than 3 hours. As would be expected, 62.2 per cent of those indicating

employment in Canada stayed between 4 and 11 hours. The highest percentages of commuter traffic both for visiting friends or relatives and for recreation were found in the category 3 hours or less where 46.6 per cent and 38.5 per cent, respectively, were reported.

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

Information on some preferred travel routes within Canada can be obtained from the tabulations of the ports of entry and exit stamped on surrendered travellers' vehicle permits. The data presented in Statement 5 give the province of entry and the percentage distribution of the province of exit of United States automobiles remaining two or more nights in Canada. Further detail is illustrated in Table 3 which outlines particular travel routes of non-resident vehicles remaining in Canada one or more nights. In this survey, indication of inter-provincial travel must be considered as minimal since there was no way of determining how many automobiles entering and leaving Canada through the same province travelled to other provinces during their visit.

Generally, non-resident automobiles remaining one night in Canada were recorded as entering and leaving in the same province. Due to the short duration of their visit very little interprovincial travel would be involved. Except for entries into Alberta, over 90 per cent of all United States automobiles entered and left by ports in the same province. Of the total automobile entries remaining one night in Alberta, 33 per cent were reported leaving through ports in other provinces.

In Statement 5, the provincial percentage distribution of automobiles remaining two or more nights in Canada varies for vehicles entering and leaving via ports in the same province. Some 94 per cent of the automobiles entering through Ontario ports left through the same province while only 30 per cent were reported entering and leaving in Alberta. Following the pattern in 1965, the percentage entering and leaving in the Atlantic Provinces was 90 per cent, with 5 per cent of the entries leaving by way of Quebec and the same percentage

via Ontario. Of the total automobile entries into Quebec, 82 per cent returned to the United States through ports in Quebec and 14 per cent through ports in Ontario. In the opposite direction, only 4 per cent of the vehicles entering Ontario left via Quebec. Of the automobiles entering Manitoba and Saskatchewan, 70 and 57 per cent, respectively, left by the same provinces after remaining in Canada two or more nights. Furthermore, of the entries into Saskatchewan, a higher proportion left through British Columbia and the Yukon Territory than through neighbouring provinces. For example, 14 per cent left through ports in British Columbia and 10 per cent in the Yukon Territory, whereas 9 per cent left through Alberta and 5 per cent by Manitoba. Except for 13 per cent of the exits via ports in Ontario, a higher percentage of the entries in Manitoba left through British Columbia ports (8 per cent) than through ports in Saskatchewan (3 per cent) and Alberta (4 per cent). The province of Alberta and the Yukon Territory showed the greatest dispersion of entries to other provinces. Only 30 per cent of the entries in Alberta returned to the United States through ports in that province while 42 per cent were recorded leaving from British Columbia, 12 per cent from the Yukon Territory, 7 per cent from Ontario and 5 per cent from neighbouring Saskatchewan. The Yukon Territory, with many in transit travellers from Alaska, had 42 per cent of their automobile entries leaving via British Columbia and 24 per cent by Alberta while only 13 per cent returned through ports in the Yukon. The number of vehicles entering and leaving through ports in British Columbia amounted to 87 per cent. The proportion of automobiles entering British Columbia and leaving Canada through neighbouring provinces was very low. For instance, 6 per cent left through ports in Alberta and 3 per cent returned via the Yukon Territory.

**STATEMENT 5. Provincial Percentage Distribution by Province of Exit for Non-resident Automobiles Travelling in Canada on Customs Permits,<sup>1</sup> Two or More Nights, 1966**

Province of entry	Province of exit							
	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Yukon Territory
	per cent							
Atlantic Provinces.....	90.06	4.89	4.87	0.02	0.01	0.02	0.12	0.01
Quebec .....	3.76	82.31	13.51	0.04	0.02	0.05	0.27	0.04
Ontario .....	0.81	3.97	93.92	0.48	0.08	0.21	0.44	0.09
Manitoba .....	0.10	0.29	13.13	69.56	3.03	3.89	7.84	2.16
Saskatchewan .....	0.10	0.22	3.84	5.43	57.33	9.47	13.62	9.99
Alberta .....	0.16	0.38	6.78	4.42	4.74	29.51	41.79	12.22
British Columbia .....	0.08	0.19	1.67	1.07	1.04	6.13	86.72	3.10
Yukon Territory .....	0.08	0.43	5.14	5.25	9.51	24.22	41.80	13.57

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

Of the total non-resident automobiles from the United States staying one or more nights in Canada (shown in Table 3) 86 per cent or 3,484,440 entered through ports in Ontario, Quebec, and the Maritime Provinces. Furthermore, of the entries, 99 per cent left Canada within these provinces. The greatest exchange of automobile traffic was between Ontario and Quebec. Of the entries in Ontario, 53,478 or 18 per cent returned to the United States by way of Quebec. The opposite flow showed 37,629 or 10 per cent of the entries into Quebec leaving by the province of Ontario.

Table 3 also illustrates some travel routes within Ontario. The most popular route within Ontario is that between Fort Erie and Niagara Falls on the east and the St. Clair and Detroit River ports on the west. In 1966, some 114,240 automobiles entered at Fort Erie and Niagara Falls and returned to the United States through the St. Clair and Detroit River ports. Conversely, 131,563 non-resident automobiles entered Canada via the St. Clair and Detroit River ports and left through ports in the Fort Erie and Niagara Falls area.

A review of the average nights stay per car for automobiles staying two or more nights in

Canada shows interesting comparisons based on province of entry and exit as illustrated in Table 3. The length of stay of automobiles entering and leaving in the same province varies somewhat by province. For example, cars entering through ports in Ontario, Quebec, and British Columbia and leaving in the same provinces stayed between five and six nights. Vehicles entering and leaving in Saskatchewan remained on an average nine nights while those reporting entry and exit in Alberta and the Atlantic Provinces stayed approximately eight nights. In most cases, the average nights stay was affected by the distance between the province of entry and that of exit. The average stay calculated for automobiles entering in Ontario and returning to the United States via British Columbia was about 11 nights. Between Ontario and Quebec the average was five nights. On the other hand, the average nights stay for vehicles entering and leaving through Alberta ports was a little longer than the average for automobiles entering in Alberta and leaving in Ontario. In Ontario, automobiles travelling the route between St. Clair and Detroit River ports and the Fort Erie and Niagara Falls area spent an average of four to five nights in Canada.

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

The distribution of travel receipts from United States residents visiting Canada is presented in Statement 6 by province of entry for the years 1962-66. Since there is no way of determining what part of the expenditures were allotted to provinces other than the one entered, the data illustrated should not be considered as the total amount spent within the province concerned. There may be variations in the distribution shown if the movement of United States travellers from one province to another could be taken into account.

In general, the provinces have retained their order of importance over the period presented. Visitors entering via Ontario accounted for over half of the United States expenditures during the five year interval and in 1966 accounted for 56 per

cent of the total receipts compared to 57 per cent in 1965. The percentage of estimated expenditures allocated to Quebec entries was 15.5 per cent, some 0.6 per cent lower than the previous year. United States travellers entering in British Columbia spent 13.1 per cent of the total receipts, exactly one per cent more than in 1965. Entries in the Atlantic Provinces represented 8.1 per cent of the receipts, an increase of 0.5 per cent, while Manitoba entries at 2.9 per cent showed a decrease of 0.2 per cent. For entries in the province of Alberta and the Yukon Territory, the percentages of 2.2 and 1.3 per cent, respectively, are their highest proportions of the total in the five year period. Saskatchewan entries accounted for the same proportion of total receipts as in the preceding year, 0.9 per cent.

#### STATEMENT 6. Percentage Distribution of United States Travel Expenditures in Canada, by Province of Entry, 1962-66

Province of entry	Percentage of total				
	1962	1963	1964	1965	1966 <sup>1</sup>
Atlantic Provinces <sup>2</sup> .....	8.0	8.5	7.6	7.6	8.1
Quebec .....	16.5	17.5	15.4	16.1	15.5
Ontario .....	53.5	55.2	56.5	57.0	56.0
Manitoba .....	2.9	3.0	3.0	3.1	2.9
Saskatchewan .....	1.0	1.0	1.0	0.9	0.9
Alberta .....	2.1	1.9	2.0	2.0	2.2
British Columbia .....	14.9	11.7	13.3	12.1	13.1
Yukon Territory .....	1.1	1.2	1.2	1.2	1.3
<b>Canada .....</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

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

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

**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 7 for the period 1962-66 and by quarters for 1966 in Statement 8.

In 1966, the destinations for 85 per cent of the United States visitors to Canada by plane, bus, and rail were in the provinces of Quebec, Ontario, and British Columbia. This proportion dropped one per cent compared to the previous year. An estimated 45 per cent or 695,000 United States plane, bus, and rail travellers visited Ontario, 27 per cent or 420,000 persons went to Quebec, and 13 per cent or 192,000 travelled in British Columbia. Included

in the British Columbia figure are those travelling to the Yukon Territory. The numbers entering these three provinces represent an increase of 88,000 or 14.5 per cent for Ontario, an advance of 24,000 or 6.1 per cent for Quebec, but a decrease of 3,000 or 1.5 per cent for British Columbia. With a gain of 23,000 in the number of United States visitors to the Atlantic Provinces, the proportion of the total entries rose to 4 per cent or 64,000 persons in 1966. Alberta was the province of destination for 7 per cent or 107,000 United States plane, bus, and rail visitors, while Manitoba received 3 per cent or 40,000 and Saskatchewan one per cent or 15,000. These figures show an increase of 14,000 United States visitors to Alberta, an advance of 1,000 persons visiting Saskatchewan, but a decrease of 8,000 visitors travelling in Manitoba when compared to 1965.

**STATEMENT 7. Province of Destination<sup>1</sup> of United States Travellers<sup>2</sup> Entering Canada by Plane, Bus, and Rail, 1962-66**

Province of destination	1962 <sup>3</sup>	1963 <sup>3</sup>	1964	1965	1966
Atlantic Provinces .....	41,000	48,000	45,000	41,000	64,000
Quebec .....	314,000	295,000	339,000	396,000	420,000
Ontario .....	482,000	551,000	582,000	607,000	695,000
Manitoba .....	44,000	53,000	53,000	48,000	40,000
Saskatchewan .....	14,000	14,000	17,000	14,000	15,000
Alberta .....	57,000	58,000	58,000	93,000	107,000
British Columbia <sup>4</sup> .....	173,000	141,000	178,000	195,000	192,000
<b>Canada .....</b>	<b>1,125,000</b>	<b>1,160,000</b>	<b>1,272,000</b>	<b>1,394,000</b>	<b>1,533,000</b>

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

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

<sup>3</sup> Revised.

<sup>4</sup> Includes destinations in the Yukon and Northwest Territories.

**STATEMENT 8. Province of Destination<sup>1</sup> of United States Travellers<sup>2</sup> Entering Canada by Plane, Bus, and Rail, compiled Quarterly, 1966**

Province of destination	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Atlantic Provinces .....	6,000	14,000	36,000	8,000	64,000
Quebec .....	62,000	100,000	179,000	79,000	420,000
Ontario .....	115,000	187,000	248,000	145,000	695,000
Manitoba .....	8,000	9,000	19,000	4,000	40,000
Saskatchewan .....	2,000	4,000	6,000	3,000	15,000
Alberta .....	13,000	25,000	53,000	16,000	107,000
British Columbia <sup>3</sup> .....	21,000	53,000	92,000	26,000	192,000
<b>Canada .....</b>	<b>227,000</b>	<b>392,000</b>	<b>633,000</b>	<b>281,000</b>	<b>1,533,000</b>

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

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

<sup>3</sup> Includes destinations in the Yukon and Northwest Territories.

## United States Travel in Canada by Length of Stay

Expenditure data in this report are derived by the application of several thousand average expenditure rates (determined by surveys) to travel volume data weighted by such characteristics as the type of transportation, province of entry, length of stay, state of origin, etc. The average expenditure rates quoted in this report are in turn derived from the resulting estimates, e.g., a division of overall expenditure by the number of persons involved.

Length of stay is an important factor in determining total expenditures. For this purpose, United States traffic to Canada is divided into short-term and long-term. Short-term represents traffic entering and leaving on the same day while long-term is traffic which remains one or more nights in Canada. This division is made to apply the low expenditure averages of the short-term traffic to the appropriate universe stratified on a geographical basis according to transportation, purpose, etc. For example, in 1966 same day traffic constituted 64 per cent or

22,507,300 of the total non-resident entries, while the receipts from this group amounted to \$78.6 million or 11 per cent of the total. The number of short-term visitors advanced 2.3 per cent over the figure of 21,999,200 in the preceding year, and their expenditures increased by 8.2 per cent over the total of \$72.7 million recorded in 1965. On the other hand, United States residents remaining one or more nights in Canada totalled 12,817,700 or 36 per cent of the total volume, and accounted for \$651.3 million or 89 per cent of the total receipts in 1966. Long-term traffic showed greater increases in volume and expenditures than the short-term traffic. Some 7.8 per cent or 929,600 more United States visitors stayed in Canada one or more nights and some 10.9 per cent or \$64.2 million more was spent by these travellers in comparison to 1965. After the detailed calculations are accumulated and brought to an overall total expenditure estimate according to the number of persons involved, the average outlay for long-term visitors amounted to \$50.80 and for short-term \$3.50.

## STATEMENT 9. Expenditures of United States Travellers in Canada, by Length of Stay, 1966

Mode of travel	Number of persons	Per cent of grand total	Estimated expenditures <sup>1</sup>	Per cent of grand total
			\$	
Short-term traffic (entering and leaving same day)				
Automobile:				
Entering and leaving same day .....	12,434,200	35.20	41,710,000	5.71
Repeat trips on standing (L) permits .....	3,395,100	9.61	—	—
<b>Totals, automobile</b> .....	<b>15,829,300</b>	<b>44.81</b>	<b>41,710,000</b>	<b>5.71</b>
Non-automobile:				
Plane .....	34,600	0.10	1,249,000	0.17
Bus .....	43,300	0.12	741,000	0.10
Rail .....	9,400	0.03	279,000	0.04
Boat .....	218,400	0.62	1,527,000	0.21
Plane in transit .....	3,600	0.01	11,000	0.00
Bus in transit .....	76,700	0.22	230,000	0.03
Rail in transit .....	138,600	0.39	—	—
Other travellers (pedestrians, local bus, etc.) .....	6,153,400	17.42	32,908,000	4.51
<b>Totals, non-automobile</b> .....	<b>6,678,000</b>	<b>18.91</b>	<b>36,945,000</b>	<b>5.06</b>
<b>Totals (short-term)</b> .....	<b>22,507,300</b>	<b>63.72</b>	<b>78,655,000</b>	<b>10.77</b>
Long-term traffic (one or more nights in Canada)				
Automobile:				
One or more nights in Canada .....	10,964,900	31.04	413,198,000	56.61
Standing (L) permits .....	49,800	0.14	8,543,000	1.17
Extensions .....	24,100	0.07	10,278,000	1.41
<b>Totals, automobile</b> .....	<b>11,038,800</b>	<b>31.25</b>	<b>432,019,000</b>	<b>59.19</b>
Non-automobile:				
Plane .....	671,600	1.90	103,686,000	14.21
Bus .....	577,900	1.63	76,084,000	10.42
Rail .....	196,200	0.56	30,017,000	4.11
Boat .....	333,200	0.94	9,471,000	1.30
<b>Totals, non-automobile</b> .....	<b>1,778,900</b>	<b>5.03</b>	<b>219,258,000</b>	<b>30.04</b>
<b>Totals (long-term)</b> .....	<b>12,817,700</b>	<b>36.28</b>	<b>651,277,000</b>	<b>89.23</b>
<b>Grand totals</b> .....	<b>35,325,000</b>	<b>100.00</b>	<b>729,932,000</b>	<b>100.00</b>

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

According to Statement 9, non-resident motorists entering and leaving Canada on the same day totalled 15.8 million persons in 1966, almost unchanged from the previous year. Estimated expenditures by United States short-term automobile travellers amounted to \$41.7 million, an increase of 4.5 per cent over 1965. Although the short-term volume includes 3.4 million repeat trips of persons entering Canada on standing (L) vehicle permits, expenditures of these daily commuters are included in the estimated expenditures of long-term traffic. United States motorists remaining one or more nights in Canada numbered 11 million in 1966, about 31 per cent of the total visits or approximately the same proportion as in 1965.

Estimated receipts from long-term automobile visitors accounted for \$432 million or 59 per cent of the grand total compared to 61 per cent in 1965. Included in the long-term traffic were 49,800 persons entering Canada on standing (L) permits and 24,100 persons issued extensions to the vehicle permits. The latter groups spent an estimated \$18.8 million, a greater expenditure in proportion than the receipts from the regular traffic in the one or more nights category. Persons entering Canada in automobiles

issued an extension to their original permit and persons in vehicles with standing (L) permits report expenditures at the termination of the time assigned the permit. For this reason, higher average expenditures are realized for the two classifications. In 1966, the average outlay for persons on extensions was \$426 and for persons on standing (L) permits, \$172. Excluding these special issues, the average expenditure per motorist remaining one or more nights was \$38 during the year.

In 1966, short-term non-automobile visitors from the United States numbered 6.7 million or 19 per cent of all visits. This group spent \$36.9 million in Canada or 5 per cent of the total receipts. In sharp contrast, long-term visitors by non-automobile means of transportation totalled 1.8 million persons or 5 per cent of the total volume, while receipts from these travellers amounted to \$219.3 million or 30 per cent of the total expenditures. A visit to Canada which lasted one or more nights cost the United States plane traveller an average of \$154. This can be compared to an average expenditure of \$153 per rail traveller, \$132 per bus entry, and \$28 per boat visitor.

**STATEMENT 10. Non-resident Persons Entering Canada from the United States, classified according to Length of Stay, by Selected Types of Transportation, 1966**

Days stay in Canada	Number of persons			
	Automobile <sup>1</sup>	Plane <sup>2</sup>	Bus <sup>2</sup>	Rail <sup>2</sup>
1 <sup>3</sup> .....	12,434,214	34,628	43,299	9,424
2 .....	5,488,420	136,880	86,728	19,503
3 - 7 .....	4,034,454	398,249	278,512	105,351
8 - 14 .....	1,026,463	81,153	153,510	46,347
15 - 21 .....	194,815	26,609	28,300	14,591
22 and over .....	128,254	28,738	30,852	10,375
<b>Totals</b> .....	<b>23,306,620</b>	<b>706,257</b>	<b>621,201</b>	<b>205,591</b>

<sup>1</sup> Excluding standing (L) permits, extensions and 92,509 entries not classified by length of stay.

<sup>2</sup> Excluding in transit.

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

**STATEMENT 11. Non-resident Persons Entering Canada from the United States, Percentage of Volume, classified according to Length of Stay, by Selected Types of Transportation, 1966**

Days stay in Canada	Percentage of volume			
	Automobile <sup>1</sup>	Plane <sup>2</sup>	Bus <sup>2</sup>	Rail <sup>2</sup>
1 <sup>3</sup> .....	53.4	4.9	7.0	4.6
2 .....	23.5	19.4	13.9	9.5
3 - 7 .....	17.3	56.3	44.8	51.2
8 - 14 .....	4.4	11.5	24.7	22.5
15 - 21 .....	0.8	3.8	4.6	7.1
22 and over .....	0.6	4.1	5.0	5.1
<b>Totals</b> .....	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

<sup>1</sup> Excluding standing (L) permits, extensions and 92,509 entries not classified by length of stay.

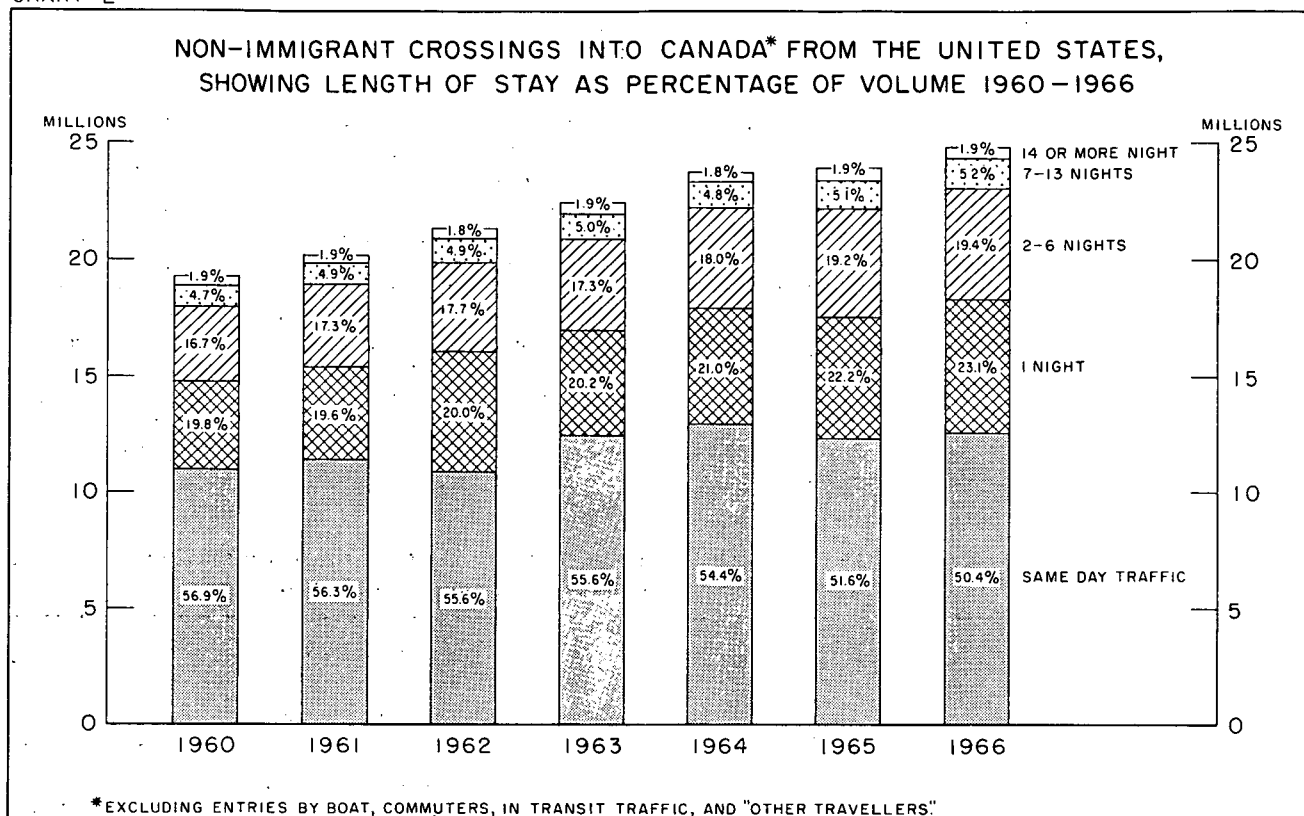
<sup>2</sup> Excluding in transit.

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

A more detailed study of United States residents in Canada by length of stay is made in Table 7 for motorists and in Table 12 for non-automobile visitors. The data in these tables are summarized in Statements 10 and 11, and in Chart 2. The information

presented excludes entries by boat, commuters, in transit traffic, and "other" travellers. However, these illustrations represent 70.3 per cent of the total number of United States residents visiting Canada in 1966.

CHART-2



In 1966, a little over half of the non-resident travellers from the United States entered and left Canada on the same day. This represents a decrease in the proportion of same day traffic to 50.4 per cent from 51.6 per cent in 1965. As Chart 2 indicates, 23.1 per cent of the non-immigrant crossings were for a duration of one night, 19.4 per cent from 2 to 6 nights, 5.2 per cent from 7 to 13 nights, and 1.9 per cent stayed over 14 nights. These proportions varied according to the mode of transportation used to enter Canada. Due to the large volume, the distribution of persons entering by automobile influenced greatly the overall length of stay in Canada. In Statement 11, 53.4 per cent of the United States motorists entered and left on the same day while 23.5 per cent remained one night (2 days), 17.3 per cent from 2 to 6 nights, 4.4 per cent from 7 to 13 nights, and 1.4 per cent stayed 14 nights or more. On the other hand, the percentage of United States residents entering Canada by plane, bus, and rail was lower in the same day group but the highest in the class 3 to 7 days (2-6 nights). The proportion of plane, bus, and rail traffic appearing in the same day category was 4.9,

7.0, and 4.6 per cent, respectively. The majority of plane travellers, 56.3 per cent, stayed 2 to 6 nights in Canada. Similarly, 51.2 per cent of the rail visitors and 44.8 per cent of the bus entries from the United States remained for the same interval. Furthermore, 19.4 per cent of plane visitors spent 2 days (one night) in Canada, while 24.7 per cent of the rail and 22.5 per cent of the bus entries stayed 7 to 13 nights or (8 to 14 days). Summarizing the last four categories in Statement 11, the percentage of non-immigrant visitors from the United States remaining in Canada 3 days and over (2 nights or more) was 26.5 per cent in 1966. However, within this interval the proportions according to the mode of travel varied from 23.1 per cent of the motorists to 75.7 per cent of the plane arrivals, 79.1 per cent of the bus travellers, and 85.9 per cent of the rail entries into Canada.

Since automobile traffic from the United States represents the majority of non-immigrant crossings into Canada, a more detailed analysis on length of stay is presented in Statements 12, 13, and 14



according to province of exit. The duration of the trip varies widely from province to province. For instance, 63.5 per cent of the non-resident automobiles entering Canada through ports in the Atlantic Provinces returned to the United States on the same day, whereas 60.8 per cent of the vehicles which departed via Alberta had stayed three or more days in Canada. Ontario, with the largest volume of

automobile traffic, shows 3.7 million vehicles or 55.5 per cent returning to the United States on the same day, while 26.6 per cent stayed for two days, and 17.9 per cent for three or more days. In Quebec, a lower percentage of automobiles were in the same day group (48.7 per cent) while 17.4 per cent remained two days and 33.9 per cent for three or more days.

**STATEMENT 12. Summary of Percentage Distribution of Non-resident Automobiles Travelling on Customs Permits,<sup>1</sup> classified by Length of Stay, by Province of Exit, 1966**

Days stay in Canada	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia and Yukon Territory	Canada
1 <sup>2</sup> .....	63.5	48.7	55.5	46.5	50.0	27.6	38.2	53.6
2 .....	11.3	17.4	26.6	13.9	10.4	11.6	19.2	23.9
3 - 7 .....	13.9	27.0	13.6	26.3	24.4	39.1	31.4	16.7
8-14 .....	7.3	4.5	3.1	8.4	9.5	14.7	7.4	4.0
15-21 .....	1.8	0.8	0.6	2.0	2.4	3.1	1.6	0.8
22 and over .....	1.5	0.8	0.4	1.8	2.5	2.5	1.2	0.6
Not classified <sup>3</sup> .....	0.7	0.8	0.2	1.1	0.8	1.4	1.0	0.4
<b>Totals .....</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

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

<sup>2</sup> Automobiles entering and leaving on the same day.

<sup>3</sup> Not classified by length of stay.

**STATEMENT 13. Summary of Non-resident Automobiles,<sup>1</sup> by Province of Exit, classified by Length of Stay in Canada, 1966**

Province of exit	Total vehicles	Length of stay			Percentage distribution		
		One day	Two days	Three days and over <sup>2</sup>	One day	Two days	Three days and over <sup>2</sup>
		number					
Atlantic Provinces .....	529,019	335,736	59,737	133,546	63.5	11.3	25.2
Quebec .....	739,661	360,386	128,710	250,565	48.7	17.4	33.9
Ontario .....	6,600,321	3,662,059	1,753,685	1,184,577	55.5	26.6	17.9
Manitoba .....	116,347	54,063	16,181	46,103	46.5	13.9	39.6
Saskatchewan .....	58,445	29,229	6,076	23,140	50.0	10.4	39.6
Alberta .....	69,052	19,090	7,982	41,980	27.6	11.6	60.8
British Columbia .....	673,930	266,422	128,383	279,125	39.5	19.1	41.4
Yukon Territory .....	31,435	3,194	7,204	21,037	10.2	22.9	66.9
<b>Canada .....</b>	<b>8,818,210</b>	<b>4,730,179</b>	<b>2,107,958</b>	<b>1,980,073</b>	<b>53.6</b>	<b>23.9</b>	<b>22.5</b>

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

<sup>2</sup> Includes a small number of vehicles not classified by length of stay.

A breakdown of the three days and over category shown in Statement 12 reveals that the highest percentages of non-resident automobiles remained from 3 to 7 days in Canada during 1966. For example, 39.1 per cent of the vehicles leaving through ports in Alberta were in this group, 31.4 per cent of the departures in British Columbia and the Yukon Territory, and 27 per cent of those leaving in Quebec. Therefore, excluding the same

day traffic, the average stay of United States automobiles varied between 3 and 8 days from province to province. In Ontario, the large percentage of vehicles (26.6 per cent) in the two day class lowered the average stay to 3.7 days. In Saskatchewan, 39.6 per cent of the non-resident automobiles remained three days or more and the average length of stay was the highest, 8.1 days per vehicle.

**STATEMENT 14. Average Length of Stay Recorded for Non-resident Automobiles Travelling  
on Customs Permits<sup>1</sup> which departed from Canada in 1966,  
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 .....	5.52	5.00	8.21	7.25	7.33
Quebec .....	4.94	4.35	4.94	4.72	4.79
Ontario .....	2.84	3.26	4.20	3.42	3.72
Manitoba .....	6.12	5.47	6.78	7.90	6.60
Saskatchewan .....	8.02	6.62	8.05	10.31	8.08
Alberta .....	8.32	6.59	7.51	9.05	7.47
British Columbia .....	4.32	4.47	6.00	5.11	5.37
Yukon Territory .....	5.74	5.55	5.87	5.95	5.77
<b>Canada .....</b>	<b>3.38</b>	<b>3.64</b>	<b>4.81</b>	<b>4.03</b>	<b>4.29</b>

<sup>1</sup> 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.

**Summary of Travel Between the United States and Foreign Countries**

"United States residents travelled abroad in record numbers in 1966 and spent over \$4 billion", according to data released by the United States Department of Commerce in the publication "Survey of Current Business, June 1967". An estimated \$2,657 million was spent in foreign countries while \$755 million was paid to foreign transoceanic carriers and \$635 million to United States carriers. The aggregate expenditures by United States travellers, therefore, came to \$4,047 million in 1966, some \$279 million more than the 1965 total. Expenditure figures quoted in this section are in terms of United States currency.

Of the total expenditures within foreign countries (\$2,657 million), Canada and Mexico received about \$1,253 million while overseas countries

received \$1,404 million. The latter expenditures by United States travellers overseas includes \$920 million in travel payments to Europe and the Mediterranean area, of which the United Kingdom attracted the largest amount, \$167 million.

On the other hand, receipts from foreign visitors to the United States rose to \$1,768 million in 1966 from the total of \$1,545 million recorded in 1965. This record outlay by foreign visitors includes \$195 million paid to United States transoceanic carriers. Visitors from Canada and Mexico accounted for the majority of expenditures within the United States, with 65 per cent or \$1,022 million, while overseas visitors made up \$551 million of the \$1.6 billion (excluding transportation costs) in United States receipts.

**STATEMENT 15. Expenditures for Foreign Travel by Residents of the United States, 1962 - 66  
In Terms of United States Currency**

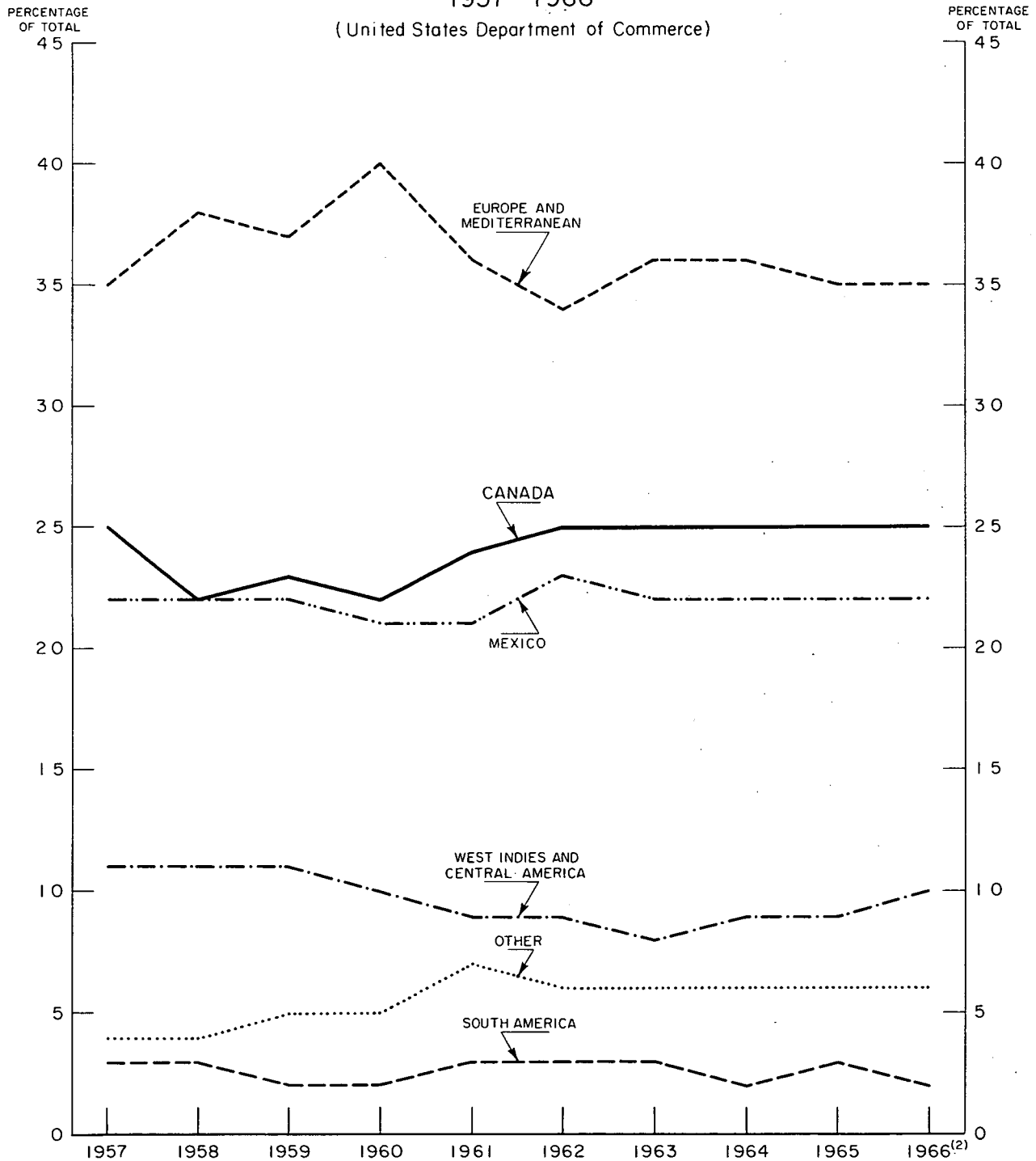
	1962 <sup>r</sup>	1963 <sup>r</sup>	1964 <sup>r</sup>	1965 <sup>r</sup>	1966
	millions of dollars				
<b>Transportation .....</b>	<b>990</b>	<b>1,105</b>	<b>1,165</b>	<b>1,330</b>	<b>1,390</b>
Foreign - Flag carriers .....	575	615	645	720	755
United States - Flag carriers .....	415	490	520	610	635
<b>Expenditures abroad .....</b>	<b>1,939</b>	<b>2,114</b>	<b>2,211</b>	<b>2,438</b>	<b>2,657</b>
Canada .....	479	522	550	600	678
Mexico .....	449	472	490	540	575
Europe and Mediterranean .....	652	755	800	864	920
West Indies and Central America .....	178	180	190	220	259
South America .....	55	56	57	68	65
Other overseas areas .....	126	129	124	146	160
<b>Grand totals .....</b>	<b>2,929</b>	<b>3,219</b>	<b>3,376</b>	<b>3,768</b>	<b>4,047</b>

Source: Survey of Current Business, United States Department of Commerce, Office of Business Economics, June 1967.

CHART-3

DISTRIBUTION OF TRAVEL EXPENDITURES<sup>(1)</sup>  
IN FOREIGN COUNTRIES  
BY RESIDENTS OF THE UNITED STATES  
1957-1966

(United States Department of Commerce)



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

<sup>(2)</sup> DATA FOR 1966 ARE SUBJECT TO REVISION.

With travel expenditures abroad doubling the receipts from overseas visitors, the United States balance of payments on travel account remained in a deficit position in 1966 at \$1.6 billion, almost the same debit figure as in 1965.

The number of United States residents travelling to overseas countries increased by 13 per cent to a total of 2,975,000 persons in 1966. Over the past few years sea travel has decreased in popularity and in 1966 the proportion of United States residents travelling by boat decreased 2 per cent to 7 per cent of the total. The remaining volume of traffic went overseas by air, 2,755,000 in 1966. The increase of over 15 per cent in the number of air travellers may be attributed to the fact that more Americans took advantage of excursion fares which helped in reducing the average expenditure for air travel to Europe by 6 per cent to \$460 in 1966. Conversely, during the year fewer travellers visited Europe by sea, and the outlay per person for transportation was higher as sea fares increased 8 per cent to about \$715.

Out of the 3 million United States visitors to overseas countries, 1.6 million travelled to Europe and the Mediterranean area, 1.1 million visited the West Indies and Central America, and less than one million went to other overseas areas. A further review of United States travel to European and Mediterranean countries shows that total expenditures did not increase proportionately with the volume of travellers. The shorter duration of visits

to Europe and the decrease in the average outlay per person from \$611 in 1965 to \$583 counteracted any larger advance in total expenditures. The average length of stay in Europe and the Mediterranean area decreased by 2 days to 37 days in 1966 while the daily expenditure rose slightly to \$15.75. Sea travellers remained 70 days in Europe, the same average as the previous year, and they spent \$11.63 a day, about \$1.00 less than 1965. Air travellers averaged 33 days in Europe, one day less than in 1965 but spent approximately the same, \$16.78 a day.

In 1966, foreign visitors to the United States from overseas countries (excluding Canada and Mexico) totalled 1,360,000, some 13 per cent more than the previous year. Expenditures by these travellers amounted to \$550 million, which was spent within the United States, and \$195 million paid to United States transoceanic carriers. Arrivals from Europe and the Mediterranean area increased 13 per cent to a total of 658,000 while expenditures advanced only 5 per cent to \$215 million in 1966, indicating lower average outlays per visitor in the United States. Following a pattern similar to previous years, 68 per cent of European travellers reported pleasure as their main purpose of trip and 18 per cent specified business trips. Finally, about 517,000 persons visited the United States from South and Central America and the West Indies and these persons spent \$226 million in 1966. This represents an increase of 13 per cent in expenditures and 15 per cent in the volume of traffic.

### Canadian Travel in the United States

Although the number of Canadians returning from the United States has been showing an increase each year, the rate of growth declined slightly in 1966. About 34.7 million Canadians visited the United States during the year, an increase of 3.7 per cent or 1,247,000 persons. The percentage increase in volume between 1964 and 1965 had been 3.9 per cent. On the other hand, the

rate of increase in expenditures rose in 1966. Canadians travelling in the United States spent \$616.2 million, an advance of 14.7 per cent or \$78.8 million over the previous year. The percentage increase in expenditures between 1964 and 1965 was 12.9 per cent. The difference in the rate of growth between volume and expenditures may be attributable to an increase in the average outlay

**STATEMENT 16. Number and Expenditures of Canadian Travellers in the United States,<sup>1</sup> 1963-66**

Type of transportation	Number of persons				Expenditures			
	1963	1964	1965	1966 <sup>2</sup>	1963	1964	1965	1966 <sup>2</sup>
	thousands				millions of dollars			
Automobile .....	23,046	24,652	26,581	28,258	195.0	254.1	304.9	360.2
Non-automobile:								
Plane .....	491	544	637	705	99.2	115.4	131.2	150.8
Bus .....	400	449	489	552	40.8	50.0	53.6	60.2
Rail .....	240	256	216	176	29.9	33.2	29.3	28.4
Boat .....	115	116	110	138	2.4	3.8	2.5	3.4
Other .....	5,098	6,147	5,400	4,851	16.3	19.6	15.9	13.2
Totals, non-automobile .....	6,344	7,512	6,852	6,422	188.6	222.0	232.5	256.0
Grand totals .....	29,390	32,164	33,433	34,680	383.6	476.1	537.4	616.2

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

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

per Canadian. The latter, no doubt, is affected by the length of stay of Canadian residents in the United States. Short-term travellers, those leaving and returning on the same day, outnumbered long-term travellers by about 4 to 1 in 1966. However, long-term travellers, those remaining one or more nights in the United States, spent almost ten times as much as short-term travellers. The annual trend

of increases in volume and expenditures was not uniform by type of transportation. Rail traffic and the category "other travellers" show decreases in both volume and expenditures in 1966. The main reason Canadians travelled to the United States was for a holiday or recreation while visiting friends or relatives was the second most specified purpose of trip recorded.

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

Passenger car registrations in Canada numbered 5,499,527 in 1966, an increase of 4.2 per cent or 220,154 registrations compared to the figure of 5,279,373 in 1965. Furthermore, the ratio of persons to car continues to decrease and in 1966 amounted to one car for every 3.6 persons resident in Canada. The comparable figure for 1965 was one car for every 3.7 persons. The total number of Canadian automobiles returning from the United States came to 10,395,041 in 1966, some 625,701 more cars than in 1965. With a rise of 4.2 per cent in passenger car registrations in 1966, it is not surprising that the number of Canadian automobiles travelling in the United States increased by 6.4 per cent. From these figures, it could be assumed that each car registered made an average of 1.9 visits to the United States during 1966.

Canadian residents returning from visits to the United States by **automobile** totalled 28,258,000, about 1,677,000 or 6.3 per cent more than in 1965. Automobile travellers accounted for 81.5 per cent of all re-entries from the United States in 1966. Canadian motorists spent \$360.2 million, an increase of \$55.3 million or 18.1 per cent in payments to the United States. Expenditures by automobile travellers amounted to 58.5 per cent of the total spending in the United States. All quarters reg-

istered increases in both volume and expenditures. The third quarter recorded the highest percentages of the annual totals in each case; 37.6 per cent of the volume and 42.1 per cent of the expenditures. The largest increase in the number of Canadians returning from the United States by car was during the second quarter, 646,000 or 10 per cent. On the other hand, the largest gain in automobile expenditures occurred in the third quarter, \$29.4 million or 24.1 per cent.

In 1966, Canadians returning from the United States by **plane** numbered 705,000, an increase of 10.7 per cent or 68,000 residents. Although plane travellers made up only 2 per cent of the total re-entries, they accounted for 24.5 per cent of the expenditures. The high average outlay of \$214 per person for air travel brought the total expenditures to \$150.8 million, a gain of 14.9 per cent or \$19.6 million over 1965. All quarters contributed to the increases in volume and expenditures. The number of plane travellers returning to Canada during the first and second quarters increased by over 13 per cent in each quarter to 181,000 and 192,000 persons, respectively. Expenditures by plane re-entries also increased in the first half of 1966; by 24 per cent to \$47.5 million in the first quarter and by 12.1 per cent to \$43.6 million in the second quarter.

**STATEMENT 17. Number of Canadian Travellers Returning from the United States,<sup>1</sup>  
compiled Quarterly, 1966**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	thousands				
<b>Automobile:</b>					
Leaving and returning same day .....	4, 113	5, 925	7, 689	4, 767	22, 494
One or more nights in United States .....	540	1, 206	2, 945	1, 073	5, 764
<b>Totals, automobile .....</b>	<b>4, 653</b>	<b>7, 131</b>	<b>10, 634</b>	<b>5, 840</b>	<b>28, 258</b>
<b>Non-automobile:</b>					
Plane .....	181	192	160	172	705
Bus .....	93	163	189	107	552
Rail .....	42	49	51	34	176
Boat .....	1	23	104	10	138
Other .....	764	1, 578	1, 402	1, 107	4, 851
<b>Totals, non-automobile .....</b>	<b>1, 081</b>	<b>2, 005</b>	<b>1, 906</b>	<b>1, 430</b>	<b>6, 422</b>
<b>Grand totals .....</b>	<b>5, 734</b>	<b>9, 136</b>	<b>12, 540</b>	<b>7, 270</b>	<b>34, 680</b>

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

A total of 552,000 Canadian residents returned from the United States by **bus** in 1966. This represents an increase of 63,000 persons or 12.9 per cent over 1965. Expenditures for this group increased proportionately when \$60.2 million was spent in the United States, a gain of \$6.6 million or 12.3 per cent. The average expenditure of Canadian bus travellers, therefore, remained about \$109 per person in 1966. On a quarterly basis, the volume and expenditures were greatest during the third quarter; 34.2 per cent of the bus re-entries and 32.7 per cent of their disbursements were in this quarter.

Canadian **rail** travel to the United States has decreased gradually over the years. Since 1960, the number of residents returning by train has dropped from 332,000 to 176,000 persons and their expenditures from \$46.6 to \$28.4 million. In 1966, rail traffic formed 0.5 per cent of the total re-entries and 4.6 per cent of the total expenditures. However, the decreases of 40,000 in volume and \$900,000 in expenditures did not affect the average outlay per rail traveller which increased from \$136 in 1965 to \$161 in 1966. The number of Canadians returning from the United States by train decreased in all quarters.

The volume of Canadians returning from the United States by **boat** increased by 28,000 to a total of 138,000 re-entries in 1966. With the average expenditure per person rising slightly over 1965 to \$25, total disbursements in the United States by boat travellers advanced \$900,000 to \$3.4 million in 1966. The volume and expenditures of boat re-entries had declined between 1964 and 1965. A quarterly analysis of Canadian boat traffic from the United States reveals that 75 per cent or 104,000 of the re-entries occurred in the third quarter. This represents an increase of 26,000 persons over 1965.

Canadian residents who re-enter Canada from the United States by local bus, motorcycle, bicycle, etc., or as pedestrians are grouped together and shown under the heading "**other travellers**". This group forms a significant part of the total re-entries, roughly 14 per cent. However, due to a low outlay per person, \$3 in 1966, payments by these travellers account for only 2 per cent of the total expenditures. In 1966, some 4,851,000 Canadians returning from the United States were classified as "other travellers", a decrease of 10.2 per cent compared to 1965. Expenditures by this group decreased by 17 per cent to a total of \$13.2 million.

**STATEMENT 18. Expenditures of Canadian Travellers Returning from the United States,<sup>1</sup>  
compiled Quarterly, 1966<sup>2</sup>**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
millions of dollars					
<b>Automobile:</b>					
Leaving and returning same day .....	7.7	10.7	14.1	9.6	42.1
One or more nights in United States .....	54.8	83.2	137.5	42.6	318.1
<b>Totals, automobile .....</b>	<b>62.5</b>	<b>93.9</b>	<b>151.6</b>	<b>52.2</b>	<b>360.2</b>
<b>Non-automobile:</b>					
Plane .....	47.5	43.6	28.3	31.4	150.8
Bus .....	13.8	17.6	19.7	9.1	60.2
Rail .....	8.1	9.6	5.9	4.8	28.4
Boat .....	0.2	1.0	1.9	0.3	3.4
Other .....	2.0	4.1	4.1	3.0	13.2
<b>Totals, non-automobile .....</b>	<b>71.6</b>	<b>75.9</b>	<b>59.9</b>	<b>48.6</b>	<b>256.0</b>
<b>Grand totals .....</b>	<b>134.1</b>	<b>169.8</b>	<b>211.5</b>	<b>100.8</b>	<b>616.2</b>

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

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

In summary, the large decrease in the number of "other travellers" was largely responsible for the decline recorded in the overall total Canadians returning from the United States by non-automobile transportation. However, since this group has a low average expenditure per person, the total payments by non-automobile travellers were not affected proportionately by the decline in volume.

On the other hand, with an increase of 17.7 per cent in the average outlay per non-automobile traveller, estimated expenditures rose to \$256.0 million. This represents an increase in payments of 10.1 per cent or \$23.5 million. At the same time, the number of re-entries by non-automobile transportation declined by 6.3 per cent or 430,000 to a total of 6,422,000 persons.

The third quarter experienced the only increase in the volume of re-entries, 3.3 per cent more than the previous year for a total of 1,906,000 persons. This advance, however, was outbalanced by decreases in the other quarters of 1966. With a decline of 1.1 per cent, the first quarter total was reduced to 1,081,000 non-automobile travellers. The second quarter recorded a total of 2,005,000 persons, a decrease of 14 per cent, while the fourth quarter re-entries totalled 1,430,000 or some

8.9 per cent less than the same quarter in 1965. Estimated payments by Canadian non-automobile travellers to the United States increased in all quarters of 1966. Increases of 22.4 and 3.4 per cent brought the total expenditures to \$71.6 and \$75.9 million in the first and second quarters, respectively. Furthermore, an advance of 3.8 per cent in the third quarter accounted for expenditures of \$59.9 million, while a gain of 13.3 per cent brought the fourth quarter payments to \$48.6 million.

### Canadian Travel in the United States by Length of Stay

Data concerning Canadian travel in the United States by length of stay are compiled in the same manner as that for non-resident travel from the United States. Statement 46 in the supplementary analysis presents a balance of travel between Canada and the United States by length of stay and type of transportation for 1966. Canadians leaving and returning to Canada on the same day are considered as short-term traffic and visits lasting one or more nights are within the long-term class.

In 1966, an estimated \$57.6 million was spent by the 27,422,500 short-term Canadian travellers returning from the United States. These short-term

re-entries accounted for 79 per cent of the total number and only 9 per cent of the expenditures. This represents an increase of about one per cent in the volume and 2.1 per cent in the payments as compared to the previous year. The long-term group, on the other hand, made up 91 per cent or \$558.6 million of the total expenditures and only 21 per cent or 7,257,400 of the total re-entries in 1966. Moreover, the number of long-term travellers and their expenditures increased proportionately by some 16 per cent. The average expenditure per short-term traveller returning from the United States was \$2.10 and per long-term approximately \$77.00, almost the same averages as in 1965.

### STATEMENT 19. Expenditures of Canadian Travellers in the United States, by Length of Stay, 1966

Mode of travel	Number of persons	Per cent of grand total	Estimated expenditures <sup>1</sup>	Per cent of grand total
			\$	
Short-term traffic (leaving and returning same day)				
Automobile .....	22,494,500	64.86	42,099,000	6.83
Plane .....	27,900	0.08	1,623,000	0.26
Bus .....	20,800	0.06	457,000	0.08
Rail .....	3,900	0.01	82,000	0.01
Boat .....	24,300	0.07	79,000	0.01
Other travellers (pedestrians, local bus, etc.) .....	4,851,100	13.99	13,234,000	2.15
<b>Totals, non-automobile .....</b>	<b>4,928,000</b>	<b>14.21</b>	<b>15,475,000</b>	<b>2.51</b>
<b>Totals (short-term) .....</b>	<b>27,422,500</b>	<b>79.07</b>	<b>57,574,000</b>	<b>9.34</b>
Long-term traffic (one or more nights in the United States)				
Automobile:				
One night in the United States .....	1,431,100	4.13	19,925,000	3.24
Two or more nights in the United States .....	4,332,400	12.49	298,170,000	48.39
<b>Totals, automobile .....</b>	<b>5,763,500</b>	<b>16.62</b>	<b>318,095,000</b>	<b>51.63</b>
Plane .....	676,600	1.95	149,169,000	24.21
Bus .....	530,900	1.53	59,695,000	9.69
Rail .....	172,600	0.50	28,336,000	4.60
Boat .....	113,800	0.33	3,281,000	0.53
<b>Totals, non-automobile .....</b>	<b>1,493,900</b>	<b>4.31</b>	<b>240,481,000</b>	<b>39.03</b>
<b>Totals (long-term) .....</b>	<b>7,257,400</b>	<b>20.93</b>	<b>558,576,000</b>	<b>90.66</b>
<b>Grand totals .....</b>	<b>34,679,900</b>	<b>100.00</b>	<b>616,150,000</b>	<b>100.00</b>

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

An examination according to the type of transportation shows Canadian motorists accounted for the majority of both the short-term and long-term traffic. In 1966, the number of Canadians leaving and returning to Canada on the same day by automobile totalled 22,494,500 or 65 per cent of all re-entries, up 3.6 per cent over 1965. Estimated expenditures by Canadian short-term motorists advanced 8.8 per cent to a total of \$42.1 million. The average expenditure per person increased slightly to \$1.90 in 1966 from \$1.80 in the preceding year. In contrast, the average outlay per long-term motorist was much higher (\$55.20). Some 5,763,500 motorists stayed one or more nights in the United States and spent an estimated \$318.1 million. Of this amount, residents remaining one night (1.4 million persons) spent \$19.9 million in the United States, an increase of 20 per cent in both volume and expenditures. Persons in automobiles staying two or more nights numbered 4.3 million and spent \$298.2 million, an advance of 18.1 per cent in volume and 19.5 per cent in expenditures. Consequently, the one night group spent \$13.90 per person, an average much lower than that for persons in the two or more nights category who spent \$68.80 per person. The average length of stay per Canadian motorist remaining two or more nights (three or more days) declined to 8.5 days in 1966 from 9 days recorded the previous year. The average expenditure per person per day for this group was \$8.10 in 1966, an increase from the \$7.50 per person per day in 1965.

A more detailed analysis of Canadian automobile traffic is shown by length of stay in Tables 13, 14, and 15. Automobile traffic considered as

spending one day in the United States leaves and returns to Canada on the same day and the two-day class is traffic which remains one night in the United States. A summary of Canadians returning to Canada by automobile, plane, bus, and rail is presented in Statements 20 and 21 for 1966. The great majority (79.6 per cent) of Canadian motorists are found within the one-day group. Since their average expenditure is low (\$1.90 per person per day) expenditures are not affected proportionately to the volume. The two-day category, however, have a higher expenditure per person per day, likely due to the cost of overnight accommodation. This brings about a larger total expenditure in proportion to the volume. Canadian automobile travellers remaining one night in the United States numbered 1,431,100 or 5.1 per cent of the automobile re-entries and spent an average of \$7.00 per person per day. Other than the one-day motorists, the most popular length of stay was in the category three to seven days. Some 2,879,100 persons or 10.2 per cent remained from three to seven days in the United States and their average expenditure was \$9.00 per person per day. Furthermore, 3.1 per cent or 876,300 residents stayed from 8 to 14 days and 1.2 per cent or 347,800 from 15 to 21 days. Both groups spent about \$8.40 per person-day. The remaining 229,200 Canadian motorists who stayed 22 days or over accounted for 0.8 per cent of all automobile re-entries and they spent approximately \$6.50 per person per day. In summary, 28.3 million Canadians returned from visits to the United States by automobile, stayed an average of 2.2 days, and spent about \$5.80 per person per day.

**STATEMENT 20. Canadian Travellers Returning to Canada from the United States, classified according to Length of Stay, by Selected Types of Transportation, 1966**

Estimated days stay in the the United States	Number of persons			
	Automobile	Plane	Bus <sup>1</sup>	Rail <sup>1</sup>
1 <sup>2</sup> .....	22,494,545	27,913	20,764	3,882
2 .....	1,431,089	70,725	55,168	8,472
3- 7 .....	2,879,118	313,694	224,178	83,296
8-14 .....	876,299	140,771	123,577	38,999
15-21 .....	347,803	72,432	62,340	16,235
22 and over .....	229,193	79,005	65,648	25,590
<b>Totals</b> .....	<b>28,258,047</b>	<b>704,540</b>	<b>551,675</b>	<b>176,474</b>

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

<sup>2</sup> Persons leaving and returning on the same day.

Canadians leaving and returning to Canada on the same day by non-automobile means of transportation numbered 4.9 million or 14.2 per cent of the total re-entries in 1966. Payments by these travellers were estimated at \$15.5 million or only 2.5 per cent of the total expenditures. A decrease of

9.9 per cent in the volume and 3.1 per cent in the average expenditure was reflected in the total short-term non-automobile payments, which declined by 12.5 per cent compared to 1965. The number of Canadians returning by non-automobile after staying one or more nights in the United States



increased by 8.1 per cent to a total of 1,493,900, representing 4 per cent of the total re-entries. Estimated expenditures also advanced by 12.0 per cent to a total of \$240.5 million. Payments were partly influenced by an increase in the average expenditure from \$155.40 per person in 1965 to \$161.00 per person in 1966. Reviewing Statement 21, some 80 per cent of the Canadians returning by automobile were recorded in the one-day class. However, Canadians re-entering by non-automobile transportation showed majorities in the categories over two days. About 86 per cent of the plane, the same percentage of the bus, and 93 per cent of the rail re-entries were found within these classes.

A total of 27,900 Canadians returned by plane after short-term visits to the United States, an increase of 2,500 persons over 1965. Payments in the United States by short-term plane travellers were estimated at \$1.6 million in 1966, some \$256,000 more than the previous year. Canadians returning by plane after remaining one or more nights numbered 676,600 or 2 per cent of all re-entries, an advance in numbers of 65,300 over 1965. Influenced by an increase in the average expenditure to \$220.50 per person in 1966, payments by long-term plane travellers advanced to \$149.2 million or 24.2 per cent of all payments. Statement 21 shows that the highest percentage of plane

travellers remained in the United States from three to seven days. This category accounted for 313,700 persons or 44.5 per cent of the total re-entries by plane in 1966. Persons remaining from eight to fourteen days totalled 140,800 or 20 per cent. Plane travellers remaining 22 days or more totalled 79,000 persons and constituted 11.2 per cent of the total, while those staying fifteen to twenty-one days amounted to 72,400 persons or 10.3 per cent.

Canadians leaving and returning to Canada on the same day by bus totalled 20,800 in 1966 and spent \$457,000 in the United States. This represents an increase of 3,300 persons and \$204,000 in expenditures compared to the previous year. Residents returning by bus after long-term visits amounted to 530,900, some 13.2 per cent more than 1965. Expenditures by this group increased by 11.9 per cent to a total of \$59.7 million. A decrease of \$1.30 in the average expenditure lowered the outlay per person to \$112.40 in 1966. The largest number of bus travellers remained in the United States from three to seven days, some 224,200 persons or 40.6 per cent of the bus re-entries. Following the same order as the length of stay by plane and rail traffic, 22.4 per cent or 123,600 bus re-entries remained 8 to 14 days, 11.9 per cent or 65,600 stayed 22 days or over, and 11.3 per cent or 62,300 from 15 to 21 days.

**STATEMENT 21. Canadian Travellers Returning to Canada from the United States, Percentage of Volume, classified according to Length of Stay, by Selected Types of Transportation, 1966**

Estimated days stay in the United States	Percentage of volume			
	Automobile	Plane	Bus <sup>1</sup>	Rail <sup>1</sup>
1 <sup>2</sup> .....	79.6	4.0	3.8	2.2
2 .....	5.1	10.0	10.0	4.8
3- 7 .....	10.2	44.5	40.6	47.2
8-14 .....	3.1	20.0	22.4	22.1
15-21 .....	1.2	10.3	11.3	9.2
22 and over .....	0.8	11.2	11.9	14.5
<b>Totals</b> .....	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

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

<sup>2</sup> Persons leaving and returning on the same day.

Short-term re-entries by rail totalled 3,900 persons compared to 2,900 persons in 1965. Expenditures by these travellers were estimated at \$82,000 in 1966, in contrast to \$85,000 in the previous year. Canadians returning by rail after a stay of one or more nights numbered 172,600, a decrease of 36,200 from 1965. Payments in the United States by long-term re-entries by rail decreased by 3 per cent to a total of \$28.3 million while the average expenditure advanced to \$164.20 per person in 1966. Rail traffic formed 0.5 per cent of the total

volume and 4.6 per cent of the aggregate expenditures. Some 47.2 per cent of the rail travellers stayed from three to seven days in the United States, while 22.1 per cent remained eight to fourteen days, 14.5 per cent 22 days or over, and 9.2 per cent from 15 to 21 days.

Residents leaving and returning to Canada on the same day by boat increased in 1966 to a total of 24,300 persons. Expenditures by these travellers were estimated at \$79,000, an increase of \$15,000

over 1965. Long-term traffic returning by boat also showed increases in volume and spending. Some 113,800 persons spent \$3.3 million in 1966. The previous year, 92,800 boat re-entries made payments of \$2.5 million in the United States. The average expenditure per person, therefore, rose to \$28.80 in 1966 from \$26.50 in 1965.

It should be noted, the payments by Canadians travelling in the United States for one or more nights include the value of merchandise declared

under the customs exemption privilege. The value declared in 1966 amounted to \$29,130,000, an increase of 12 per cent over the figure of \$26,013,000 recorded in 1965, accounting for 4.7 per cent of the total payments by Canadians in the United States as compared to 4.8 per cent in 1965. The value of merchandise declared during the first quarter totalled \$4.5 million, in the second quarter \$6.8 million, in the third quarter \$12.2 million, and in the last quarter of 1966, some \$5.6 million.

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

The questionnaire used in the survey asked the respondents to indicate the main reason for their trip to the United States from a list of eight purposes; business, formal study, health, holiday, shopping, in transit through the United States to or from other provinces in Canada, visiting friends or relatives, and "other" purposes. Many persons indicated more than one purpose of visit and, therefore, the questionnaires were grouped into three categories: persons reporting one purpose; those indicating two purposes; and those specifying three or more purposes of trip. The questionnaire response according to these groupings shows that 77.3 per cent were classified into the one purpose of trip, 19.5 per cent into the two purposes, and 3.2 per cent into the three or more purposes of trip.

On this basis, all questionnaires were weighted and combined to present a general view on the purpose of trip of Canadians returning from the United States during 1966. The following resulted: holiday or recreation had the majority with 55.7 per cent of the response; then in order of rank, visiting friends or relatives with 25.7 per cent; business with 7.4 per cent; shopping with 4.5 per cent; persons in transit with 4.2 per cent; health with 1.9 per cent; formal study with 0.5 per cent; and "other" purposes with 0.1 per cent.

When purpose of trip is analysed separately for each of the three categories, although the ratio differs, holiday remains the main reason for travel to the United States. For example, of those reporting one purpose of trip, 59.6 per cent went on vacation and 24.8 per cent visited friends or relatives. Of the Canadians specifying two purposes of visit, 43.4 per cent had been on holiday and 28.8 per cent went to visit friends or relatives. Of the questionnaires reporting three or more purposes of visit, holiday dropped further with 31.4 per cent but the classification visiting friends or relatives remained at 28.8 per cent. The most striking variation occurred within the categories when shopping was specified as the purpose of trip. This reason for travel was specified by only 1.5 per cent of the respondents giving one purpose but was reported by 14.3 per cent of those specifying two purposes and by 21 per cent of those with three or more purposes.

More detailed comparisons on the behaviour pattern of Canadian travellers to the United States are obtained from the questionnaires showing one purpose of trip only. The resulting data for the survey in 1966 are shown in the statements and charts by quarters, province of re-entry, type of transportation, and according to average expenditure and length of stay.

**STATEMENT 22. Purpose of Trip<sup>1</sup> reported by Canadians Returning from the United States, compiled Quarterly, Questionnaire Survey, 1966**

Period of re-entry	Business	Formal study	Health	Holiday	Shopping	Transit through U.S. <sup>2</sup>	Visiting friends or relatives	Other
	per cent							
First quarter .....	14.2	1.0	3.0	50.0	0.9	1.3	29.3	0.3
Second quarter .....	9.7	0.6	2.2	53.8	1.9	2.7	29.0	0.1
Third quarter .....	3.5	0.3	0.5	72.3	1.1	5.4	16.8	0.1
Fourth quarter .....	14.7	0.6	1.0	41.7	3.2	1.8	36.9	0.1
<b>Year .....</b>	<b>8.4</b>	<b>0.6</b>	<b>1.4</b>	<b>59.6</b>	<b>1.5</b>	<b>3.6</b>	<b>24.8</b>	<b>0.1</b>

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

<sup>2</sup> "Transit" category introduced in 1966 to include persons in transit through the U.S. to or from other parts of Canada.

In analysing purpose of trip on a quarterly basis certain seasonal patterns are evident. Business and visiting friends or relatives both showed increases in the first and fourth quarters of 1966. Holiday reached a peak in the third quarter, whereas trips for health reasons were highest during the winter months of January, February, and March. During the first and fourth quarters, business recorded percentages of 14.2 and 14.7, respectively, compared to a low of 3.5 per cent in the third quarter. As mentioned, the highest percentage of those reporting health was in the first quarter, 3 per cent, and the lowest during the third quarter, less than one per cent. The category holiday surpassed the other purposes of visit with a high of 72.3 per cent in the third quarter and a low of 41.7 per cent in the fourth quarter. Comparable percentages for 1965 show 66 per cent in the third quarter and 42.9 per cent in the fourth. As usual, shopping trips were most frequent during the fourth quarter with 3.2 per cent reported. Compared to 1965, decreases in the number of persons visiting friends or relatives were evident in the first three quarters but an increase was shown in the fourth quarter with 36.9 per cent recorded. The third quarter registered a low in

visiting of 16.8 per cent. The class "transit through U.S." was included as a purpose of trip in 1966 to determine the number of persons travelling through the United States en route to other provinces in Canada. This category accounted for 3.6 per cent of the response during the year, with 5.4 per cent recorded in the third quarter.

A further review of in transit travel shows that 99 per cent of the persons in this category were Canadians travelling by automobile. However in 1966, due to an air strike, a little less than one per cent were reported in transit by plane. The highest percentage of the in transit travellers by automobile, 29.1 per cent, originated in Ontario and travelled through the United States to the Maritime Provinces. Secondly, 12.4 per cent of this group entered the United States via ports in Quebec en route to the Maritime Provinces. The reverse flow of traffic was somewhat smaller. Only 8.7 per cent of the in transit travel was from the Maritimes to Ontario, and 1.6 per cent gave destinations in Quebec. Therefore, the majority of the in transit Canadian traffic (about 52 per cent) followed the route to and from Quebec, Ontario, and the Maritime Provinces.

**STATEMENT 23. Purpose of Trip<sup>1</sup> reported by Canadians Returning from the United States by Type of Transportation, Questionnaire Survey, 1966**

Type of transportation	Percentage of persons reporting main purpose of trip							
	Business	Formal study	Health	Holiday	Shopping	Transit through U.S. <sup>2</sup>	Visiting friends or relatives	Other
Plane .....	47.2	1.7	3.4	32.1	0.1	0.2	15.1	0.2
Bus .....	3.5	1.0	1.5	47.8	3.7	0.1	42.1	0.3
Rail .....	12.5	1.0	3.4	37.1	2.4	—	43.2	0.4
Boat .....	0.8	—	0.4	74.1	2.8	—	21.9	—
<b>Totals, non-automobile .....</b>	<b>32.6</b>	<b>1.4</b>	<b>3.0</b>	<b>36.8</b>	<b>1.2</b>	<b>0.3</b>	<b>24.5</b>	<b>0.2</b>
Automobile .....	3.6	0.4	1.1	64.1	1.6	4.2	24.9	0.1
<b>Grand totals .....</b>	<b>8.4</b>	<b>0.6</b>	<b>1.4</b>	<b>59.6</b>	<b>1.5</b>	<b>3.6</b>	<b>24.8</b>	<b>0.1</b>

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

<sup>2</sup> "Transit" category introduced in 1966 to include persons in transit through the U.S. to or from other parts of Canada.

Statement 23 illustrates purpose of trip by type of transportation for the year 1966. With the exceptions of rail and plane travel, holiday or recreation was the main purpose of trip reported by Canadians returning from the United States. Residents who travelled by rail did so chiefly to visit friends or relatives. Over 43 per cent specified this reason while 37 per cent indicated recreation. Plane travellers to the United States went mainly on business trips, some 47 per cent compared to 32 per cent travelling on holiday and

15 per cent to visit friends or relatives. As would be expected, the majority of boat travellers (74 per cent) went to the United States for pleasure, while 22 per cent visited friends or relatives. Of the Canadians returning by bus, 48 per cent indicated holiday as their main reason for travel, while visiting was reported by 42 per cent. Exactly 89 per cent of the automobile traffic was distributed between holiday and visiting, with recreation accounting for 64 per cent and visiting friends or relatives 25 per cent.

In Statement 24 purpose of trip is presented by province of re-entry for 1966. The province of re-entry does not always mean the province of residence since many Canadians may re-enter through one province en route to their resident province. Interesting variations do arise, however, in comparing province of re-entry and purpose of trip.

On the overall, holiday and visiting are the main reasons Canadians travel to the United States and this holds true by province of re-entry. However, the percentages vary between 40 and 68 per cent in the category holiday and between 19 and 32 per cent in the group visiting friends or relatives. About 68 out of every 100 residents who returned from the United States into Quebec reported recreation or holiday as their purpose of trip. Alberta followed in the holiday category with 60.2 per cent and then British Columbia, including the

Yukon Territory, with 58 per cent. Of the re-entries into Ontario, 32.1 per cent specified visiting friends or relatives, the highest percentage per province for this purpose. The Maritime Provinces were next, recording 28.6 per cent in this category, while British Columbia came up with 28 per cent. Also in 1966, the highest percentage of business trips per province of re-entry was recorded by Alberta with 12.2 per cent; followed by Quebec with 10.6 per cent, while the lowest percentage for this purpose was reported by re-entries to the Maritimes, 2.8 per cent. However, re-entries to the Atlantic Provinces showed the highest proportion of in transit travel, 25.6 per cent. Manitoba and Saskatchewan recorded over 12 per cent each in this same category. Although the overall average for Canadians travelling for reasons of health was 1.4 per cent, Ontario received the highest proportion per province, 2.1 per cent.

**STATEMENT 24. Purpose of Trip<sup>1</sup> reported by Canadians Returning from the United States by Province of Re-entry, Questionnaire Survey, 1966**

Province of re-entry	Business	Formal study	Health	Holiday	Shopping	Transit through U.S. <sup>2</sup>	Visiting friends or relatives	Other
	per cent							
Maritimes .....	2.8	0.5	1.1	39.7	1.6	25.6	28.6	0.1
Quebec .....	10.6	0.5	1.0	68.2	0.3	0.8	18.5	0.1
Ontario .....	7.2	0.3	2.1	54.3	1.7	2.1	32.1	0.2
Manitoba .....	7.2	0.8	1.2	54.2	2.3	12.5	21.8	—
Saskatchewan .....	4.0	0.9	1.4	57.2	3.6	12.9	19.9	0.1
Alberta .....	12.2	1.2	1.6	60.2	2.3	3.0	19.4	0.1
British Columbia and Yukon Territory .....	8.2	0.7	1.1	58.0	3.3	0.6	28.0	0.1
<b>Canada .....</b>	<b>8.4</b>	<b>0.6</b>	<b>1.4</b>	<b>59.6</b>	<b>1.5</b>	<b>3.6</b>	<b>24.8</b>	<b>0.1</b>

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

<sup>2</sup> "Transit" category introduced in 1966 to include persons in transit through the U.S. to or from other parts of Canada.

During 1966, Canadian residents travelling to shop and in transit travellers through the United States remained 3.2 days per trip and were affected very little by seasonal fluctuations throughout the year. In sharp contrast, Canadians who journeyed to the United States for reasons of health stayed 47.9 days, with the longest stay in the second quarter, 87 days. Canadians visiting friends or relatives spent an average of 7.2 days, about 2 days less than those reporting recreation as their main purpose of trip. Residents returning in the Western Provinces after visiting friends or relatives remained approximately 9.2 days, longer than the re-entries into Ontario and Quebec who averaged about 6.3 days. However, Westerners

spent less time for recreation or holiday, with an average stay of 8.8 days, than the residents of Ontario and Quebec who recorded 10 days on an average. The average length of stay for persons on holiday was affected seasonally, influenced by longer trips to the Southern States during the winter months. For example, 15.7 days was the average time spent for recreation in the first quarter compared to 8.3 days in the third quarter of 1966. Persons on business averaged 5.9 days in the United States, down slightly from 1965. Respondents indicating "other" purposes of trip stayed an average of 11.3 days, an increase of 1.4 days over the figure in 1965.

A further analysis, of the questionnaire survey of 1966, shows the purpose of trip related to the average expenditure per person and the average expenditure per day. Although the average expenditure per person was the highest for the classification health, the pattern did not follow for expenditures on a per person per day basis. Canadians visiting the United States for reasons of health spent the most per trip in 1966, with an average of \$428 per person. On a per person per day basis, the average expenditure for health was \$8.93 per person, fourth position in relation to the other purposes.

In most cases, the average expenditure per person decreased compared to 1965. Canadians travelling to the United States on business spent \$158 on the average in 1966, \$5 less than the previous year. However, per person per day, \$27 was expended in contrast to \$26 in 1965. Canadians travelling in transit through the United States spent the least, \$22.91 per person, while persons reporting "other" reasons for travel spent \$59.26 per person. Residents in transit averaged an expenditure of \$7.20 per person per day, while the rate for those travelling for "other" reasons was lower, \$5.23 per person per day.

Canadian residents visiting the United States on a holiday spent an average of \$100 per person and \$10.53 per person-day, both averages decreasing compared to 1965. Residents returning through Ontario ports spent the greatest amount per person, whereas the lowest average expenditure was recorded for the Maritimes. Another observation

is that plane travellers on holiday had a higher average expenditure per person (\$298) than those using other means of transportation.

Considering persons visiting friends or relatives in the United States, the average expenditure per person was \$41.86 compared to \$55.55 in 1965. The average expenditure per person per day also dropped for this category from \$6.41 to \$5.80 in 1966. Respondents returning to Canada by plane again recorded the highest average expenditure per person, \$143, while Canadians returning by automobile accounted for the least in the visiting class, with a figure of \$30.59 per person. Again, in 1966 residents returning in Alberta spent more per person while visiting United States friends or relatives, almost \$35 above the overall average expenditure per person. Re-entries into Quebec after visiting spent the least amount, some \$34 per person or \$8 below the Canada average.

Comparable to those visiting friends, the average expenditure for persons shopping was \$42 in 1966, very little change from the preceding year. Shopping on a day basis ran second to business with an average expenditure of \$12.79 per person, again almost the same as 1965. The average expenditure of Canadians returning by plane from shopping increased this year to \$115 per person. On the other hand, persons returning by car from shopping trips spent an average of \$40 per person. On a provincial basis, residents re-entering at Quebec ports continued to spend the most per shopper, \$57 on the average, about \$15 per person above the overall average.

### Travel Between Canada and Overseas Countries

#### Volume

In 1966, travel between Canada and overseas countries continued to expand with increases in the volume of traffic over previous years. A total of 410,763 non-immigrants arrived in Canada from overseas countries while the number of Canadians visiting countries other than the United States

came to 502,925 persons. A breakdown of this traffic reveals that 149,502 visitors entered Canada direct from overseas countries and 261,261 entered via the United States. On the other hand, Canadians returning direct from overseas countries amounted to 422,925 persons while residents returning via the United States totalled 80,000 persons in 1966.

**STATEMENT 25. Balance of Payments on Travel Account Between Canada and Overseas Countries,<sup>1</sup> 1965 and 1966<sup>2</sup>**

	All overseas countries		United Kingdom		Other sterling area		Other O.E.C.D. in Europe		All other countries	
	1965	1966	1965	1966	1965	1966	1965	1966	1965	1966
	millions of dollars									
Receipts .....	87	110	34	39	9	12	27	36	17	23
Payments .....	248	272	89	94	27	29	106	120	26	29
Net balance .....	- 161	- 162	- 55	- 55	- 18	- 17	- 79	- 84	- 9	- 6

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

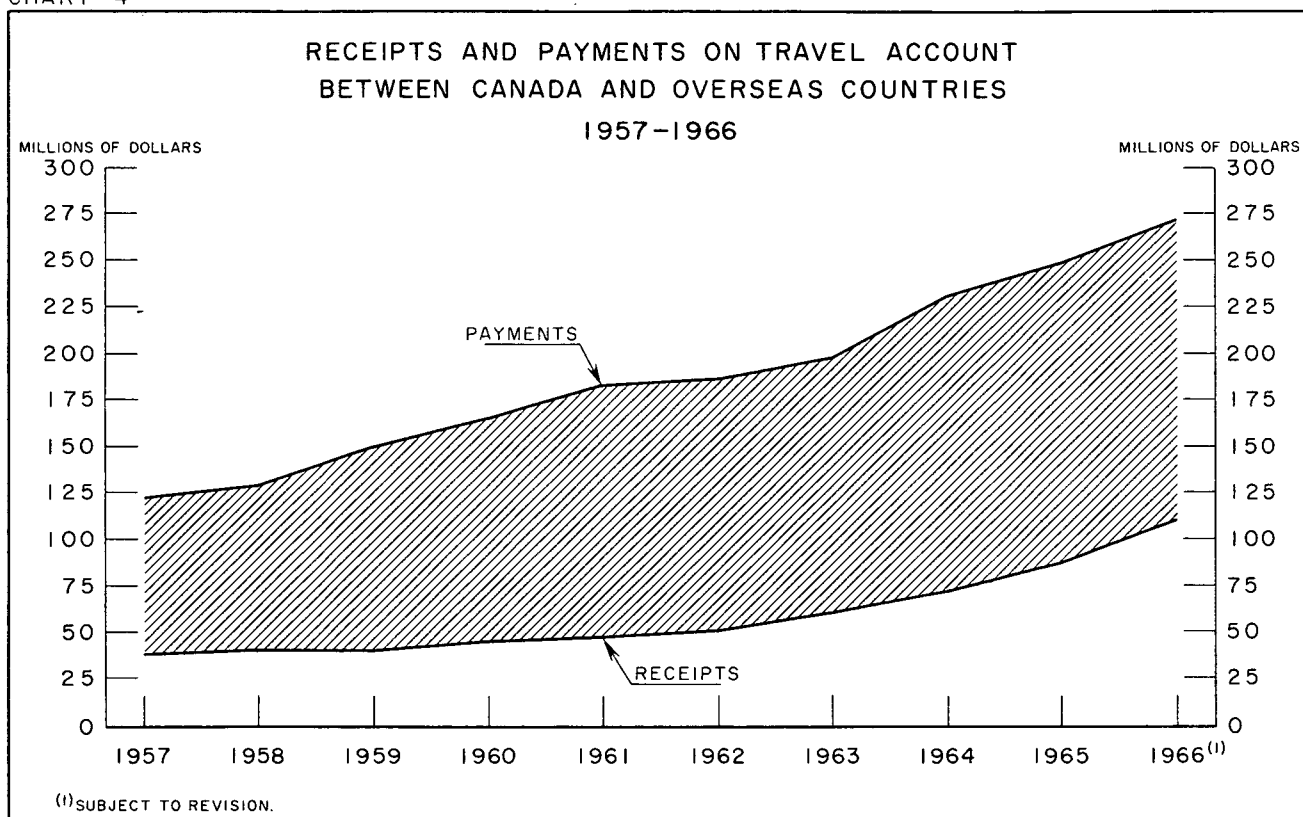
<sup>2</sup> Subject to revision.

### Expenditures

The net total expenditures involved in travel between Canada and overseas countries are estimated at \$382 million in 1966, compared with total expenditures of \$335 million in 1965. Receipts from overseas visitors to Canada comprised \$110 million, an increase of \$23 million while payments by Canadian travellers to overseas countries

accounted for \$272 million (excluding \$12 million spent in Hawaii), an increase of \$24 million over 1965. Since the payments by Canadian travellers are greater than the receipts from overseas visitors, a deficit balance of \$162 million arose in 1966. However, this debit balance represents an increase of only \$1 million in contrast with the deficit of \$161 million in 1965.

CHART-4



### Overseas Visitors to Canada

#### Volume and Expenditures

The year 1966 marked an increase in the number of overseas visitors to Canada. Non-immigrants entering Canada direct from overseas countries totalled 149,502 persons, an increase of 16,582 visitors compared to 1965. Overseas travellers entering Canada via the United States amounted to 261,261 persons. A comparison of the volume of overseas visitors travelling to Canada via the United States cannot be made since data on volume are incomplete in the first half of 1965. A quarterly comparison of direct arrivals shows decreases in the first and second quarters of 4.4 and 3.3 per cent. However, large increases of direct arrivals in the third and fourth quarters of 28.4 and 18.7 per cent led to the overall increase of 12.5 per cent.

During 1966, the estimated receipts from residents of overseas countries amounted to \$110 million, some \$23 million more than the receipts of \$87 million recorded in 1965. Expenditures by overseas visitors arriving in Canada direct are estimated at \$70 million while receipts from overseas travellers entering Canada via the United States came to \$40 million. The comparable figures for 1965 were \$59 million spent by direct arrivals and \$28 million received from overseas entries via the United States. A quarterly comparison with the previous year shows that total receipts from residents of overseas countries remained at \$10 million in the first quarter of 1966 but increased by \$3 million to a total of \$28 million in the second quarter, by \$13 million to \$52 million in the third quarter, and by \$7 million to \$20 million in the fourth quarter.

**MENT 26. Non-immigrant Visitors Entering Canada Direct from Overseas Countries,  
Principal Ports of Entry, compiled Quarterly, 1966**

Port of entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
<b>Airports:</b>					
Gander, Nfld. ....	187	451	1,101	317	2,056
Halifax, N.S. ....	571	744	1,026	336	2,677
Montreal, Que. ....	8,201	17,997	23,537	11,280	61,015
Toronto, Ont. ....	4,018	13,286	28,439	6,732	52,475
Windsor, Ont. ....	87	23	109	86	305
Winnipeg, Man. ....	316	1,098	2,056	302	3,772
Edmonton, Alta. ....	72	868	1,358	150	2,448
Vancouver, B.C. ....	1,130	3,033	4,335	2,549	11,047
<b>Totals</b> .....	<b>14,582</b>	<b>37,500</b>	<b>61,961</b>	<b>21,752</b>	<b>135,795</b>
<b>Seaports:</b>					
Halifax, N.S. ....	124	1,127	170	125	1,546
Montreal, Que. ....	—	352	1,128	461	1,941
Quebec, Que. ....	120	2,387	3,072	739	6,318
Vancouver, B.C. ....	215	461	165	137	978
<b>Totals</b> .....	<b>459</b>	<b>4,327</b>	<b>4,535</b>	<b>1,462</b>	<b>10,783</b>
All other ports .....	174	815	1,408	527	2,924
<b>Grand totals</b> .....	<b>15,215</b>	<b>42,642</b>	<b>67,904</b>	<b>23,741</b>	<b>149,502</b>

### Type of Transportation

The number of non-immigrants entering Canada direct from overseas countries is illustrated in Statement 26. Of the total direct entries, 135,795 or 91 per cent arrived by air at major airports, 10,783 or 7 per cent disembarked at major seaports, and 2,924 or 2 per cent entered Canada through all other ports. In the residual category, 2,667 persons arrived at airports and 257 persons at seaports. Of the three main airports of Montreal, Toronto, and Vancouver, only Malton Airport in Toronto showed an increase in the volume of overseas traffic, some 19,508 persons more than in 1965, while the airports of Montreal and Vancouver recorded decreases in the number of arrivals, 529 and 752 persons, respectively. Of the other airports listed, Gander and Edmonton showed increases of 1,067 and 761 arrivals to Canada while the airports of Halifax, Windsor, and Winnipeg displayed decreases of 1,783; 423; and 104 persons, respectively. Reviewing the number of entries at major seaports, Quebec and Vancouver showed decreases of 3,307 and 41 persons, respectively, while Halifax and Montreal realized increases of 711 and 401 non-immigrants compared to 1965.

### Country of Residence

Quarterly data on the number of overseas visitors to Canada by country of residence are

shown in Statement 27. This statement refers to those overseas travellers coming directly to Canada in 1966.

Of the total visitors entering Canada direct from overseas countries, 46 per cent or 68,219 persons came from the United Kingdom, 11,694 more than in 1965 when 43 per cent arrived from this area. Travellers from other European countries within the Organization for Economic Co-operation and Development accounted for 33 per cent or 49,549 visitors, compared to 35 per cent in 1965. A total of 11,971 persons or 8 per cent of the overseas visitors arrived in Canada from the Commonwealth countries indicated, the same proportion as the previous year, while 13 per cent or some 19,763 visitors arrived from all other areas and countries not specified. On a country basis not including the United Kingdom, the greatest number of visitors was from West Germany, 11,596 persons which represents an increase of 1,131 travellers over 1965. The number of residents arriving from The Netherlands, in turn, totalled 9,857 persons, an increase of 1,172 visitors, while persons entering Canada from France amounted to 8,661 travellers, 588 more than in 1965. Overseas visitors direct to Canada in 1966 entered in greater numbers in the second and third quarters when 74 per cent of the total overseas travellers arrived during the months of April to September inclusive.

**STATEMENT 27. Non-immigrant Visitors Entering Canada Direct from Overseas Countries,  
Principal Countries, compiled Quarterly, 1966**

Country of residence	First quarter	Second quarter	Third quarter	Fourth quarter	Year
United Kingdom .....	5,022	19,072	35,078	9,047	68,219
Commonwealth countries (n.e.s.) .....	1,861	2,778	5,208	2,124	11,971
Australia .....	344	717	1,152	583	2,796
Bahamas .....	211	152	116	48	527
Barbados .....	135	172	216	73	596
Bermuda .....	231	266	435	162	1,094
Hong Kong .....	42	81	361	103	587
India .....	107	207	520	223	1,057
Jamaica .....	423	531	1,298	455	2,707
New Zealand .....	128	362	515	254	1,259
Pakistan .....	81	49	142	55	327
Trinidad and Tobago .....	159	241	453	168	1,021
O.E.C.D. in Europe (n.e.s.) .....	5,925	15,908	20,064	7,652	49,549
Austria .....	113	325	355	203	996
Belgium .....	185	434	1,221	259	2,099
Denmark .....	170	620	1,032	261	2,083
France .....	1,322	2,229	3,564	1,546	8,661
Germany .....	1,380	3,971	4,548	1,697	11,596
Greece .....	496	675	594	259	2,024
Ireland (Republic) .....	60	310	431	190	991
Italy .....	633	1,327	1,530	749	4,239
Netherlands, The .....	663	3,901	4,203	1,090	9,857
Norway .....	234	527	860	418	2,039
Portugal .....	169	433	375	112	1,089
Spain .....	83	157	187	195	622
Sweden .....	196	458	405	303	1,362
Switzerland .....	221	541	759	370	1,891
Europe (n.e.s.) .....	660	1,665	1,607	1,285	5,217
Czechoslovakia .....	78	260	240	143	721
Finland .....	43	252	226	69	590
Poland .....	157	248	362	236	1,003
U.S.S.R. ....	80	152	148	404	784
Yugoslavia .....	116	204	207	130	657
Other European countries .....	186	549	424	303	1,462
Africa .....	153	462	706	222	1,543
South Africa (Republic) .....	54	230	256	94	634
Other African countries .....	99	232	450	128	909
Asia (n.e.s.) .....	474	774	1,847	1,164	4,259
China .....	50	52	203	136	441
Japan .....	344	571	1,080	804	2,799
Other Asian countries .....	80	151	564	224	1,019
Middle East .....	179	392	653	318	1,542
Israel .....	68	175	262	141	646
Other Middle East countries .....	111	217	391	177	896
Central America .....	437	677	943	847	2,904
Mexico .....	392	579	745	743	2,459
Other Central American countries .....	45	98	198	104	445
South America .....	222	404	621	406	1,653
Argentina .....	66	152	153	106	477
Other South American countries .....	156	252	468	300	1,176
West Indies (n.e.s.) .....	112	173	274	86	645
Other countries .....	170	337	903	590	2,000
<b>Grand totals</b> .....	<b>15,215</b>	<b>42,642</b>	<b>67,904</b>	<b>23,741</b>	<b>149,502</b>



### Destination

Data on the province of destination of overseas visitors entering Canada direct have been compiled from the response to the questionnaire survey for 1966. Questionnaires from respondents reporting one or more destinations have been weighted and combined to give the percentages noted in Statement 28.

Of the overseas visitors completing questionnaires, 33.6 per cent reported Ontario as their destination, 25.8 per cent indicated British Columbia, 24.7 per cent Quebec, 10.7 per cent Alberta, 3.4 per cent Manitoba and Saskatchewan, and 1.8 per cent specified the Atlantic Provinces. The distribution varied somewhat according to the country

of residence of overseas visitors to Canada. As might be expected, 42.6 per cent of the residents from the United Kingdom visited Ontario and 79.1 per cent of the arrivals from France went to Quebec. The main destination of visitors from Germany and The Netherlands was Ontario with 31.6 and 37.0 per cent, respectively. Of the persons entering direct from other European countries not mentioned, 49.2 per cent specified Quebec while 43.3 per cent of the arrivals from other Commonwealth countries indicated British Columbia as their destination. British Columbia also attracted the largest proportion of the visitors from Scandinavian countries, 33.8 per cent, while 36.7 per cent of the travellers from all other countries went to Quebec.

**STATEMENT 28. Destination reported by Overseas Visitors Entering Canada Direct, by Country of Residence, 1966**

Country of residence	Province of destination						
	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia
	per cent						
United Kingdom .....	2.4	17.5	42.6	3.4	1.8	9.7	22.6
Continental Europe only:							
Germany .....	2.2	29.6	31.6	1.2	0.8	12.3	22.3
France .....	—	79.1	15.2	0.6	—	2.3	2.8
Netherlands, The .....	1.3	13.5	37.0	1.1	—	21.3	25.8
Scandinavian countries <sup>1</sup> .....	1.0	24.7	27.9	1.3	—	11.3	33.8
Other European countries .....	1.7	49.2	20.8	1.4	—	2.9	24.0
Other Commonwealth countries .....	0.9	22.2	17.8	1.2	0.7	13.9	43.3
All other countries .....	0.2	36.7	18.6	1.0	—	11.8	31.7
<b>Grand totals .....</b>	<b>1.8</b>	<b>24.7</b>	<b>33.6</b>	<b>2.3</b>	<b>1.1</b>	<b>10.7</b>	<b>25.8</b>

<sup>1</sup> Denmark, Norway and Sweden.

### Purpose of Trip

Information on purpose of trip is compiled from questionnaires distributed to overseas visitors at ports of entry into Canada. All questionnaires showing one or more purposes of trip were weighted and combined in the data for 1966 displayed in Statement 29.

The same pattern as in 1965 was recorded in 1966, as the main reason given for overseas travel direct to Canada was to visit friends or relatives. Based on the response, 66.3 per cent of the overseas visitors arrived in Canada for this reason, compared to 17.6 per cent on business trips, 14.4 per cent for recreation, 1.6 per cent on government service, and 0.1 per cent for formal study.

A quarterly review shows a high proportion, 80.6 per cent, of the overseas travellers arriving in the third quarter visited friends and relatives, while 48.2 per cent entered for this reason in the first quarter. Because of the large number of

respondents specifying visits to friends or relatives, business as a purpose of trip accounted for only 6.2 per cent of the aggregate in the third quarter but was specified by 36.9 per cent in the first quarter. On the other hand, the proportion indicating recreation as a reason to visit Canada was highest in the second quarter with 20.4 per cent, followed by 11.6, 12.1, and 13.8 in the first, third, and fourth quarters, respectively.

Purpose of trip according to areas of residence shows the main reason given for travel to Canada was visiting friends or relatives which varied from 37.9 per cent of the visitors from all other countries to 77.4 per cent of those travellers from the United Kingdom. However, the reverse occurred for business reported as a purpose of trip, with a variance from 11.5 per cent of residents from the United Kingdom to 31.1 per cent of the visitors from all other countries. Recreation as a reason for visiting Canada was specified by 31.9 per cent of the visitors from other Commonwealth countries compared to only 9.8 per cent of the arrivals from the United Kingdom.

**STATEMENT 29. Purpose of Trip reported by Overseas Visitors to Canada,  
compiled Quarterly by Country of Residence, 1966**

Country of residence	Business	Formal study	Recreation	Visiting friends or relatives	Government service
	per cent				
<b>Aeroplane and vessel:</b>					
First quarter:					
United Kingdom .....	28.7	—	8.3	60.9	2.1
Other European countries .....	44.4	—	9.1	44.1	2.4
Other Commonwealth countries .....	33.3	—	23.3	36.7	6.7
All other countries .....	35.0	—	25.0	30.0	10.0
<b>Totals .....</b>	<b>36.9</b>	<b>—</b>	<b>11.6</b>	<b>48.2</b>	<b>3.3</b>
Second quarter:					
United Kingdom .....	19.8	0.2	14.9	64.3	0.8
Other European countries .....	40.3	0.7	13.5	41.9	3.6
Other Commonwealth countries .....	18.3	—	39.1	41.0	1.6
All other countries .....	37.6	—	28.7	33.7	—
<b>Totals .....</b>	<b>26.8</b>	<b>0.3</b>	<b>20.4</b>	<b>50.9</b>	<b>1.6</b>
Third quarter:					
United Kingdom .....	3.5	—	9.2	86.2	1.1
Other European countries .....	7.3	0.4	11.9	79.3	1.1
Other Commonwealth countries .....	11.9	—	30.4	57.7	—
All other countries .....	25.2	—	26.1	47.9	0.8
<b>Totals .....</b>	<b>6.2</b>	<b>0.1</b>	<b>12.1</b>	<b>80.6</b>	<b>1.0</b>
Fourth quarter:					
United Kingdom .....	22.3	—	6.6	69.3	1.8
Other European countries .....	41.6	—	16.3	38.8	3.3
Other Commonwealth countries .....	20.7	—	23.4	55.0	0.9
All other countries .....	31.6	—	34.9	29.6	3.9
<b>Totals .....</b>	<b>27.6</b>	<b>—</b>	<b>13.8</b>	<b>56.3</b>	<b>2.3</b>
Year:					
United Kingdom .....	11.5	0.1	9.8	77.4	1.2
Other European countries .....	25.8	0.4	12.8	58.8	2.2
Other Commonwealth countries .....	18.3	—	31.9	48.4	1.4
All other countries .....	31.1	—	29.0	37.9	2.0
<b>Grand totals .....</b>	<b>17.6</b>	<b>0.1</b>	<b>14.4</b>	<b>66.3</b>	<b>1.6</b>

### Length of Stay

In 1966, the average length of stay of overseas visitors travelling direct to Canada was 26 days per person compared to 34 days in 1965. This decline in the average length of stay may be associated with the increase in the number of plane travellers from overseas countries. On the whole, decreases in the average length of stay occurred for travellers from all areas of residence.

Travellers from the United Kingdom remained 28 days in Canada, 10 days less than the previous year. Visitors from other European countries stayed 29 days, a decrease of 9 days. Persons arriving from other Commonwealth countries spent an average of 20 days, one day less than in 1965, while residents from areas not already mentioned remained only 16 days on an average, the same as the preceding year.

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

Following the increase of 17 per cent in the number of Canadians travelling overseas in 1965, the trend continued with a gain of 10 per cent in 1966 to a total of 502,925. The number of Canadians returning direct from overseas countries accounted for 422,925 persons and recorded an increase of 9.5 per cent over the previous year. An advance of 14.3 per cent raised the number of residents returning from overseas via the United States from 70,000 in 1965 to 80,000 in 1966.

Gross expenditures of Canadian travellers overseas were estimated at \$386 million in 1966. This figure includes \$189 million in payments for oceanic transportation and \$197 million spent within overseas countries, but excludes \$12 million estimated as expenditures in Hawaii. The total transportation costs are made up of payments of \$106 million to Canadian carriers, \$75 million to overseas carriers, and \$8 million to United States carriers. Therefore, the net expenditures of Canadians

overseas are the sum of the payments within overseas countries and the cost of oceanic transportation provided by overseas carriers which in total equals \$272 million, some 9.7 per cent more than the \$248 million in 1965.

An analysis of the net expenditures by areas in 1966 shows that \$94 million was spent in the United Kingdom, \$120 million in Continental Europe, \$29 million in other Commonwealth countries and the same amount (\$29 million) in all other countries. Compared to 1965, this represents increases of \$5 million in payments to the United Kingdom, \$14 million to Continental Europe, \$2 million to other Commonwealth countries, and \$3 million to all other countries.

Based on the 1966 questionnaire survey, an estimate of the number of Canadians visiting the

main overseas areas or countries is as follows: United Kingdom, 121,000; the United Kingdom and other European countries, 101,000; Continental European countries, 114,000; Bermuda and the Caribbean, 71,000; Mexico, 29,000; Hawaii, 29,000; and all other countries, 38,000 persons.

A further breakdown of the overseas survey made it possible to estimate the number of visits made by Canadians to European countries both direct and via the United States. In 1966, a total of 535,000 visits were made by 215,000 persons travelling to countries within Europe, which indicates that many Canadians visited more than one country during their trip. An estimated 90,000 visits were made to France; 79,000 to Germany; 61,000 to The Netherlands; 56,000 to Switzerland; 50,000 to Italy; and 38,000 to the Scandinavian countries of Denmark, Norway, and Sweden.

### Canadian Travel Overseas (Direct)

#### Volume

The number of Canadian travellers returning direct from trips to overseas countries continued to increase in 1966. A total of 422,925 Canadian residents returned direct from overseas during the year, an increase of 36,575 persons compared to the total of 386,350 in 1965. The majority of Canadian travellers, 38 per cent, returned from overseas in the third quarter while 21 per cent

re-entered in the first, 24 per cent in the second, and 17 per cent in the fourth quarter of 1966. Increases were realized in the number of Canadians returning in the first three quarters of the year but a decrease of 3.5 per cent was registered in the fourth quarter when 71,004 residents re-entered Canada. Gains of 23.1; 10.8; and 8.2 per cent were recorded in the first, second, and third quarters to give totals of 91,138; 101,976; and 158,807 persons, respectively.

**STATEMENT 30. Residents of Canada Returning Direct from Overseas Countries,  
Principal Ports of Re-entry, 1962 - 66**

Port of re-entry	1962	1963	1964	1965	1966
<b>Airports:</b>					
Gander, Nfld. ....	6,962	5,421	4,537	3,139	4,793
Halifax, N.S. ....	5,817	7,610	7,673	9,854	10,424
Sydney, N.S. ....	906	1,111	695	1,371	1,344
Montreal, Que. ....	104,184	105,399	119,866	139,025	162,398
Ottawa, Ont. ....	2,253	2,145	5,194	3,265	4,292
Toronto, Ont. ....	57,472	77,578	89,839	115,200	125,895
Trenton, Ont. ....	5,276	10,941	16,024	27,988	23,957
Winnipeg, Man. ....	4,357	5,726	8,285	8,044	7,897
Calgary, Alta. ....	438	1,350	3,193	5,142	7,302
Edmonton, Alta. ....	4,107	6,694	8,572	7,442	3,906
Vancouver, B.C. ....	19,806	23,652	26,616	33,211	43,631
<b>Totals</b> .....	<b>211,578</b>	<b>247,627</b>	<b>290,494</b>	<b>353,681</b>	<b>395,839</b>
<b>Seaports:</b>					
Halifax, N.S. ....	2,550	2,295	2,186	1,768	2,048
Saint John, N.B. ....	2,283	233	77	70	63
Quebec, <sup>1</sup> Que. ....	27,713	23,786	18,891	17,398	12,627
Vancouver, B.C. ....	2,718	2,160	2,529	2,270	2,334
<b>Totals</b> .....	<b>35,264</b>	<b>28,474</b>	<b>23,683</b>	<b>21,506</b>	<b>17,072</b>
<b>All other ports</b> .....	<b>6,558</b>	<b>5,956</b>	<b>8,468</b>	<b>11,163</b>	<b>10,014</b>
<b>Grand totals</b> .....	<b>253,400</b>	<b>282,057</b>	<b>322,645</b>	<b>386,350</b>	<b>422,925</b>

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

**Note:** Data above include some military personnel and dependents.

**Expenditures**

The gross expenditures of Canadians returning direct from overseas countries in 1966 were estimated at \$319 million (excludes \$10 million spent in Hawaii), representing an increase of 11 per cent over the figure of \$288 million recorded in 1965. The gross payments of \$319 million include \$95 million paid to Canadian carriers, \$58 million to overseas carriers, and \$2 million to United States carriers for oceanic transportation. The latter payment is debited in the United States-Canada Travel Account and the amounts paid to Canadian carriers are domestic rather than international transactions. The proportion of the oceanic transportation costs received by Canadian carriers represents an increase of \$13 million or 16 per cent over 1965, while receipts by overseas carriers advanced by \$4 million or 7 per cent, and payments to United States carriers remained unchanged compared to 1965. The net payments made by Canadians to overseas countries, therefore, were estimated at \$222 million which involves \$164 million spent within overseas countries and the \$58 million paid to overseas oceanic carriers.

A quarterly analysis of expenditures by Canadians in overseas countries, exclusive of transportation costs to United States and Canadian carriers, reflects a decline of \$1 million or 2 per cent in the fourth quarter payments of \$42 million but gains were realized in the other three quarters. Payments in the first quarter were \$8 million or 27 per cent more than the \$30 million recorded in the same quarter of 1965, while the second quarter rose by \$5 million to \$56 million and the third quarter by \$7 million to \$86 million.

A breakdown of the estimated expenditures by areas, excluding \$155 million in oceanic transportation costs, shows that \$57.6 million was spent in the United Kingdom, some \$6.4 million more than in 1965. Expenditures in Continental European countries rose by \$8.5 million to \$76.3 million while payments made by Canadians for travel in Commonwealth countries totalled \$17.3 million, a decrease of \$1.2 million or 6.5 per cent. Expenditures in all other countries came to \$12.6 million compared to \$11.7 million in 1965.

**STATEMENT 31. Residents of Canada Returning Direct from Overseas Countries,  
Principal Ports of Re-entry, compiled Quarterly, 1966**

Port of re-entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
<b>Airports:</b>					
Gander, Nfld. ....	614	1,155	2,195	829	4,793
Halifax, N.S. ....	2,588	2,990	2,718	2,128	10,424
Sydney, N.S. ....	—	—	1,302	42	1,344
Montreal, Que. ....	26,225	39,785	66,672	29,716	162,398
Ottawa, Ont. ....	1,203	1,466	1,341	282	4,292
Toronto, Ont. ....	34,835	33,044	40,429	17,587	125,895
Trenton, Ont. ....	3,848	5,749	8,924	5,436	23,957
Winnipeg, Man. ....	750	2,101	4,072	974	7,897
Calgary, Alta. ....	733	1,701	3,663	1,205	7,302
Edmonton, Alta. ....	924	1,080	1,354	548	3,906
Vancouver, B.C. ....	14,735	8,972	12,623	7,301	43,631
<b>Totals</b> .....	<b>86,455</b>	<b>98,043</b>	<b>145,293</b>	<b>66,048</b>	<b>395,839</b>
<b>Seaports:</b>					
Halifax, N.S. ....	601	752	366	329	2,048
Saint John, N.B. ....	—	—	—	63	63
Quebec, <sup>1</sup> Que. ....	139	1,896	7,934	2,658	12,627
Vancouver, B.C. ....	1,075	447	489	323	2,334
<b>Totals</b> .....	<b>1,815</b>	<b>3,095</b>	<b>8,789</b>	<b>3,373</b>	<b>17,072</b>
All other ports .....	2,868	838	4,725	1,583	10,014
<b>Grand totals</b> .....	<b>91,138</b>	<b>101,976</b>	<b>158,807</b>	<b>71,004</b>	<b>422,925</b>

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

Note: Data above includes some military personnel and dependents.

### Type of Transportation

Canadian residents returning direct from overseas countries in 1966 are shown according to the mode of transportation in Statement 30. As demonstrated by the continual increase in the number of Canadians returning from overseas at major airports, the plane has become the most popular means of transportation. For example, in 1962, 83 per cent of the Canadians travelling overseas returned by air while, in 1966, 94 per cent of the residents returned to Canada by plane. Sea travel, on the other hand, continues to decline from year to year as a means of travel overseas; some 14 per cent returned to Canada at main seaports in 1962 but only 4 per cent re-entered by sea in 1966. In comparison to 1965, the number of re-entries at major airports increased by 12 per cent or 42,089 residents to a total of 395,770 persons and the number of Canadian travellers returning through main seaports decreased by 21 per cent or 4,434 persons to a total of 17,072 residents. Of the total

re-entries at specified airports, 84 per cent returned at Montreal, Toronto, and Vancouver. This represents increases of 17, 9, and 31 per cent, respectively, for the three airports. The only decreases in the number of Canadians returning were reported at the airports of Sydney, Trenton, Winnipeg, and Edmonton. The port of Quebec City received the majority of sea travellers, 74 per cent, registering a decrease of 27 per cent or 4,771 re-entries compared to 1965. The residual class "all other ports", which includes small airports and seaports, comprised 2 per cent of the total re-entries and recorded a decrease of 10 per cent in the number of Canadians returning direct from overseas countries.

### Province of Residence

Data on the province of residence of Canadians returning direct from overseas countries were compiled for 1966 and appear by quarters in Statement 32, and by destination in Statement 33.

**STATEMENT 32. Province of Residence of Canadians Returning Direct from Overseas Countries,<sup>1</sup> compiled Quarterly, 1966**

Province of residence	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	per cent				
Aeroplane and vessel:					
Atlantic Provinces .....	9.5	30.0	47.0	13.5	100.0
Quebec .....	22.1	26.9	34.1	16.9	100.0
Ontario .....	20.5	30.0	40.2	9.3	100.0
Manitoba and Saskatchewan .....	25.1	21.5	36.6	16.8	100.0
Alberta .....	31.7	21.3	32.5	14.5	100.0
British Columbia .....	36.4	18.1	34.0	11.5	100.0
Canada .....	21.5	24.1	37.6	16.8	100.0

<sup>1</sup> Including Hawaii.

**STATEMENT 33. Province of Residence of Canadians Returning Direct from Overseas Countries, by Destination, 1966**

Destination	Province of residence					
	Atlantic Provinces	Quebec	Ontario	Prairie Provinces	British Columbia	Canada
	per cent					
United Kingdom only .....	7.3	10.7	62.3	10.2	9.5	100.0
United Kingdom and other European countries .....	8.5	18.0	53.3	11.2	9.0	100.0
Other European countries only .....	2.4	32.7	45.2	12.3	7.4	100.0
Bermuda and Caribbean .....	8.9	26.8	60.3	2.6	1.4	100.0
Hawaii .....	0.5	2.9	4.8	26.3	65.5	100.0
Mexico .....	0.4	24.0	34.7	23.0	17.9	100.0
Combined destinations .....	3.1	34.0	36.8	11.5	14.6	100.0
All other countries .....	2.5	45.0	32.5	8.7	11.3	100.0
Totals .....	5.7	20.0	50.0	11.8	12.5	100.0

85  
24

112  
30

53  
13

Except for British Columbia, on a provincial basis the largest percentage of Canadians travelled in the third quarter. Residents from Eastern Canada tend to travel mainly in the third quarter but westward the percentage drops and the first quarter gradually increases. For example, 47 per cent of the residents from the Atlantic Provinces, 34 per cent of those from Quebec, and 40 per cent of the travellers from Ontario returned from overseas in the third quarter. The percentage of residents returning in the first quarter was low for these provinces, 10, 22, and 21 per cent, respectively. The response also shows that 37 per cent of the travellers from Manitoba and Saskatchewan, 33 per cent of those from Alberta, and 34 per cent of the residents from British Columbia returned from visits overseas in the third quarter. However, the first quarter recorded the second highest percentage for those travellers from the Prairie Provinces and the largest proportion, 36 per cent, for residents returning to British Columbia. This trend may be attributed to the flow of residents from the Western Provinces to Hawaii during the winter months of the year.

A review of Statement 33 on the destination of Canadians by province of residence reveals that the majority of the travellers returning direct from visits to overseas countries were from Ontario. Of the visitors to the United Kingdom only, 62 per cent were from Ontario, and of the travellers to the United Kingdom and Continental Europe, 53 per cent were also residents of Ontario. The percentage of Ontario residents visiting other European countries only, was lower, 45 per cent, while the proportion of Quebec residents to this area was 33 per cent. Again the majority of the Canadian travellers visiting Bermuda, the Caribbean, and Mexico resided in Ontario, whereas of those reporting Hawaii as a destination, 66 per cent were residents of British Columbia and 26 per cent originated from the Prairie Provinces. Residents of Quebec accounted for 45 per cent of the visits by Canadians to all other countries.

Based on data from the census population estimates of the first of June 1966, comparisons may be made between the percentage of persons the provinces contribute to the total population of Canada and the percentage of residents returning direct from overseas countries. Ontario residents, who comprise 34 per cent of the total population, made up 50 per cent of the Canadians travelling overseas. On the other hand, Quebec, with 29 per cent of the resident population, contributed a lesser percentage to the total overseas travellers, 20 per cent. The Atlantic Provinces with 10 per cent and the Prairie Provinces with 17 per cent of the population formed 6 and 12 per cent, respectively. Lastly, 12 per cent of the Canadians returning from overseas originated from British Columbia which consists of 10 per cent of the total population of Canada.

From these distributions, it is possible to estimate the number of residents of each province returning to Canada from visits to overseas countries. Estimates for 1966 are as follows: Atlantic Provinces, 24,000; Quebec, 85,000; Ontario, 211,000; Manitoba, Saskatchewan, and Alberta, 50,000; and British Columbia, 53,000; for a rounded total of 423,000 persons.

### Destination

The results of the questionnaire survey on the destination of Canadian travellers returning direct from overseas trips are illustrated in Statement 34 for the years 1962 to 1966 and in Statement 35 for the quarters of 1966. Most of the data are presented by area since many Canadians who travel to Europe visit several countries during one trip.

In 1966, 75 per cent of the total respondents reported trips to European countries. A further breakdown shows 28 per cent visited the United Kingdom only, 22 per cent travelled to the United

**STATEMENT 34. Destination reported by Canadians Returning Direct from Overseas Countries, 1962 - 66**

Destination reported	1962	1963	1964	1965	1966
	per cent				
<b>Aeroplane and vessel:</b>					
United Kingdom only .....	29.2	27.7	25.1	25.0	27.6
United Kingdom and other European countries ....	22.1	22.1	23.9	22.8	22.0
Other European countries only .....	22.0	22.3	25.3	24.0	25.2
Bermuda and Caribbean .....	13.6	14.0	11.9	13.2	11.3
Hawaii .....	3.3	4.1	4.2	6.2	6.0
Mexico .....	2.9	4.8	5.3	4.6	4.0
All other countries .....	6.9	5.0	4.3	4.2	3.9
<b>Totals .....</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

Kingdom and other European countries, and 25 per cent went directly to other European countries. The percentage visiting Bermuda and the Caribbean was 11 per cent while 6 per cent went to Hawaii and 4 per cent to Mexico and the same proportion to all other countries. Compared to 1965, the percentage of Canadians returning from Europe, including the United Kingdom, increased by 3 per cent while the proportion visiting Bermuda and the Caribbean decreased by 2 per cent in 1966. The other destinations reported by Canadian travellers (Hawaii, Mexico, and all other countries) showed little change over the previous year.

A quarterly review reveals that the majority of Canadians who travel during the winter months of January, February, and March visit the moderate climate countries, as 56 per cent reported trips to Bermuda and the Caribbean, Hawaii, and Mexico. On the other hand, only 40 per cent specified Europe in the first quarter. In the remaining quarters of 1966, the situation was reversed with the majority of Canadian travellers going to Europe rather than the specified countries to the south. For example, 92 per cent visited Europe in the third quarter while only 6 per cent went to Bermuda and the Caribbean, Hawaii, and Mexico.

**STATEMENT 35. Destination reported by Canadians Returning Direct from Overseas  
Countries, compiled Quarterly by Type of Transportation, 1966**

Destination reported	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	per cent				
Aeroplane and vessel:					
United Kingdom only .....	13.4	28.3	34.5	29.6	27.6
United Kingdom and other European countries ....	7.1	24.4	28.7	22.7	22.0
Other European countries only .....	19.3	24.1	28.2	27.7	25.2
Bermuda and Caribbean .....	30.0	11.0	3.2	5.9	11.3
Hawaii .....	16.2	4.5	1.6	4.8	6.0
Mexico .....	9.4	3.4	1.6	3.5	4.0
All other countries .....	4.6	4.3	2.2	5.8	3.9
<b>Totals .....</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

From the questionnaire survey which covered a sample of Canadian travellers returning direct from overseas, an estimate can be made of the number of residents visiting each area. In 1966, an estimated 117,000 persons returned to Canada after visiting the United Kingdom only. Approximately 93,000 Canadians visited the United Kingdom and other European countries, and 107,000 travelled to Continental European countries only. Furthermore, it is estimated that 48,000 residents of Canada made trips to Bermuda and the Caribbean, 25,000 visited Hawaii, 17,000 travelled to Mexico, and 16,000 persons returned to Canada from visits to all other countries in 1966.

Although many Canadians returning direct from Europe visit more than one country, a breakdown of the individual countries visited can be made. However, it should be noted that the figures estimated are **visits** rather than **persons**. For instance, 200,000 **persons** made some 491,000 **visits** to Continental European countries. This would indicate that many Canadians visited more than one country and the percentage breakdown in 1966 would be as follows: one country, 44 per cent; two countries, 20 per cent; three countries, 13 per cent; four countries, 8 per cent; five countries, 6 per cent; six countries, 4 per cent; seven or more countries, 5 per cent. Estimates of the number of visits made by residents who returned

direct to Canada from main European countries are as follows: France, 84,000 visits; Germany, 74,000; The Netherlands, 57,000; Switzerland, 52,000; Italy, 46,000; the Scandinavian countries (Denmark, Norway, Sweden), 32,000; and Spain and Portugal, 29,000 visits.

The destination reported by Canadians returning direct from overseas countries varies considerably according to the port of re-entry into Canada. At both Halifax and Toronto some 35 to 37 per cent of the number of residents returning had visited the United Kingdom only, and from 32 to 39 per cent had made trips to Continental European countries. However, of those travellers returning by air at Montreal, 62 per cent had been to Continental European countries and 17 per cent had visited the United Kingdom. Only a small percentage had returned at these ports from trips to the Caribbean area, Hawaii, and Mexico. On the other hand, of the re-entries at Vancouver airport, 47 per cent had been to Hawaii and 38 per cent had visited Europe including the United Kingdom, while, of those returning by ship, 71 per cent specified Hawaii. Of the total re-entries by boat at Montreal and Quebec, 99 per cent had been to Europe, with 51 per cent having visited the United Kingdom only, and 45 per cent the United Kingdom and other European countries.

### Purpose of Trip

Data on the reasons for Canadian travel to overseas countries are compiled from the questionnaire survey and for 1966 are presented in Statement 36 by quarters and in Statement 37 by area of destination.

Again in 1966, the main reason Canadians travelled to overseas countries was for recreation since 49 per cent of the respondents reported this purpose of trip. Visiting friends or relatives was the second reason specified, 40 per cent of the response; then business, 9 per cent; health, one per cent; and formal study, less than one per cent. A quarterly comparison on purpose of trip reported reveals that the 1965 pattern continued in 1966. The highest percentage of Canadians travelling to overseas countries on business trips (17 per cent) was recorded during the fourth quarter. The majority of residents travelling for recreation, 61 per cent, appeared in the first quarter, when many

trips are made to winter vacation areas such as Bermuda, the Caribbean, Hawaii, and Mexico. Some 50 per cent of the Canadians travelling to visit friends or relatives did so during the third quarter of the year.

Statement 37 illustrates the purpose of trip reported by respondents according to the area or country visited in 1966. Of the total Canadians visiting the United Kingdom only, it is estimated that 61 per cent went to visit friends or relatives, a decrease of 4 per cent compared to 1965. Recreation, on the other hand, was the second reason given for travel to the United Kingdom, 32 per cent, representing an increase of 4 per cent. Residents of Canada visiting other European countries as well as the United Kingdom specified recreation as their main reason for travel, 57 per cent, with visiting friends or relatives next, 27 per cent, both categories decreasing from the previous year. Of the travellers visiting Continental European

**STATEMENT 36. Purpose of Trip reported by Canadians Returning Direct from Overseas Countries,<sup>1</sup> compiled Quarterly, 1966**

Period of re-entry	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
Aeroplane and vessel:					
First quarter .....	9.5	0.3	2.7	61.4	26.1
Second quarter .....	10.8	0.2	1.0	50.7	37.3
Third quarter .....	5.9	0.6	0.7	42.7	50.1
Fourth quarter .....	16.5	0.4	1.0	43.9	38.2
Year .....	9.4	0.4	1.3	49.3	39.6

<sup>1</sup> Including Hawaii.

**STATEMENT 37. Purpose of Trip reported by Canadians Returning Direct from Overseas Countries, compiled by Destination, 1966**

Destination reported	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
Aeroplane and vessel:					
United Kingdom only .....	6.6	0.3	0.5	31.5	61.1
United Kingdom and other European countries ....	14.6	0.8	0.4	56.8	27.4
Other European countries only .....	10.5	0.4	1.2	29.2	58.7
Bermuda and Caribbean .....	4.9	0.2	2.8	84.0	8.1
Hawaii .....	3.8	—	5.0	86.3	4.9
Mexico .....	3.2	0.4	1.8	91.3	3.3
All other countries .....	27.2	—	1.4	49.5	21.9
Totals .....	9.4	0.4	1.3	49.3	39.6



countries only, 59 per cent went to visit friends or relatives, a decrease of 2 per cent, and 29 per cent travelled for recreation, the same percentage as the preceding year. The main reason given for visits to Bermuda and the Caribbean, Hawaii, and Mexico was recreation which was specified by 84 per cent, 86 per cent, and 91 per cent, respectively. The proportion visiting friends or relatives was very low for these areas or countries. Business as a purpose of trip showed significant increases in 1966. For example, 27 per cent of the Canadians travelling to all other countries went for this

reason, some 7 per cent more than in 1965. Also an increase of 3 to 4 per cent was realized in the number of Canadian travellers on business to European countries and the United Kingdom, and to Continental Europe only.

### Length of Stay

The average length of stay reported by Canadians returning direct from overseas countries is presented in Statement 38 for the years 1962 to 1966 and in Statement 39 by quarters for 1966.

**STATEMENT 38. Average Length of Stay reported by Canadians Returning Direct from Overseas Countries, compiled by Destination and Type of Transportation, 1962 - 66**

Destination reported	1962	1963	1964	1965	1966
	number of days				
Aeroplane and vessel:					
United Kingdom only .....	44.8	34.4	32.0	28.9	25.6
United Kingdom and other European countries ....	56.6	39.0	41.1	36.0	30.0
Other European countries only .....	45.0	41.4	38.4	32.9	29.6
Bermuda and Caribbean .....	14.4	16.1	15.7	15.7	13.2
Hawaii .....	28.4	25.3	19.8	22.2	23.1
Mexico .....	19.2	17.7	18.7	17.5	18.2
All other countries <sup>1</sup> .....	88.4	49.2	61.0	37.1	31.6

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

The continual increase from year to year in the proportion of Canadians travelling by air to Europe has, most likely, been a factor in the lower average length of stay. For example, in 1965, 91 per cent of the total Canadians visiting overseas countries went by air and the average stay in the categories United Kingdom only, the United Kingdom and other European countries, and other European countries only, was 29, 36, and 33 days, respectively. In 1966, the proportion of plane travellers

increased to 94 per cent and the average time spent in the United Kingdom only, decreased to 26 days. Visits to the United Kingdom and other European countries, and European countries only, both averaged 30 days. The variation over the years in the number of days spent in Bermuda and the Caribbean, Hawaii, and Mexico was less pronounced than was noted in Europe. Canadians in 1966 stayed an average of 13 days in Bermuda and the Caribbean, 23 days in Hawaii, and 18 days in Mexico.

**STATEMENT 39. Average Length of Stay reported by Canadians Returning Direct from Overseas Countries, compiled Quarterly by Destination and Type of Transportation, 1966**

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 .....	22.9	23.2	26.8	28.5	25.6
United Kingdom and other European countries ....	31.3	26.0	31.2	33.7	30.0
Other European countries only .....	28.6	26.7	31.7	29.8	29.6
Bermuda and Caribbean .....	14.4	10.9	14.0	11.5	13.2
Hawaii .....	23.4	23.4	22.0	20.9	23.1
Mexico .....	18.2	20.8	16.5	14.7	18.2
All other countries <sup>1</sup> .....	29.2	28.5	44.5	25.4	31.6
<b>Totals</b> .....	<b>22.0</b>	<b>23.2</b>	<b>29.1</b>	<b>28.1</b>	<b>25.8</b>

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

### Canadian Travel Overseas (Via the United States)

#### Volume and Expenditures

In 1966, a total of 80,000 Canadians returned from overseas countries via the United States, an increase of 10,000 persons over 1965. Gross expenditures (excluding \$2 million spent in Hawaii) for this group of Canadian travellers were estimated at \$67 million, some \$7 million more than in 1965. Of this total, \$34 million represented payments for oceanic transportation and \$33 million was spent within overseas countries. This represents increases of \$5 million and \$2 million, respectively. The cost of transportation in turn involves \$17 million paid to overseas carriers compared to \$14 million the previous year, \$11 million to Canadian carriers in contrast to \$9 million, and \$6 million to United States carriers, the same as in 1965. Since payments to United States carriers are included in that country's travel account and payments to Canadian carriers are considered internal transactions, the net expenditures for overseas travel via the United States by Canadian residents came to \$50 million, an increase of \$5 million over 1965.

A review of the estimated expenditures within overseas countries (exclusive of all transportation

costs) reveals that the United Kingdom received \$4.4 million, Continental Europe \$8.4 million, other Commonwealth countries \$10.4 million, and all other countries \$9.7 million.

#### Province of Residence

Statement 40 displays the province of residence of Canadians returning via the United States from overseas countries by quarters in 1966. Of the re-entries during the first and second quarters, the highest percentages, 42 and 43 per cent, were from Ontario. However, in the third and fourth quarters, the largest percentages were residents of Quebec, 42 and 39 per cent, respectively. This led to annual percentages of 38 per cent for Ontario and 31 per cent for Quebec. During the first quarter, 21 per cent of the Canadians returning from overseas were from British Columbia and 20 per cent from Quebec. In the second quarter, Quebec accounted for 27 per cent of the travellers visiting overseas while British Columbia made up 14 per cent. In the third and fourth quarters, Ontario residents represented 34 and 25 per cent, while British Columbia accounted for 11 and 21 per cent, respectively.

**STATEMENT 40. Province of Residence of Canadians Returning from Overseas Countries<sup>1</sup> via the United States, compiled Quarterly, 1966**

Province of residence	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	per cent				
Aeroplane and vessel:					
Atlantic Provinces .....	3.1	2.9	1.4	2.1	2.5
Quebec .....	19.6	26.9	42.1	39.3	30.5
Ontario .....	42.4	42.8	34.4	25.2	37.7
Manitoba and Saskatchewan .....	9.4	6.5	4.7	3.0	6.4
Alberta .....	4.3	6.7	6.9	9.4	6.4
British Columbia .....	21.2	14.2	10.5	21.0	16.5
<b>Totals .....</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

<sup>1</sup> Including Hawaii.

**STATEMENT 41. Province of Residence of Canadians Returning from Overseas Countries via the United States, by Destination, 1966**

Destination	Province of residence					
	Atlantic Provinces	Quebec	Ontario	Prairie Provinces	British Columbia	Canada
	per cent					
United Kingdom only .....	1.4	24.6	52.2	11.6	10.2	100.0
United Kingdom and other European countries .....	0.7	21.6	46.0	13.7	18.0	100.0
Other European countries only .....	2.6	34.2	53.0	5.1	5.1	100.0
Bermuda and Caribbean .....	4.2	44.1	33.1	8.3	10.3	100.0
Hawaii .....	1.2	18.6	19.8	20.9	39.5	100.0
Mexico .....	2.2	14.7	42.2	17.8	23.1	100.0
All other countries .....	1.9	30.9	33.8	15.0	18.4	100.0
<b>Totals .....</b>	<b>2.5</b>	<b>30.5</b>	<b>37.7</b>	<b>12.8</b>	<b>16.5</b>	<b>100.0</b>

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Data on province of residence by destination of Canadians returning from overseas via the United States are presented in Statement 41 for 1966. As illustrated, Ontario residents formed the majority of the Canadians visiting European countries

(including the United Kingdom), Mexico, and the category comprising all other countries. However, of the Canadians returning via the United States from visits to Hawaii, 40 per cent originated from British Columbia, and of those who specified

Bermuda and the Caribbean, 44 per cent resided in Quebec. Of the total re-entries via the United States from visits to the United Kingdom only, 52 per cent were from Ontario and 25 per cent from Quebec. The same order followed in the proportions visiting the United Kingdom and other European countries, 46 per cent from Ontario and 22 per cent from Quebec. Of those Canadians visiting Continental Europe only, again Ontario residents formed the majority, 53 per cent, and Quebec came second, 34 per cent. Residents from Ontario accounted for 33 per cent of the Canadian visitors to Bermuda and the Caribbean while travellers from the Prairie Provinces made up 21 per cent of the visits to Hawaii. Over 42 per cent of the re-entries from Mexico were from Ontario and 23 per cent from British Columbia. Some 34 per cent of the visits to all other countries were made by Ontario residents, followed by 31 per cent from Quebec.

### Destinations

The destinations specified by Canadians returning from visits to overseas countries via the United States show the percentage to Europe declined in 1966 while the proportions visiting countries of the Caribbean, Bermuda, Hawaii, and Mexico increased compared to 1965. For example, the percentage of Canadians returning from the United Kingdom via the United States decreased from 7 per cent in 1965 to 5 per cent in 1966. Residents visiting a combination of the United Kingdom and other European countries decreased from 13 per cent to 10 per cent and those returning from Continental Europe only, from 11 per cent to 9 per cent. On the other hand, the proportion of re-entries via the United States from visits to Bermuda and the Caribbean showed an increase from 24 per cent in 1965 to 29 per cent in 1966. Similarly, the number of residents visiting Hawaii rose to 5 per cent from 3 per cent while travellers to Mexico remained at 15 per cent. Canadians returning from cruises accounted for 9 per cent compared to 6 per cent in 1965 while those reporting a combined destination (visits to two or more areas) amounted to 10 per cent, and the percentage of residents visiting all other countries decreased from 10 per cent to 8 per cent in 1966.

From the percentage distribution, the number of Canadians visiting overseas countries and returning via the United States can be estimated. Accordingly, the largest number of Canadians, 23,000, returned from visits to Bermuda and the Caribbean while 12,000 visited Mexico. These estimates do not include the many Canadians who make short visits to these areas while vacationing in the United States. Some 8,000 persons returned from the United Kingdom and other European countries and 7,000 Canadians from visits to Continental Europe only. Also some 7,000 residents went on cruises and 8,000 persons returned from combined destinations. An estimated 4,000 persons visited Hawaii and the same number returned from visits to the United Kingdom only.

A quarterly review reveals the popularity of visits to southern climates during the first quarter of 1966 when some 29 per cent of the Canadians returning via the United States reported visits to Bermuda and the Caribbean, and 22 per cent to Mexico while only 7 per cent had been to Europe (including the United Kingdom). Again in the second quarter the main destinations were Bermuda and the Caribbean with 25 per cent of the response, and Mexico with 18 per cent, although the percentage reporting Europe increased to 23 per cent. However, in the third quarter, the trend shows 38 per cent visiting Europe, 26 per cent travelling to Bermuda and the Caribbean, and 11 per cent returning from Mexico. Of the re-entries during the fourth quarter, 35 per cent had been to Bermuda and the Caribbean, 28 per cent to Europe, and only 8 per cent to Mexico. The proportion of residents specifying cruises varied between 18 per cent of the total travellers in the first quarter to 2 per cent in the fourth quarter, while those reporting visits to combined destinations made up 8 per cent of the travellers in the first quarter compared to 11 per cent in the fourth quarter of 1966.

### Purpose of Trip

All questionnaires showing one or more purposes of trip were used in the compilation of data outlined in Statement 42 by quarters and in Statement 43 by destination in 1966.

**STATEMENT 42. Purpose of Trip reported by Canadians Returning from Overseas Countries<sup>1</sup> via the United States, compiled Quarterly, 1966**

Period of re-entry	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
First quarter .....	11.3	0.9	6.1	71.6	10.1
Second quarter .....	12.1	0.2	4.5	67.0	16.2
Third quarter .....	10.3	1.2	0.8	60.3	27.4
Fourth quarter .....	22.4	—	1.6	60.8	15.2
<b>Year</b> .....	<b>13.1</b>	<b>0.7</b>	<b>3.6</b>	<b>65.7</b>	<b>16.9</b>

<sup>1</sup> Including Hawaii.

The main purpose of trip reported by Canadians returning from overseas countries via the United States was recreation, followed by the category visiting friends or relatives. Although residents travelling direct from overseas specified similar reasons, the percentages between the two varied greatly. Almost 66 per cent of the travellers via the United States went overseas for recreation and

17 per cent to visit friends or relatives, as compared to 49 per cent of the respondents travelling direct for recreational purposes and 40 per cent to visit friends or relatives. A further comparison reveals that 13 per cent of the persons who re-entered via the United States had been overseas on business as opposed to 9 per cent of the direct re-entries.

**STATEMENT 43. Purpose of Trip reported by Canadians Returning from Overseas Countries via the United States, compiled by Destination, 1966**

Destination reported	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
<b>Aeroplane and vessel:</b>					
United Kingdom only .....	22.8	1.4	—	29.3	46.5
United Kingdom and other European countries ....	19.8	0.7	2.3	51.2	26.0
Other European countries only .....	20.5	2.6	0.8	32.5	43.6
Bermuda and Caribbean .....	9.7	—	3.9	78.9	7.5
Hawaii .....	7.4	—	4.3	77.2	11.1
Mexico .....	4.9	1.5	3.1	81.8	8.7
All other countries .....	15.9	0.2	5.2	62.3	16.4
<b>Totals .....</b>	<b>13.1</b>	<b>0.7</b>	<b>3.6</b>	<b>65.7</b>	<b>16.9</b>

Of the Canadians returning via the United States from visits to the United Kingdom only, slightly more than 46 per cent reported the purpose of visiting friends or relatives and almost 44 per cent of the travellers to Continental Europe only, specified the same reason. However, 51 per cent of the Canadians visiting both the United Kingdom and Continental Europe went for recreational purposes and only 26 per cent to visit friends or relatives. Residents who returned via the United States from areas like Bermuda, the Caribbean, Hawaii, and Mexico travelled mainly for recreation while the percentage visiting friends or relatives was low varying from 7 to 11 per cent. A little over 77 per cent visited Hawaii for recreational purposes, 79 per cent Bermuda and the Caribbean, and 82 per cent Mexico. Recreation was also the main reason for visits to all other countries (62 per cent) while 16 per cent travelled for business purposes and the same percentage to visit friends or relatives. Canadians returning via the United States from business trips to Europe showed higher percentages than in 1965. For instance, of the respondents who specified visits to the United Kingdom only, 23 per cent went for business reasons in 1966 compared to 13 per cent in the previous year. Almost 20 per cent travelled on business to

the United Kingdom and other European countries, an increase of about 3 per cent, while slightly more than 20 per cent went to Continental Europe only, some 7 per cent over the 1965 figure.

#### Length of Stay

In 1966, data were compiled on the average length of stay reported by Canadians who returned from overseas via the United States. The information obtained is presented in Statement 44 by quarters and destination. Calculations are based on the number of days spent overseas and do not include time spent en route in the United States.

The average length of stay abroad by Canadians returning via the United States amounted to 24 days in 1966, some 2 days less than the average (26 days) in 1965. All four quarters contributed to the overall decline with an average stay in the first and second quarters of 20 and 22 days while visits in both the third and fourth quarters averaged 28 days. In 1965, the average length of stay in the first to fourth quarters was 21, 27, 32, and 30 days, respectively.

**STATEMENT 44. Average Length of Stay<sup>1</sup> reported by Canadians Returning from Overseas Countries via the United States, compiled Quarterly by Destination, 1966**

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 .....	23.5	21.5	32.2	24.0	27.2
United Kingdom and other European countries ....	31.3	29.2	41.3	63.1	42.1
Other European countries only .....	55.0	26.7	31.9	35.9	33.2
Bermuda and Caribbean .....	10.7	10.5	10.6	12.8	11.1
Hawaii .....	20.7	16.0	8.7	13.0	15.8
Mexico .....	17.1	20.0	16.0	15.9	17.7
All other countries <sup>2</sup> .....	23.7	32.6	42.6	33.5	31.1
<b>Totals</b> .....	<b>19.2</b>	<b>22.3</b>	<b>27.7</b>	<b>27.8</b>	<b>23.6</b>

<sup>1</sup> Excluding time spent en route in the United States.

<sup>2</sup> Including cruise travel and travel to more than one area per trip.

According to destination, the longest time spent on an average in any one area was 42 days in the United Kingdom and other European countries. This marked the only increase in the average stay by destination, 2 days more than in 1965. On the other hand, the shortest time spent in any one area was recorded in Bermuda and the Caribbean when Canadians remained an average of 11 days, a decrease of one day compared to 1965. In the United Kingdom only, the average length of stay by Canadians dropped to 27 days in 1966 from 35 days in the preceding year. The average stay was also lower for residents visiting Continental Europe only, 33 days, a decrease of 5 days. Generally, the length of the trips made to Europe were longer on an average than those to the southern regions. The average time spent in Hawaii was 16 days, 2 days less than in 1965, while visits to Mexico lasted 18 days, a decline of one day. Canadians

who returned via the United States from trips to all other countries remained an average of 31 days compared to 34 days in the previous year.

In 1966, information was also obtained on the average stay in the United States by residents en route from the specified destinations. Canadians who visited European countries including the United Kingdom spent an average of 2 days en route in the United States, the same average as 1965. Variations arose, however, in the average length of stay en route for travellers to the other areas. For example, residents remained 10 days in the United States on visits to Mexico but only 3 days while on trips to Bermuda and the Caribbean. The average stay in the United States by Canadians returning from all other countries was 4 days while the overall average stay en route was 5 days in 1966.

#### Supplementary Analysis of International Travel

Travel receipts, considered as an "invisible" export, were valued at \$840 million in 1966. In relation to Canada's single export commodities, travel ranked fourth, exceeded by the export of wheat totalling \$1,060 million, automotive products valued at \$1,000 million and newsprint at \$968 million. As an "invisible" import, travel payments

amounted to \$900 million, the second largest import in value. Canadian payments abroad for travel were surpassed only by the import of automotive products valued at about \$1,675 million. Travel receipts and payments include expenses for food, lodging, local transportation, entertainment, miscellaneous purchases, etc.

**STATEMENT 45. Number of Visitors<sup>1</sup> to Canada by Country of Residence,  
compiled Quarterly, 1966**

Country of residence	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Australia .....	1,462	3,967	5,401	3,063	13,893
Belgium .....	457	1,159	2,699	810	5,125
Denmark .....	496	1,526	2,651	1,046	5,719
Finland .....	171	948	1,219	350	2,688
France .....	3,009	6,163	13,831	4,675	27,678
Germany .....	3,310	10,888	16,442	5,690	36,330
Greece .....	1,107	1,476	1,510	688	4,781
India .....	556	1,402	2,442	1,197	5,597
Ireland (Republic) .....	289	861	1,591	708	3,449
Israel .....	476	1,324	2,306	920	5,026
Italy .....	1,223	2,912	4,006	1,628	9,769
Jamaica .....	776	1,421	3,078	1,077	6,352
Japan .....	1,770	5,087	8,478	4,140	19,475
Mexico .....	1,005	2,990	3,411	2,399	9,805
Netherlands, The .....	1,546	6,837	9,161	2,581	20,125
New Zealand .....	400	1,573	1,929	969	4,871
Norway .....	502	1,145	1,892	1,025	4,564
Sweden .....	645	1,742	2,746	1,133	6,266
Switzerland .....	727	1,855	2,805	1,443	6,830
Trinidad and Tobago .....	356	773	1,552	498	3,179
United Kingdom .....	10,419	38,328	71,106	20,684	140,537
United States .....	4,238,521	8,684,607	16,270,193	6,131,660	35,324,981
Other countries .....	7,903	18,894	29,298	12,609	68,704
<b>Totals .....</b>	<b>4,277,126</b>	<b>8,797,878</b>	<b>16,459,747</b>	<b>6,200,993</b>	<b>35,735,744</b>

<sup>1</sup> Visitors from countries other than the United States include entries both direct to Canada and via the United States.

### Volume and Expenditures

Statement 45 provides the number of visitors to Canada by country of residence on a quarterly basis for the year 1966. A total of 35.7 million non-immigrants entered Canada from the United States and other countries. As would be expected, the great majority of the arrivals were residents of the United States. Statement 46 gives the balance of travel between Canada and the United States for both volume and expenditures. In 1966, the balance of travel shows 645,100 more United States travellers visiting Canada than Canadians visiting the United States. Expenditures by United States travellers were \$113.8 million more than Canadian disbursements in the United States.

A total of 70 million crossings were involved in travel between Canada and the United States, an increase of about 4 per cent over 1965. Of this total, 49.9 million were considered short-term or same-day traffic and 20.1 million were classified as long-term (staying one or more nights abroad).

Aggregate expenditures by United States and Canadian travellers amounted to \$1.3 billion, up 8 per cent over the figure of \$1.2 billion in 1965. Short-term travellers of both countries spent an estimated \$136.2 million, while long-term travel expenditures totalled \$1,209.9 million. Although short-term Canadian travellers outnumbered the United States same-day visitors, Canadian expenditures were less than the receipts from the United States travellers. Short-term visits to the United States by residents of Canada formed 79 per cent of the Canadian total but only 9 per cent of their expenditures. In contrast, short-term United States travellers made up 64 per cent of the non-resident volume and 11 per cent of their total expenditures. Canadian long-term travellers accounted for 21 per cent of the volume and 91 per cent of the expenditures, while, on the other hand, United States visitors, with 36 per cent of the volume, accounted for 89 per cent of the expenditures. This would indicate some variance in the average expenditure according to length of stay abroad between Canadian and United States travellers.

**STATEMENT 46. Number and Expenditures<sup>1</sup> of United States Travellers in Canada and Canadian Travellers in the United States, by Type of Transportation and Length of Stay, 1966**

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
	number of persons			thousands of dollars		
Short-term (entering and leaving same day):						
Automobile .....	15,829,300	22,494,500	- 6,665,200	41,710	42,099	- 389
Plane .....	38,200	27,900	+ 10,300	1,260	1,623	- 363
Bus .....	120,000	20,800	+ 99,200	971	457	+ 514
Rail .....	148,000	3,900	+ 144,100	279	82	+ 197
Boat .....	218,400	24,300	+ 194,100	1,527	79	+ 1,448
Other (pedestrians, local bus, etc.) .....	6,153,400	4,851,100	+ 1,302,300	32,908	13,234	+ 19,674
<b>Totals (short-term) .....</b>	<b>22,507,300</b>	<b>27,422,500</b>	<b>- 4,915,200</b>	<b>78,655</b>	<b>57,574</b>	<b>+ 21,081</b>
Long-term (one or more nights abroad):						
Automobile .....	11,038,800	5,763,500	+ 5,275,300	432,019	318,095	+ 113,924
Plane .....	671,600	676,600	- 5,000	103,686	149,169	- 45,483
Bus .....	577,900	530,900	+ 47,000	76,084	59,695	+ 16,389
Rail .....	196,200	172,600	+ 23,600	30,017	28,336	+ 1,681
Boat .....	333,200	113,800	+ 219,400	9,471	3,281	+ 6,190
<b>Totals (long-term) .....</b>	<b>12,817,700</b>	<b>7,257,400</b>	<b>+ 5,560,300</b>	<b>651,277</b>	<b>558,576</b>	<b>+ 92,701</b>
<b>Grand totals .....</b>	<b>35,325,000</b>	<b>34,679,900</b>	<b>+ 645,100</b>	<b>729,932</b>	<b>616,150</b>	<b>+ 113,782</b>

<sup>1</sup> Subject to revision—Exclusive of Hawaii.**Average Expenditure**

In 1966, the overall average outlay per United States traveller visiting Canada amounted to \$3.50 per person in the short-term and \$50.80 in the long-term. These represent increases of 6.1 per cent and 2.8 per cent, respectively. Canadian travellers in the United States averaged about the same in 1966 as in the previous year, \$2.10 per short-term traveller and \$77.00 per long-term traveller. Expenditure data, however, are not compiled from the above averages but are the product of several thousand averages stratified and weighted to the appropriate universe.

According to the number of American visits to Canada and the population of the United States, on balance one out of every 5.5 residents visited Canada in 1966 as compared with a ratio of one out of 5.7 persons in 1965. The amount spent by United States travellers in Canada represents \$3.30 per resident of that country, a slight decrease from \$3.40 per resident population in 1965. In the same manner, Canadian travellers in the United States compared to Canada's population indicates that on

average each Canadian made 1.7 visits to the United States, the same proportion as 1965. Canadian travel expenditures per capita of population came to \$30.80 per resident in 1966, in contrast to \$27.40 per capita in 1965.

**Tourist Nights**

Tourist nights of United States residents travelling in Canada and Canadians returning from the United States were estimated for 1966 and presented in Statements 47 and 48. Tourist nights were calculated by multiplying the number of persons by the average nights stay for each type of transportation, i.e., automobile, plane, bus, and rail. The calculation, therefore, is affected by length of stay and also the number staying overnight. In 1966, tourist nights spent by United States residents in Canada numbered 48,236,900, an increase of 6.8 per cent over 1965. Although the volume of Canadian visits to the United States was lower, the number of tourist nights in that country was higher when 49,451,600 nights were estimated for the year. This represents an increase of 9.1 per cent over 1965.

Accordingly, the average nights stay for Canadians returning from the United States by automobile, plane, bus, and rail was seven nights as compared with an average of four nights per United States traveller in Canada. United States residents travelling by automobile remained in Canada an average of four nights. Plane visitors stayed about five nights while both bus and rail travellers recorded an average of seven nights. Canadians stayed longer in the United States, with an average of six nights for automobile travellers, eleven nights for both plane and bus persons, and thirteen nights per rail traveller.

On a quarterly basis, United States visitors to Canada remained between three and four nights throughout the year. Canadians, on the other hand, stayed an average of eleven days in the United States during the first quarter, nine days in the second quarter, six days in the third quarter, and four days in the fourth quarter. In 1966, the average expenditure per United States tourist night in Canada was \$13.10, a slight increase over the \$12.70 average in 1965. Similarly, Canadian travellers in the United States spent an average of \$11.20 per tourist night, in comparison to \$10.60 per night in the preceding year.

**STATEMENT 47. Estimated Tourist Nights<sup>1</sup> of United States Residents Travelling in Canada and Residents of Canada Travelling in the United States by Automobile, Plane, Bus, and Rail, compiled Quarterly, 1966**

Period of travel	United States residents <sup>2</sup> in Canada		Canadian residents in the United States	
	Persons	Tourist nights	Persons	Tourist nights
First quarter .....	1, 144, 100	3, 552, 700	848, 100	9, 255, 000
Second quarter .....	2, 692, 300	8, 642, 700	1, 596, 200	13, 605, 700
Third quarter .....	6, 757, 000	29, 530, 300	3, 327, 100	20, 609, 100
Fourth quarter .....	1, 748, 900	6, 511, 200	1, 372, 200	5, 981, 800
<b>Year .....</b>	<b>12, 342, 300</b>	<b>48, 236, 900</b>	<b>7, 143, 600</b>	<b>49, 451, 600</b>

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

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

**STATEMENT 48. Estimated Tourist Nights<sup>1</sup> of United States Residents Travelling in Canada and Residents of Canada Travelling in the United States, by Type of Transportation, 1966**

Type of transportation	United States residents in Canada		Canadian residents in the United States	
	Persons	Tourist nights	Persons	Tourist nights
Automobile .....	10, 896, 600 <sup>2</sup>	39, 211, 200 <sup>2</sup>	5, 763, 500	34, 006, 200
Plane .....	671, 600	3, 660, 700	676, 600	7, 308, 900
Bus .....	577, 900	3, 949, 900	530, 900	5, 859, 400
Rail .....	196, 200	1, 415, 100	172, 600	2, 277, 100
<b>Totals .....</b>	<b>12, 342, 300</b>	<b>48, 236, 900</b>	<b>7, 143, 600</b>	<b>49, 451, 600</b>

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

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



### Quarterly Distribution of Receipts and Payments

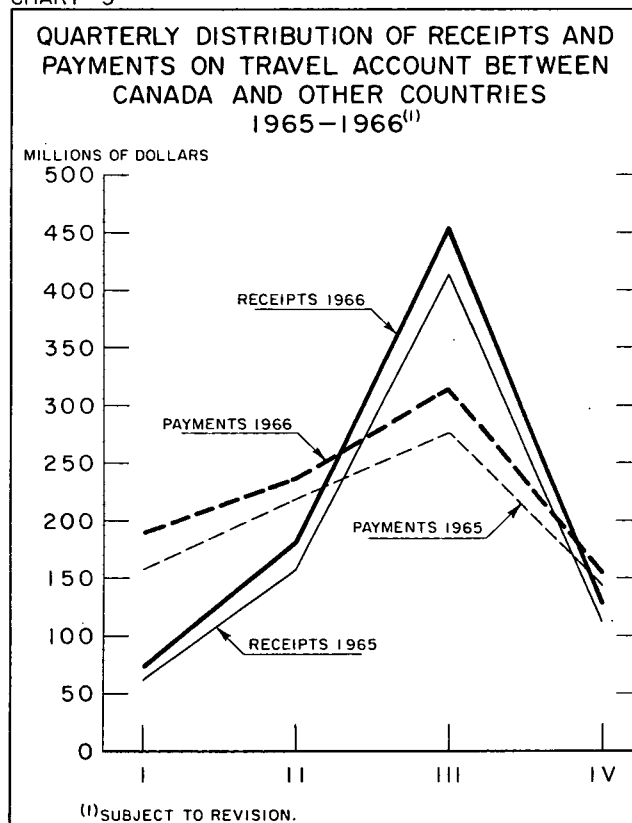
Estimates of the balance of payments on travel account between Canada and other countries are presented quarterly for the period 1957-66 in Table 2. In 1966, the pattern of deficits continued and the balance of payments on travel account recorded a net debit of \$60 million, as compared with \$49 million in 1965. However, quarterly balances showed a third quarter surplus of \$140 million, an increase of \$1 million over the comparable quarter of 1965. The other quarters in 1966 recorded deficits of \$117 million in the first quarter, \$56 million in the second quarter, and \$27 million in the fourth quarter of the year.

A quarterly review of receipts from other countries shows gains in all quarters of 1966. The third quarter receipts, which formed 54 per cent of the aggregate, amounted to \$455 million, an increase of 9.6 per cent. Expenditures in Canada by visitors from other countries during the first quarter increased to \$74 million from \$63 million in the same quarter of 1965. In the second quarter, \$183 million was spent by foreign travellers, some \$25 million or 15.8 per cent more than the second quarter of the previous year. Receipts in the fourth quarter of the year totalled \$128 million, as compared with \$111 in the last quarter of 1965.

Between quarters, payments made by Canadians for travel in other countries varied less than receipts. The third quarter payments amounted to \$315 million or 35 per cent of the total expenditures, up \$39 million or 14.1 per cent. The first quarter, with payments totalling \$191 million, showed an increase of 21.7 per cent, whereas the second quarter advanced 9.1 per cent when Canadian expenditures

totalled \$239 million. Payments made by Canadians in the fourth quarter of 1966 accounted for \$155 million, an advance of \$11 million or 7.6 per cent over the last quarter of 1965.

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## STATISTICAL TABLES



**TABLE 1. Balance of Payments on Travel Account Between Canada and Other Countries,  
1930 - 66<sup>1</sup>**

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									
1930 .....	167	67	+ 100	13	25	- 12	180	92	+ 88
1931 .....	141	52	+ 89	12	19	- 7	153	71	+ 82
1932 .....	103	30	+ 73	11	19	- 8	114	49	+ 65
1933 .....	81	30	+ 51	8	14	- 6	89	44	+ 45
1934 .....	96	36	+ 60	10	14	- 4	106	50	+ 56
1935 .....	107	48	+ 59	10	16	- 6	117	64	+ 53
1936 .....	129	54	+ 75	13	21	- 8	142	75	+ 67
1937 .....	149	65	+ 84	17	22	- 5	166	87	+ 79
1938 .....	134	66	+ 68	15	20	- 5	149	86	+ 63
1939 .....	137	67	+ 70	12	14	- 2	149	81	+ 68
1940 .....	98	40	+ 58	7	3	+ 4	105	43	+ 62
1941 .....	107	18	+ 89	4	3	+ 1	111	21	+ 90
1942 .....	79	24	+ 55	3	3	-	82	27	+ 55
1943 .....	87	34	+ 53	2	3	- 1	89	37	+ 52
1944 .....	117	57	+ 60	3	3	-	120	60	+ 60
1945 .....	163	81	+ 82	3	2	+ 1	166	83	+ 83
1946 .....	216	130	+ 86	6	6	-	222	136	+ 86
1947 .....	241	152	+ 89	10	15	- 5	251	167	+ 84
1948 .....	267	113	+ 154	13	22	- 9	280	135	+ 145
1949 .....	267	165	+ 102	18	28	- 10	285	193	+ 92
1950 .....	260	193	+ 67	15	33	- 18	275	226	+ 49
1951 .....	258	246	+ 12	16	34	- 18	274	280	- 6
1952 .....	257	294	- 37	18	47	- 29	275	341	- 66
1953 .....	282	307	- 25	20	58	- 38	302	365	- 63
1954 .....	283	320	- 37	22	69	- 47	305	389	- 84
1955 .....	303	363	- 60	25	86	- 61	328	449	- 121
1956 .....	309	391	- 82	28	107	- 79	337	498	- 161
1957 .....	325	403	- 78	38	122	- 84	363	525	- 162
1958 .....	309	413	- 104	40	129	- 89	349	542	- 193
1959 .....	351	448	- 97	40	150	- 110	391	598	- 207
1960 .....	375	462 <sup>3</sup>	- 87	45	165	- 120	420	627	- 207
1961 .....	435	459 <sup>3</sup>	- 24	47	183	- 136	482	642	- 160
1962 .....	512	419 <sup>3</sup>	+ 93	50	186	- 136	562	605	- 43
1963 .....	549	388 <sup>3</sup>	+ 161	60	197	- 137	609	585	+ 24
1964 .....	590	481 <sup>3</sup>	+ 109	72	231	- 159	662	712	- 50
1965 .....	660	548 <sup>3</sup>	+ 112	87	248	- 161	747	796	- 49
1966 <sup>2</sup> .....	730	628 <sup>3</sup>	+ 102	110	272	- 162	840	900	- 60

<sup>1</sup> Comparable figures for 1926 - 29 are given in the corresponding table of the annual report on "Travel Between Canada and Other Countries, 1965".

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

<sup>3</sup> Includes Hawaii.

**TABLE 2. Quarterly Estimates of the Balance of Payments on Travel Account  
Between Canada and Other Countries, 1957-66<sup>1</sup>**

Year	First quarter	Second quarter	Third quarter	Fourth quarter	Total
millions of dollars					
Quarterly receipts:					
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 .....	63	158	415	111	747
1966 <sup>1</sup> .....	74	183	455	128	840
Per cent of year:					
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 .....	8.4	21.1	55.6	14.9	100.0
1966 <sup>1</sup> .....	8.8	21.8	54.2	15.2	100.0
Quarterly payments:					
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 .....	157	219	276	144	796
1966 <sup>1</sup> .....	191	239	315	155	900
Per cent of year:					
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 .....	19.7	27.5	34.7	18.1	100.0
1966 <sup>1</sup> .....	21.2	26.6	35.0	17.2	100.0
Quarterly balance (Net credits + Net debits-):					
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 .....	- 94	- 61	+ 139	- 33	- 49
1966 <sup>1</sup> .....	- 117	- 56	+ 140	- 27	- 60

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

**TABLE 3. Number of Non-resident Automobiles Travelling on Customs Permits<sup>1</sup> which Departed from Canada in 1966, grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit**

Ports of entry	Ports of exit	Length of stay			
		Cars staying one night	Staying two or more nights		
			Number of cars	Number of car nights	Average nights stay per car
Section I. Traffic within Ontario:					
(a) St. Lawrence River ports .....	Fort Erie and Niagara Falls .....	3,324	13,683	76,160	5.57
	St. Clair and Detroit River ports <sup>2</sup>	6,307	4,350	24,111	5.54
	Sault Ste. Marie .....	1,098	1,822	8,291	4.55
	Western Ontario ports .....	25	302	1,872	6.20
	St. Lawrence River ports .....	48,444	116,375	710,226	6.10
	All ports in Canada .....	63,373	153,338	918,752	5.99
(b) Fort Erie and Niagara Falls .....	St. Lawrence River ports .....	9,264	23,561	111,899	4.75
	St. Clair and Detroit River ports <sup>2</sup>	90,270	23,970	108,172	4.51
	Sault Ste. Marie .....	1,636	5,412	25,948	4.79
	Western Ontario ports .....	20	885	5,605	6.33
	Fort Erie and Niagara Falls .....	683,594	359,522	1,802,399	5.01
	All ports in Canada .....	785,713	435,467	2,183,685	5.01
(c) St. Clair and Detroit River ports <sup>2</sup>	St. Lawrence River ports .....	6,277	6,368	37,382	5.87
	Fort Erie and Niagara Falls .....	95,455	36,108	148,676	4.12
	Sault Ste. Marie .....	387	8,142	52,581	6.46
	Western Ontario ports .....	—	610	4,685	7.68
	St. Clair and Detroit River ports <sup>2</sup>	736,491	339,460	1,659,340	4.89
	All ports in Canada .....	839,656	405,642	2,011,459	4.96
(d) Sault Ste. Marie .....	St. Lawrence River ports .....	1,387	2,344	9,360	3.99
	Fort Erie and Niagara Falls .....	3,324	7,550	33,099	4.38
	St. Clair and Detroit River ports <sup>2</sup>	1,373	7,584	49,796	6.57
	Western Ontario ports .....	5,599	12,096	49,125	4.06
	Sault Ste. Marie .....	29,376	56,616	383,906	6.78
	All ports in Canada .....	41,819	95,282	596,410	6.26
(e) Western Ontario ports .....	St. Lawrence River ports .....	4	397	2,513	6.33
	Fort Erie and Niagara Falls .....	55	1,118	6,120	5.47
	St. Clair and Detroit River ports <sup>2</sup>	7	562	4,176	7.43
	Sault Ste. Marie .....	4,836	12,386	46,796	3.78
	Western Ontario ports .....	18,051	73,632	506,242	6.88
	All ports in Canada .....	24,023	97,316	632,885	6.50

See footnotes at end of table.

**TABLE 3. Number of Non-resident Automobiles Travelling on Customs Permits<sup>1</sup> which Departed from Canada in 1966, grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit – Continued**

Ports of entry	Ports of exit	Length of stay			
		Cars staying one night	Staying two or more nights		
			Number of cars	Number of car nights	Average nights stay per car
Section II. Traffic from Ontario to other provinces:					
St. Lawrence River ports .....	All ports in Quebec .....	4,003	13,703	67,193	4.90
All ports in Ontario west of Kingston and east of Port Arthur .....	All ports in Quebec .....	2,327	33,031	167,181	5.06
All ports in Western Ontario .....	All ports in Manitoba .....	961	4,506	27,704	6.15
All ports in Ontario .....	All ports in Quebec .....	6,341	47,137	237,047	5.03
	All ports in the Atlantic Provinces .....	428	9,580	100,644	10.51
	All ports in Manitoba .....	992	5,744	38,225	6.65
	All ports in Saskatchewan .....	72	884	7,501	8.49
	All ports in Alberta .....	44	2,536	22,532	8.88
	All ports in British Columbia .....	3	5,250	57,483	10.95
	All ports in Yukon Territory .....	—	1,053	11,055	10.50
	All ports in Ontario .....	1,746,704	1,114,866	5,869,213	5.26
	All ports in Canada .....	1,754,584	1,187,050	6,343,700	5.34
Section III. Traffic from the Atlantic Provinces to other provinces:					
All ports in the Atlantic Provinces	All ports in Quebec .....	769	6,031	44,121	7.32
	All ports in Ontario .....	690	6,002	54,082	9.01
	All ports in the Atlantic Provinces .....	58,530	110,901	965,967	8.71
	All ports in Canada .....	59,990	123,146	1,069,047	8.68
Section IV. Traffic from Quebec to other provinces:					
All ports in Quebec .....	All ports in Ontario on the St. Lawrence River .....	3,436	9,707	48,801	5.03
	All ports in Ontario west of Kingston and east of Port Arthur .....	2,996	21,101	106,770	5.06
	All ports in Ontario .....	6,432	31,197	157,715	5.06
	All ports in the Atlantic Provinces .....	779	8,690	62,893	7.24
	All ports in Quebec .....	121,599	190,013	992,518	5.22
	All ports in Canada .....	128,812	230,858	1,223,949	5.30
Section V. Traffic from Manitoba to other provinces:					
All ports in Manitoba .....	All ports in Ontario .....	1,021	6,003	38,028	6.33
	All ports in Western Ontario .....	994	4,758	26,423	5.55
	All ports in Saskatchewan .....	196	1,383	13,175	9.53
	All ports in Alberta .....	52	1,776	14,645	8.25
	All ports in British Columbia .....	38	3,584	33,262	9.28
	All ports in Yukon Territory .....	—	989	6,970	7.05
	All ports in Manitoba .....	14,866	31,792	226,633	7.13
	All ports in Canada .....	16,173	45,705	333,362	7.29

See footnote at end of table.



**TABLE 3. Number of Non-resident Automobiles Travelling on Customs Permits<sup>1</sup> which Departed from Canada in 1966, grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit – Concluded**

Ports of entry	Ports of exit	Length of stay			
		Cars staying one night	Staying two or more nights		
			Number of cars	Number of car nights	Average nights stay per car
Section VI. Traffic from Saskatchewan to other provinces:					
All ports in Saskatchewan .....	All ports in Ontario .....	59	918	8,450	9.20
	All ports in Manitoba .....	169	1,299	12,933	9.96
	All ports in Alberta .....	148	2,265	21,857	9.65
	All ports in British Columbia .....	65	3,257	32,270	9.91
	All ports in Yukon Territory .....	—	2,391	13,591	5.68
	All ports in Saskatchewan .....	5,459	13,713	128,593	9.38
	All ports in Canada .....	5,900	23,920	218,712	9.14
Section VII. Traffic from Alberta to other provinces:					
All ports in Alberta .....	All ports in Ontario .....	33	3,081	25,057	8.13
	All ports in Manitoba .....	104	2,010	15,213	7.57
	All ports in Saskatchewan .....	246	2,152	15,635	7.27
	All ports in British Columbia .....	1,613	18,999	126,969	6.68
	All ports in Yukon Territory .....	—	5,555	25,327	4.56
	All ports in Alberta .....	6,723	13,414	113,724	8.48
	All ports in Canada .....	8,719	45,459	332,034	7.30
Section VIII. Traffic from British Columbia to other provinces:					
All ports in British Columbia .....	All ports in Ontario .....	20	4,482	44,018	9.82
	All ports in Manitoba .....	46	2,888	24,607	8.52
	All ports in Saskatchewan .....	102	2,803	23,051	8.22
	All ports in Alberta .....	1,021	16,471	110,955	6.74
	All ports in Yukon Territory .....	—	8,346	46,606	5.58
	All ports in British Columbia .....	125,428	233,142	1,321,422	5.67
	All ports in Canada .....	126,617	268,856	1,582,630	5.89
Section IX. Traffic from Yukon Territory to other provinces:					
All ports in Yukon Territory .....	All ports in Ontario .....	—	913	8,981	9.84
	All ports in Manitoba .....	—	934	6,297	6.74
	All ports in Saskatchewan .....	—	1,690	9,148	5.41
	All ports in Alberta .....	—	4,305	23,034	5.35
	All ports in British Columbia .....	—	7,432	42,730	5.75
	All ports in Yukon Territory .....	7,163	2,413	14,850	6.15
	All ports in Canada .....	7,163	17,778	106,226	5.98
All ports in Canada .....	All ports in Canada .....	2,107,958	1,942,772 <sup>3</sup>	11,209,660	5.77

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

<sup>2</sup> Including Lake Erie ports.

<sup>3</sup> Does not include an additional 37,301 cars not classified by ports of entry and exit.

**TABLE 4. Number of Non-resident Motorists Travelling on Customs Permits<sup>1</sup> who Departed from Canada in 1966, 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 <sup>2</sup> .....	4,730,179	53.64	4,730,179	2.63	12,434,214	12,434,214
2 .....	2,107,958	23.90	4,215,916	2.60	5,488,420	10,976,840
3 .....	633,633	7.19	1,900,899	2.72	1,723,850	5,171,550
4 .....	362,236	4.11	1,448,944	2.72	984,389	3,937,556
5 .....	212,558	2.41	1,062,790	2.77	588,032	2,940,160
6 .....	141,983	1.61	851,898	2.82	400,749	2,404,494
7 .....	116,067	1.32	812,469	2.91	337,434	2,362,038
8 .....	119,416	1.35	955,328	3.02	361,013	2,888,104
9 .....	75,040	0.85	675,360	2.93	219,795	1,978,155
10 .....	49,666	0.56	496,660	2.87	142,300	1,423,000
11 .....	35,529	0.40	390,819	2.82	100,028	1,100,308
12 .....	27,027	0.31	324,324	2.78	75,181	902,172
13 .....	23,340	0.26	303,420	2.81	65,590	852,670
14 .....	21,921	0.25	306,894	2.85	62,556	875,784
15 .....	22,236	0.25	333,540	2.94	65,273	979,095
16 .....	14,597	0.17	233,552	2.82	41,149	658,384
17 .....	10,223	0.12	173,791	2.70	27,599	469,183
18 .....	7,591	0.09	136,638	2.63	19,932	358,776
19 .....	6,055	0.07	115,045	2.56	15,486	294,234
20 .....	5,201	0.06	104,020	2.56	13,333	266,660
21 .....	4,702	0.05	98,742	2.56	12,043	252,903
22 .....	4,521	0.05	99,462	2.53	11,454	251,988
23 .....	3,700	0.04	85,100	2.56	9,472	217,856
24 .....	2,941	0.03	70,584	2.45	7,205	172,920
25 - 29 .....	12,024	0.14	324,364	2.41	29,015	782,825
30 - 39 .....	11,588	0.13	385,359	2.38	27,619	918,608
40 - 59 .....	8,455	0.10	407,223	2.37	20,032	964,741
60 - 89 .....	5,423	0.06	391,691	2.32	12,583	908,870
90 - 179 .....	4,509	0.05	537,815	2.12	9,562	1,140,555
180 and over .....	590	0.01	125,701	2.22	1,312	279,522
Not classified <sup>3</sup> .....	37,301	0.42	—	2.77	92,509	—
<b>Totals</b> .....	<b>8,818,210</b>	<b>100.00</b>	<b>22,098,527</b>	<b>2.65</b>	<b>23,399,129</b>	<b>59,164,165</b>
Average length of stay .....			2.52			

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

<sup>2</sup> Motorists entering and departing on the same day.

<sup>3</sup> Not classified by length of visit.

**TABLE 5. Number of Non-resident Automobiles Travelling on Customs Permits<sup>1</sup> which Departed from Canada in 1966, 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 <sup>2</sup> .....	335,736	360,386	3,662,059	54,063	29,229	19,090	269,616	4,730,179
2 .....	59,737	128,710	1,753,685	16,181	6,076	7,982	135,587	2,107,958
3 .....	21,275	80,312	421,210	11,195	4,426	6,707	88,508	633,633
4 .....	17,152	53,844	220,222	6,995	3,314	6,400	54,309	362,236
5 .....	13,512	31,668	117,624	5,208	2,689	5,705	36,152	212,558
6 .....	11,131	19,847	75,738	3,941	2,160	4,674	24,492	141,983
7 .....	10,535	13,954	65,217	3,299	1,700	3,506	17,856	116,067
8 .....	9,447	10,988	77,782	2,610	1,446	2,683	14,460	119,416
9 .....	7,474	7,045	44,450	2,001	1,138	2,085	10,847	75,040
10 .....	5,898	5,077	26,331	1,602	846	1,651	8,261	49,666
11 .....	4,874	3,587	17,763	1,181	636	1,261	6,227	35,529
12 .....	3,992	2,543	13,031	947	544	971	4,999	27,027
13 .....	3,417	2,136	11,664	790	477	803	4,053	23,340
14 .....	3,282	1,723	11,887	625	432	676	3,296	21,921
15 .....	2,833	1,490	13,689	547	316	491	2,870	22,236
16 .....	1,951	1,176	8,155	426	252	441	2,196	14,597
17 .....	1,375	836	5,348	360	233	357	1,714	10,223
18 .....	1,069	688	3,704	328	194	261	1,347	7,591
19 .....	906	548	2,858	245	154	218	1,126	6,055
20 .....	743	490	2,455	222	141	186	964	5,201
21 .....	732	428	2,316	173	115	164	774	4,702
22 .....	616	411	2,320	139	85	142	808	4,521
23 .....	495	363	1,876	130	91	109	636	3,700
24 .....	395	298	1,443	129	84	94	498	2,941
25- 29 .....	1,643	1,296	5,988	481	316	340	1,960	12,024
30- 39 .....	1,629	1,289	5,763	436	258	332	1,881	11,588
40- 59 .....	1,397	865	4,021	337	224	270	1,341	8,455
60- 89 .....	849	594	2,568	209	201	207	795	5,423
90-179 .....	874	537	1,794	200	179	197	728	4,509
180 and over .....	40	103	242	26	26	25	128	590
Not classified <sup>3</sup> .....	4,010	6,429	17,118	1,321	463	1,024	6,936	37,301
<b>Totals .....</b>	<b>529,019</b>	<b>739,661</b>	<b>6,600,321</b>	<b>116,347</b>	<b>58,445</b>	<b>69,052</b>	<b>705,365</b>	<b>8,818,210</b>

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

**TABLE 6. Percentage Distribution of Non-resident Automobiles Travelling on Customs Permits<sup>1</sup> which Departed from Canada in 1966, 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 <sup>2</sup> .....	63.46	48.72	55.48	46.47	50.01	27.65	38.22	53.64
2 .....	11.29	17.40	26.57	13.91	10.40	11.56	19.22	23.90
3 .....	4.02	10.86	6.38	9.62	7.57	9.71	12.55	7.19
4 .....	3.24	7.28	3.34	6.01	5.67	9.27	7.70	4.11
5 .....	2.55	4.28	1.78	4.48	4.60	8.26	5.13	2.41
6 .....	2.10	2.68	1.15	3.39	3.70	6.77	3.47	1.61
7 .....	1.99	1.89	0.99	2.84	2.91	5.08	2.53	1.32
8 .....	1.79	1.49	1.18	2.24	2.47	3.88	2.05	1.35
9 .....	1.41	0.95	0.67	1.72	1.95	3.02	1.54	0.85
10 .....	1.12	0.69	0.40	1.38	1.45	2.39	1.17	0.56
11 .....	0.92	0.49	0.27	1.02	1.09	1.83	0.88	0.40
12 .....	0.75	0.34	0.20	0.81	0.93	1.41	0.71	0.31
13 .....	0.65	0.29	0.18	0.68	0.82	1.16	0.58	0.26
14 .....	0.62	0.23	0.18	0.54	0.74	0.98	0.47	0.25
15 .....	0.54	0.20	0.21	0.47	0.54	0.71	0.41	0.25
16 .....	0.37	0.16	0.12	0.37	0.43	0.64	0.31	0.17
17 .....	0.26	0.11	0.08	0.31	0.40	0.52	0.24	0.12
18 .....	0.20	0.09	0.05	0.28	0.33	0.38	0.19	0.09
19 .....	0.17	0.07	0.04	0.21	0.26	0.31	0.16	0.07
20 .....	0.14	0.07	0.04	0.19	0.24	0.27	0.14	0.06
21 .....	0.14	0.06	0.03	0.15	0.20	0.24	0.11	0.05
22 .....	0.12	0.06	0.03	0.12	0.15	0.20	0.11	0.05
23 .....	0.09	0.05	0.03	0.11	0.16	0.16	0.09	0.04
24 .....	0.08	0.04	0.02	0.11	0.14	0.14	0.07	0.03
25- 29 .....	0.31	0.18	0.09	0.41	0.54	0.49	0.28	0.14
30- 39 .....	0.31	0.17	0.09	0.37	0.44	0.48	0.27	0.13
40- 59 .....	0.26	0.12	0.06	0.29	0.38	0.39	0.19	0.10
60- 89 .....	0.16	0.08	0.04	0.18	0.34	0.30	0.11	0.06
90- 179 .....	0.17	0.07	0.03	0.17	0.31	0.28	0.10	0.05
180 and over .....	0.01	0.01	0.01	0.02	0.04	0.04	0.02	0.01
Not classified <sup>3</sup> .....	0.76	0.87	0.26	1.13	0.79	1.48	0.98	0.42
<b>Totals</b> .....	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>

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

<sup>2</sup> Automobiles entering and departing on the same day.

<sup>3</sup> Not classified by length of visit.

**TABLE 7. Number of Non-resident Persons Travelling in Automobiles on Customs Permits<sup>1</sup> who Departed from Canada in 1966, 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 <sup>2</sup> .....	878,147	948,916	9,566,820	157,778	86,184	60,180	736,189	12,434,214
2 .....	150,960	335,695	4,547,713	48,126	17,513	25,170	363,243	5,488,420
3 .....	59,624	222,677	1,136,223	33,089	13,002	20,611	238,624	1,723,850
4 .....	48,716	148,502	590,134	20,808	9,958	19,247	147,024	984,389
5 .....	38,638	86,447	321,133	15,702	8,070	17,357	100,685	588,032
6 .....	31,981	54,635	210,719	12,586	6,517	14,131	70,180	400,749
7 .....	30,435	38,736	190,091	10,595	5,202	10,786	51,589	337,434
8 .....	27,614	30,674	239,824	8,345	4,434	8,156	41,966	361,013
9 .....	21,997	19,545	131,109	6,243	3,423	6,273	31,205	219,795
10 .....	17,576	13,821	75,090	4,922	2,429	5,125	23,337	142,300
11 .....	14,533	9,606	49,302	3,552	1,792	3,761	17,482	100,028
12 .....	11,801	6,653	35,765	2,747	1,579	2,886	13,750	75,181
13 .....	10,273	5,626	32,328	2,324	1,386	2,382	11,271	65,590
14 .....	9,929	4,521	34,043	1,841	1,221	1,952	9,049	62,556
15 .....	8,620	3,959	40,845	1,610	893	1,414	7,932	65,273
16 .....	5,818	3,171	23,055	1,233	745	1,271	5,856	41,149
17 .....	3,959	2,119	14,312	1,025	646	986	4,552	27,599
18 .....	3,025	1,606	9,536	985	550	727	3,503	19,932
19 .....	2,494	1,290	7,180	678	396	629	2,819	15,486
20 .....	2,106	1,116	6,151	622	371	476	2,491	13,333
21 .....	1,925	1,024	5,941	468	305	419	1,961	12,043
22 .....	1,638	974	5,940	361	210	360	1,971	11,454
23 .....	1,377	895	4,747	353	216	285	1,599	9,472
24 .....	1,022	679	3,549	333	196	249	1,177	7,205
25 - 29 .....	4,258	2,848	14,358	1,211	763	847	4,730	29,015
30 - 39 .....	4,122	2,870	13,864	1,073	542	797	4,351	27,619
40 - 59 .....	3,290	1,871	9,789	842	478	658	3,104	20,032
60 - 89 .....	2,034	1,331	6,012	500	441	511	1,754	12,583
90 - 179 .....	1,699	1,126	3,901	424	413	442	1,557	9,562
180 and over .....	83	239	511	51	53	69	306	1,312
Not classified <sup>3</sup> .....	10,106	16,435	41,372	3,446	1,263	2,696	17,191	92,509
<b>Totals .....</b>	<b>1,409,800</b>	<b>1,969,607</b>	<b>17,371,357</b>	<b>343,873</b>	<b>171,191</b>	<b>210,853</b>	<b>1,922,448</b>	<b>23,399,129</b>

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

<sup>2</sup> Persons entering and departing on the same day.

<sup>3</sup> 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 1966, after Remaining One or More Nights, classified by U.S. Federal States or Countries of Registration**

State	Nfld. P.E.I. N.S. <sup>1</sup>	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Alabama .....	8	246	380	2,352	129	70	137	289	69	3,680
Alaska .....	—	31	66	347	233	507	814	6,068	11,398	19,464
Arizona .....	6	92	166	2,009	133	144	820	1,786	252	5,408
Arkansas .....	1	62	94	936	107	59	130	259	74	1,722
California .....	78	1,186	2,499	19,939	2,235	1,353	8,039	64,192	2,970	102,491
Colorado .....	8	108	384	3,081	469	582	2,143	3,311	315	10,401
Connecticut .....	861	14,856	28,481	23,038	105	52	214	544	209	68,360
Delaware .....	47	496	823	3,447	31	22	59	158	36	5,119
Dist. of Columbia .....	72	221	728	1,890	39	11	41	150	19	3,171
Florida .....	168	2,073	4,016	20,690	426	301	717	1,481	362	30,234
Georgia .....	28	330	719	3,187	126	74	208	355	77	5,104
Hawaii .....	—	35	40	226	9	9	46	250	16	631
Idaho .....	17	45	59	776	122	122	1,493	7,531	209	10,374
Illinois .....	175	1,368	2,920	81,504	3,256	1,119	2,082	2,342	392	95,158
Indiana .....	92	812	1,050	41,787	777	377	683	935	270	46,783
Iowa .....	34	181	423	17,215	2,309	985	920	952	249	23,268
Kansas .....	24	146	358	4,408	1,031	567	723	964	155	8,376
Kentucky .....	15	269	269	6,046	118	71	103	305	61	7,257
Louisiana .....	10	168	351	2,255	181	94	282	459	124	3,924
Maine .....	681	65,601	22,013	4,113	49	25	50	104	34	92,670
Maryland .....	293	1,845	4,225	14,983	111	97	263	429	74	22,320
Massachusetts .....	3,346	36,252	51,187	40,595	161	72	325	509	90	132,537
Michigan .....	166	2,409	4,195	1,154,684	1,749	884	1,514	2,201	758	1,168,560
Minnesota .....	18	413	777	53,902	16,925	2,830	2,001	2,072	418	79,356
Mississippi .....	18	98	253	1,437	116	65	91	282	31	2,391
Missouri .....	32	294	420	8,301	706	347	643	784	223	11,750
Montana .....	3	71	151	853	632	5,608	12,272	5,263	238	25,091
Nebraska .....	7	113	381	3,611	1,438	633	675	727	102	7,687
Nevada .....	4	53	78	622	48	47	275	1,388	102	2,617
New Hampshire .....	338	4,674	26,817	4,708	42	24	66	103	40	36,812
New Jersey .....	1,081	7,127	22,645	51,895	280	184	579	890	176	84,857
New Mexico .....	11	74	131	598	97	66	351	489	108	1,925
New York .....	2,090	13,578	97,269	909,670	444	238	1,073	1,809	373	1,026,544
North Carolina .....	66	515	1,129	4,831	160	85	117	339	74	7,316
North Dakota .....	3	44	138	3,039	19,522	7,609	437	647	57	31,496
Ohio .....	324	2,527	4,300	215,917	870	437	1,214	1,707	466	227,762
Oklahoma .....	8	159	179	2,578	327	273	629	618	149	4,920
Oregon .....	6	134	317	2,296	323	257	1,353	39,829	899	45,414
Pennsylvania .....	901	5,838	11,821	138,301	431	307	792	1,144	340	159,875
Rhode Island .....	219	2,381	8,253	6,029	66	17	30	219	11	17,225
South Carolina .....	11	180	382	1,628	87	47	61	172	46	2,614
South Dakota .....	2	26	132	1,529	1,423	686	435	388	77	4,698
Tennessee .....	30	216	397	4,270	125	76	189	420	68	5,791
Texas .....	29	582	829	7,257	724	635	1,978	2,446	555	15,035
Utah .....	—	31	119	1,332	102	102	2,512	1,880	166	6,244
Vermont .....	127	1,177	52,019	4,026	27	10	52	125	25	57,588
Virginia .....	193	1,472	2,851	11,485	192	102	275	613	129	17,312
Washington .....	9	191	799	4,142	555	397	2,358	233,555	1,397	243,403
West Virginia .....	17	146	243	5,245	26	25	54	113	34	5,903
Wisconsin .....	24	381	917	41,452	2,136	909	1,128	1,182	317	48,446
Wyoming .....	1	17	82	457	96	184	666	495	86	2,084
<b>Totals U.S.</b> .....	<b>11,702</b>	<b>171,344</b>	<b>359,275</b>	<b>2,940,919</b>	<b>61,826</b>	<b>29,797</b>	<b>54,112</b>	<b>395,273</b>	<b>24,920</b>	<b>4,049,168</b>
Not classified <sup>2</sup> .....	351	3,659	6,429	17,118	1,321	463	1,024	6,755	181	37,301
Other countries <sup>3</sup> .....	34	56	393	713	52	23	66	204	21	1,562
<b>Grand totals<sup>4</sup></b> .....	<b>12,087</b>	<b>175,059</b>	<b>366,097</b>	<b>2,958,750</b>	<b>63,199</b>	<b>30,283</b>	<b>55,202</b>	<b>402,232</b>	<b>25,122</b>	<b>4,088,031</b>

<sup>1</sup> Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from other countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

<sup>2</sup> Not classified by state or country of registration.

<sup>3</sup> Other countries comprise: Argentina 11, Austria 6, Australia 12, Bahamas 43, Belgium 23, Bermuda 25, Bolivia 6, Brazil 11, British Honduras 7, Chile 1, China 7, Colombia 6, Costa Rica 3, Cuba 19, Cyprus 1, Czechoslovakia 1, Denmark 13, Egypt 1, England 216, France 96, Germany 523, Greece 14, Guam 12, Guatemala 8, Haiti 3, Honduras 2, Hong Kong 2, Iceland 1, India 1, Ireland 16, Israel 3, Italy 43, Japan 25, Java 1, Jordan 1, Malaya 1, Malta 1, Mexico 122, Morocco 2, Netherlands 45, Netherlands Antilles 4, New Zealand 3, Nicaragua 2, Northern Ireland 9, Panama Canal Zone 59, Pakistan 1, Philippine Islands 13, Peru 2, Portugal 2, Puerto Rico 18, Rhodesia 1, St. Pierre and Miquelon 8, Saudi Arabia 1, Scotland 8, South Africa (Republic) 8, Spain 15, Sweden 22, Switzerland 40, Turkey 1, Venezuela 3, Virgin Islands 3, West Indies 5.

<sup>4</sup> Do not include 26,177 standing (L) permits and 11,460 extensions.

**TABLE 9. Number of Non-resident Automobiles which Entered Canada on Customs Permits<sup>1</sup> Through Provinces Indicated and which Departed in the Year 1966, after Remaining Two or More Nights, classified by U.S. Federal States or Countries of Registration**

State	Nfld. P.E.I. N.S. <sup>2</sup>	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Alabama .....	8	136	256	1,010	97	61	127	231	58	1,984
Alaska .....	—	19	60	260	231	504	804	5,066	8,634	15,578
Arizona .....	5	71	116	1,129	115	138	734	1,478	176	3,962
Arkansas .....	1	40	70	404	82	55	115	154	61	982
California .....	78	906	1,946	9,983	1,962	1,253	7,308	53,584	1,862	78,882
Colorado .....	8	86	284	1,395	399	517	1,939	2,658	217	7,503
Connecticut .....	849	10,489	22,362	11,222	85	47	203	408	137	45,802
Delaware .....	47	380	679	1,917	29	22	57	116	27	3,274
Dist. of Columbia .....	70	182	560	1,086	31	10	38	97	5	2,079
Florida .....	164	1,680	3,172	12,056	366	282	666	1,169	250	19,805
Georgia .....	28	257	550	1,599	103	71	179	232	64	3,083
Hawaii .....	—	17	35	124	8	9	44	183	8	428
Idaho .....	17	23	49	435	105	104	1,152	5,398	155	7,438
Illinois .....	173	1,133	2,287	51,849	2,945	1,054	1,887	1,856	257	63,441
Indiana .....	91	619	772	24,948	680	355	629	741	173	29,008
Iowa .....	33	150	295	12,173	2,004	916	786	750	153	17,260
Kansas .....	24	104	260	2,451	862	485	612	615	104	5,517
Kentucky .....	15	135	207	3,501	100	67	89	239	48	4,401
Louisiana .....	10	106	257	1,307	148	76	253	291	96	2,544
Maine .....	642	23,634	14,336	2,104	40	25	47	89	24	40,941
Maryland .....	288	1,658	3,549	9,266	94	90	239	365	41	15,590
Massachusetts .....	3,304	32,374	39,431	18,583	169	66	310	434	64	94,735
Michigan .....	166	1,999	3,027	356,986	1,616	845	1,406	1,846	510	368,401
Minnesota .....	18	197	607	35,308	11,782	2,680	1,784	1,652	289	54,317
Mississippi .....	18	64	200	825	81	44	81	201	20	1,534
Missouri .....	32	218	356	5,316	587	315	562	549	149	8,084
Montana .....	3	54	113	479	533	3,728	8,093	3,741	166	16,910
Nebraska .....	7	72	173	2,046	1,271	578	570	553	69	5,339
Nevada .....	4	40	57	399	42	44	254	1,139	81	2,060
New Hampshire .....	330	3,841	17,681	2,266	39	24	55	92	30	24,358
New Jersey .....	1,057	6,154	18,368	29,348	226	170	533	732	122	56,710
New Mexico .....	11	60	113	345	83	61	304	362	71	1,410
New York .....	2,055	11,706	58,815	309,322	398	222	1,012	1,519	231	385,280
North Carolina .....	61	354	836	2,639	138	73	107	230	57	4,495
North Dakota .....	3	38	95	2,011	11,848	4,875	361	419	40	19,690
Ohio .....	317	2,141	3,115	131,732	784	418	1,121	1,359	312	141,299
Oklahoma .....	8	81	131	1,336	261	216	561	442	112	3,148
Oregon .....	6	102	250	1,197	279	224	1,188	31,866	590	35,702
Pennsylvania .....	878	4,765	9,375	84,152	369	281	743	954	235	101,752
Rhode Island .....	212	2,052	6,692	2,823	53	15	28	156	7	12,038
South Carolina .....	11	101	304	882	68	41	57	125	39	1,628
South Dakota .....	2	19	60	864	1,172	619	376	296	54	3,462
Tennessee .....	30	168	277	1,934	96	68	176	260	48	3,057
Texas .....	29	374	585	3,341	568	457	1,747	1,765	416	9,282
Utah .....	—	20	77	857	86	94	2,154	1,492	117	4,897
Vermont .....	125	1,010	13,922	1,844	26	10	52	93	18	17,100
Virginia .....	191	1,198	2,202	6,521	146	94	254	419	96	11,121
Washington .....	9	154	665	1,875	502	456	1,961	138,852	961	145,435
West Virginia .....	17	127	184	3,278	20	22	53	73	27	3,801
Wisconsin .....	24	277	693	27,499	1,864	859	1,010	960	223	33,409
Wyoming .....	1	11	50	239	65	159	576	389	59	1,549
<b>Totals U.S. ....</b>	<b>11,480</b>	<b>111,596</b>	<b>230,556</b>	<b>1,186,466</b>	<b>45,658</b>	<b>23,899</b>	<b>45,397</b>	<b>268,690</b>	<b>17,763</b>	<b>1,941,505</b>
Not classified <sup>3</sup> ....	351	3,659	6,429	17,118	1,321	463	1,024	6,755	181	37,301
Other countries <sup>4</sup> ....	28	42	302	584	47	21	62	166	15	1,267
<b>Grand totals...</b>	<b>11,859</b>	<b>115,297</b>	<b>237,287</b>	<b>1,204,168</b>	<b>47,026</b>	<b>24,383</b>	<b>46,483</b>	<b>275,611</b>	<b>17,959</b>	<b>1,980,073</b>

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

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

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

<sup>4</sup> Other countries comprise: Argentina 1, Austria 5, Australia 12, Bahamas 37, Belgium 18, Bermuda 22, Bolivia 5, Brazil 8, British Honduras 7, Chile 1, China 5, Colombia 5, Costa Rica 3, Cuba 7, Cyprus 1, Czechoslovakia 1, Denmark 11, Egypt 1, England 186, France 74, Germany 439, Greece 4, Guam 7, Guatemala 6, Haiti 3, Honduras 2, Hong Kong 1, Iceland 1, India 1, Ireland 8, Israel 1, Italy 29, Japan 21, Java 1, Jordan 1, Malaya 1, Malta 1, Mexico 109, Morocco 2, Netherlands 40, Netherlands Antilles 2, New Zealand 2, Nicaragua 2, Northern Ireland 3, Panama Canal Zone 49, Pakistan 1, Philippine Islands 10, Peru 1, Portugal 1, Puerto Rico 13, Rhodesia 1, St. Pierre and Miquelon 8, Saudi Arabia 1, Scotland 2, South Africa (Republic) 5, Spain 12, Sweden 18, Switzerland 38, Turkey 1, Venezuela 1, Virgin Islands 3, West Indies 5.

**TABLE 10. Number of Non-resident Automobiles Travelling in Canada on Customs Permits<sup>1</sup>  
which Departed in the Years 1962 - 66**

Classified by Selected U.S. Federal States of Registration

State	1962	1963	1964	1965	1966
<b>North Eastern .....</b>	<b>1, 295, 279</b>	<b>1, 350, 447</b>	<b>1, 446, 995</b>	<b>1, 585, 857</b>	<b>1, 676, 468</b>
Connecticut .....	52, 242	54, 198	57, 681	62, 070	68, 360
Maine .....	76, 334	78, 589	83, 410	87, 353	92, 670
Massachusetts .....	110, 918	114, 377	117, 378	124, 903	132, 537
New Hampshire .....	30, 293	29, 904	32, 590	34, 934	36, 812
New Jersey .....	70, 670	78, 272	78, 014	84, 601	84, 857
New York .....	759, 057	790, 110	866, 233	972, 823	1, 026, 544
Pennsylvania .....	129, 731	136, 383	139, 682	146, 542	159, 875
Rhode Island .....	14, 952	15, 360	15, 675	16, 657	17, 225
Vermont .....	51, 082	53, 254	56, 332	55, 974	57, 588
Per cent of total .....	42. 4	41. 8	41. 0	41. 9	41. 4
<b>Great Lakes .....</b>	<b>1, 138, 388</b>	<b>1, 243, 376</b>	<b>1, 383, 615</b>	<b>1, 468, 113</b>	<b>1, 586, 709</b>
Illinois .....	76, 427	80, 507	93, 616	91, 897	95, 158
Indiana .....	34, 575	38, 152	42, 740	44, 023	46, 783
Michigan .....	811, 458	888, 968	999, 175	1, 071, 507	1, 168, 560
Ohio .....	174, 196	192, 123	201, 445	213, 676	227, 762
Wisconsin .....	41, 732	43, 626	46, 639	47, 010	48, 446
Per cent of total .....	37. 2	38. 4	39. 2	38. 8	39. 2
<b>North Western .....</b>	<b>111, 585</b>	<b>123, 303</b>	<b>128, 867</b>	<b>132, 363</b>	<b>135, 943</b>
Minnesota .....	67, 650	72, 834	77, 474	79, 497	79, 356
Montana .....	19, 209	21, 464	21, 283	22, 773	25, 091
North Dakota .....	24, 726	29, 005	30, 110	30, 093	31, 496
Per cent of total .....	3. 7	3. 8	3. 6	3. 5	3. 3
<b>West Coast .....</b>	<b>299, 305</b>	<b>300, 645</b>	<b>331, 073</b>	<b>354, 530</b>	<b>391, 308</b>
California .....	111, 354	78, 433	91, 239	94, 254	102, 491
Oregon .....	28, 426	32, 145	35, 742	40, 740	45, 414
Washington .....	159, 525	190, 067	204, 092	219, 536	243, 403
Per cent of total .....	9. 8	9. 3	9. 4	9. 4	9. 7
<b>Other (Remaining states and foreign countries) .....</b>	<b>211, 558</b>	<b>216, 222</b>	<b>238, 359</b>	<b>244, 445</b>	<b>260, 302</b>
Per cent of total .....	6. 9	6. 7	6. 8	6. 4	6. 4
<b>Totals .....</b>	<b>3, 056, 115</b>	<b>3, 233, 993</b>	<b>3, 528, 909</b>	<b>3, 785, 308</b>	<b>4, 050, 730</b>
Not classified <sup>2</sup> .....	24, 120	25, 921	30, 054	29, 835	37, 301

<sup>1</sup> 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.

<sup>2</sup> Not classified by state or country of registration — excluded from totals.



**TABLE 11. Number of Non-resident Travellers<sup>1</sup> Entering Canada from the United States by  
Plane, Bus and Rail, 1962 - 66**  
Classified by Selected U.S. Federal States of Origin<sup>2</sup>

State	1962	1963	1964	1965	1966
<b>North Eastern .....</b>	<b>479,000</b>	<b>508,000</b>	<b>516,000</b>	<b>661,000</b>	<b>705,000</b>
Connecticut .....	35,000	32,000	27,000	44,000	40,000
Massachusetts .....	56,000	46,000	66,000	93,000	93,000
New Jersey .....	64,000	70,000	65,000	83,000	104,000
New York .....	248,000	261,000	282,000	325,000	329,000
Pennsylvania .....	58,000	79,000	52,000	91,000	105,000
Other North Eastern <sup>3</sup> .....	18,000	20,000	24,000	25,000	34,000
Per cent of total .....	42.6	43.8	40.6	47.4	46.0
<b>Great Lakes .....</b>	<b>278,000</b>	<b>303,000</b>	<b>335,000</b>	<b>298,000</b>	<b>329,000</b>
Illinois .....	83,000	96,000	83,000	87,000	82,000
Indiana .....	18,000	13,000	14,000	18,000	19,000
Michigan .....	78,000	85,000	121,000	88,000	96,000
Ohio .....	79,000	90,000	92,000	79,000	104,000
Wisconsin .....	20,000	19,000	25,000	26,000	28,000
Per cent of total .....	24.7	26.1	26.3	21.4	21.5
<b>North Western .....</b>	<b>39,000</b>	<b>54,000</b>	<b>41,000</b>	<b>47,000</b>	<b>54,000</b>
Minnesota .....	30,000	43,000	30,000	37,000	39,000
Other North Western <sup>3</sup> .....	9,000	11,000	11,000	10,000	15,000
Per cent of total .....	3.5	4.7	3.2	3.4	3.5
<b>West Coast .....</b>	<b>155,000</b>	<b>139,000</b>	<b>194,000</b>	<b>205,000</b>	<b>197,000</b>
California .....	87,000	71,000	100,000	103,000	113,000
Oregon .....	15,000	13,000	20,000	20,000	22,000
Washington .....	53,000	55,000	74,000	82,000	62,000
Per cent of total .....	13.8	12.0	15.3	14.7	12.8
<b>Remaining states .....</b>	<b>174,000</b>	<b>156,000</b>	<b>186,000</b>	<b>183,000</b>	<b>248,000</b>
Colorado .....	11,000	8,000	13,000	11,000	16,000
Florida .....	10,000	13,000	12,000	10,000	19,000
Iowa .....	9,000	7,000	7,000	7,000	14,000
Maryland .....	11,000	10,000	12,000	13,000	18,000
Missouri .....	21,000	15,000	15,000	17,000	15,000
Texas .....	19,000	19,000	21,000	30,000	35,000
Other remaining <sup>3</sup> .....	93,000	84,000	106,000	95,000	131,000
Per cent of total .....	15.4	13.4	14.6	13.1	16.2
<b>Totals .....</b>	<b>1,125,000</b>	<b>1,160,000</b>	<b>1,272,000</b>	<b>1,394,000</b>	<b>1,533,000</b>

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

**TABLE 12. Number of Non-resident Travellers<sup>1</sup> Entering Canada from the United States by Plane, Bus, and Rail in 1966, 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 <sup>2</sup> .....	34,628	4.90	43,299	6.97	9,424	4.58
2 .....	136,880	19.38	86,728	13.96	19,503	9.49
3 .....	152,182	21.55	75,027	12.08	32,034	15.58
4 .....	116,978	16.56	69,113	11.12	26,605	12.94
5 .....	61,705	8.74	63,651	10.25	14,910	7.25
6 .....	42,772	6.06	34,545	5.56	18,513	9.00
7 .....	24,612	3.48	36,176	5.82	13,289	6.46
8 .....	20,271	2.87	57,480	9.25	18,975	9.23
9 .....	10,948	1.55	28,969	4.66	6,379	3.10
10 .....	13,834	1.96	28,368	4.57	5,275	2.57
11 .....	11,733	1.66	13,549	2.18	5,133	2.50
12 .....	10,968	1.55	10,193	1.64	3,606	1.75
13 .....	7,174	1.01	8,617	1.39	3,020	1.47
14 .....	6,225	0.88	6,334	1.02	3,959	1.93
15 .....	8,128	1.15	8,235	1.33	3,755	1.83
16 .....	3,820	0.54	3,059	0.49	2,394	1.17
17 .....	2,841	0.40	4,590	0.74	1,668	0.81
18 .....	2,870	0.41	3,033	0.49	2,817	1.37
19 .....	3,713	0.53	5,563	0.90	1,390	0.68
20 .....	2,805	0.40	1,146	0.18	1,234	0.60
21 .....	2,432	0.34	2,674	0.43	1,333	0.65
22 .....	2,396	0.34	2,894	0.47	1,609	0.78
23 .....	3,381	0.48	3,276	0.53	684	0.33
24 .....	1,046	0.15	3,844	0.62	638	0.31
25 - 29 .....	4,521	0.64	3,673	0.59	1,393	0.68
30 - 39 .....	4,870	0.69	7,394	1.19	2,709	1.32
40 - 59 .....	9,163	1.30	7,644	1.23	2,249	1.09
60 - 89 .....	3,361	0.48	2,127	0.34	1,093	0.53
90 - 179 .....	—	—	—	—	—	—
180 and over .....	—	—	—	—	—	—
<b>Totals .....</b>	<b>706,257</b>	<b>100.00</b>	<b>621,201</b>	<b>100.00</b>	<b>205,591</b>	<b>100.00</b>

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

<sup>2</sup> Persons entering and departing on the same day.

**TABLE 13. Number and Expenditures of Canadian Automobiles Returning to Canada in 1966,  
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 expend- itures	Average expenditure per car	Average expend- iture per car per day
				\$		\$	\$
1 <sup>1</sup> .....	8,455,748	81.30	8,455,748	42,099,400	11.69	5.00	5.00
2 .....	500,797	4.81	1,001,594	19,925,100	5.53	39.80	19.90
3 .....	405,482	3.90	1,216,446	33,652,200	9.34	83.00	27.70
4 .....	268,593	2.58	1,074,372	28,378,500	7.88	105.70	26.40
5 .....	128,558	1.24	642,790	18,058,800	5.01	140.50	28.10
6 .....	88,941	0.86	533,646	14,365,900	3.99	161.50	26.90
7 .....	64,264	0.62	449,848	11,920,200	3.31	185.50	26.50
8 .....	86,325	0.83	690,600	18,372,800	5.10	212.80	26.60
9 .....	48,263	0.46	434,367	11,507,400	3.19	238.40	26.50
10 .....	36,513	0.35	365,130	9,759,500	2.71	267.30	26.70
11 .....	33,664	0.32	370,304	9,488,200	2.63	281.90	25.60
12 .....	25,682	0.25	308,184	7,631,200	2.12	297.10	24.80
13 .....	27,619	0.27	359,047	8,771,700	2.44	317.60	24.40
14 .....	24,708	0.24	345,912	8,886,600	2.47	359.70	25.70
15 .....	37,632	0.36	564,480	14,289,500	3.97	379.70	25.30
16 .....	21,627	0.21	346,032	9,042,800	2.51	418.10	26.10
17 .....	13,805	0.13	234,685	6,134,700	1.70	444.40	26.10
18 .....	11,930	0.11	214,740	5,688,000	1.58	476.80	26.50
19 .....	11,273	0.11	214,187	5,590,800	1.55	496.00	26.10
20 .....	8,966	0.09	179,320	4,764,700	1.32	531.40	26.60
21 .....	7,655	0.07	160,755	4,142,600	1.15	541.20	25.80
22 .....	10,445	0.10	229,790	5,880,800	1.63	563.00	25.60
23 .....	7,893	0.07	181,539	4,691,000	1.30	594.30	25.80
24 .....	5,398	0.05	129,552	3,240,500	0.90	600.30	25.00
25 - 29 .....	17,977	0.17	483,581	11,699,500	3.25	650.80	24.20
30 - 39 .....	18,228	0.18	608,997	13,036,000	3.62	715.20	21.40
40 - 59 .....	11,425	0.11	547,715	9,157,500	2.54	801.50	16.70
60 - 89 .....	9,026	0.09	645,810	7,484,700	2.08	829.20	11.60
90 - 179 .....	11,199	0.11	1,459,790	10,970,200	3.05	979.60	7.50
180 and over .....	1,544	0.01	359,474	1,564,000	0.44	1,012.90	4.40
<b>Totals .....</b>	<b>10,401,180</b>	<b>100.00</b>	<b>22,808,435</b>	<b>360,194,800</b>	<b>100.00</b>	<b>34.60</b>	<b>15.80</b>
Average length of stay per car .....			2.18				

<sup>1</sup> Automobiles leaving and returning on the same day.

**TABLE 14. Number of and Average Expenditure per Day by Canadian Motorists  
Returning to Canada in 1966, 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 <sup>1</sup> .....	2.66	22,494,545	22,494,545	1.90
2 .....	2.86	1,431,089	2,862,178	7.00
3 .....	3.03	1,229,322	3,687,966	9.10
4 .....	3.00	807,040	3,228,160	8.80
5 .....	3.00	386,078	1,930,390	9.40
6 .....	2.93	260,363	1,562,178	9.20
7 .....	3.05	196,315	1,374,205	8.70
8 .....	3.20	276,186	2,209,488	8.30
9 .....	3.11	150,099	1,350,891	8.50
10 .....	2.95	107,740	1,077,400	9.10
11 .....	2.97	99,827	1,098,097	8.60
12 .....	3.03	77,692	932,304	8.20
13 .....	3.14	86,772	1,128,036	7.80
14 .....	3.16	77,983	1,091,762	8.10
15 .....	3.29	123,969	1,859,535	7.70
16 .....	3.11	67,181	1,074,896	8.40
17 .....	2.95	40,681	691,577	8.90
18 .....	2.97	35,423	637,614	8.90
19 .....	2.90	32,690	621,110	9.00
20 .....	2.86	25,658	513,160	9.30
21 .....	2.90	22,201	466,221	8.90
22 .....	2.97	31,018	682,396	8.60
23 .....	2.79	22,001	506,023	9.30
24 .....	2.61	14,072	337,728	9.60
25 - 29 .....	2.71	48,667	1,309,142	8.90
30 - 39 .....	2.48	45,190	1,509,798	8.60
40 - 59 .....	2.20	25,188	1,207,513	7.60
60 - 89 .....	2.05	18,502	1,323,818	5.70
90 - 179 .....	1.93	21,669	2,824,554	3.90
180 and over .....	1.87	2,886	671,919	2.30
<b>Totals</b> .....	<b>2.72</b>	<b>28,258,047</b>	<b>62,264,604</b>	<b>5.80</b>
Average length of stay per person .....			2.20	

<sup>1</sup> Motorists leaving and returning on the same day.

**TABLE 15. Number of Canadian Automobiles Returning to Canada in 1966, 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 <sup>1</sup> .....	1,937,058	1,357,715	3,863,733	167,077	85,373	54,568	990,224	8,455,748
2 .....	37,123	149,867	224,240	17,042	5,010	5,330	62,185	500,797
3 .....	27,673	116,723	157,172	21,482	7,303	7,516	67,613	405,482
4 .....	21,500	85,277	103,411	12,790	5,145	4,553	35,917	268,593
5 .....	10,970	44,569	44,176	7,339	2,231	4,074	15,199	128,558
6 .....	7,002	35,814	27,215	3,824	1,806	1,992	11,288	88,941
7 .....	4,701	24,309	22,088	2,625	1,189	1,725	7,627	64,264
8 .....	4,083	44,983	20,548	3,592	983	1,652	10,484	86,325
9 .....	3,684	19,445	14,918	2,159	813	1,073	6,171	48,263
10 .....	2,633	11,982	14,721	1,951	578	681	3,967	36,513
11 .....	1,947	11,554	12,661	1,277	421	782	5,022	33,664
12 .....	1,472	9,112	9,953	419	469	826	3,431	25,682
13 .....	1,990	10,690	7,387	1,270	516	512	5,254	27,619
14 .....	2,194	7,343	8,663	645	419	711	4,733	24,708
15 .....	928	18,076	11,030	672	583	585	5,758	37,632
16 .....	525	7,646	8,558	809	395	732	2,962	21,627
17 .....	604	3,351	5,935	539	340	328	2,708	13,805
18 .....	655	3,039	5,612	286	212	425	1,701	11,930
19 .....	709	2,864	4,285	612	225	500	2,078	11,273
20 .....	261	1,824	4,084	411	215	277	1,894	8,966
21 .....	200	1,659	3,684	364	141	440	1,167	7,655
22 .....	282	4,181	4,218	341	146	225	1,052	10,445
23 .....	—	2,138	3,514	285	100	382	1,474	7,893
24 .....	151	1,823	1,953	170	44	179	1,078	5,398
25 - 29 .....	821	3,959	8,029	954	520	664	3,030	17,977
30 - 39 .....	606	4,584	7,974	1,227	504	463	2,870	18,228
40 - 59 .....	470	2,691	5,243	377	299	203	2,142	11,425
60 - 89 .....	532	1,441	4,133	427	197	276	2,020	9,026
90 - 179 .....	549	2,371	5,265	924	662	367	1,061	11,199
180 and over .....	157	387	497	98	59	174	172	1,544
<b>Totals .....</b>	<b>2,071,480</b>	<b>1,991,417</b>	<b>4,614,900</b>	<b>251,988</b>	<b>116,898</b>	<b>92,215</b>	<b>1,262,282</b>	<b>10,401,180</b>

<sup>1</sup> Automobiles leaving and returning on the same day.

**TABLE 16. Number of Non-resident Automobiles and Other Vehicles Entering Canada,  
by Province of Entry, 1962-66**

Province of entry	1962	1963	1964	1965	1966
<b>Length of stay – One or more nights in Canada</b>					
Atlantic Provinces .....	162,791	171,385	185,521	203,076	212,872
Quebec .....	339,881	337,092	360,363	369,811	373,613
Ontario .....	2,236,169	2,439,526	2,683,576	2,809,470	3,044,349
Manitoba .....	48,961	56,047	60,196	63,526	68,838
Saskatchewan .....	25,311	30,024	30,966	32,418	33,016
Alberta .....	46,230	51,017	48,550	57,799	62,601
British Columbia .....	353,631	315,944	349,389	386,836	433,012
Yukon Territory .....	17,623	20,012	21,359	24,733	28,684
<b>Canada .....</b>	<b>3,230,597</b>	<b>3,421,047</b>	<b>3,739,920</b>	<b>3,947,669</b>	<b>4,256,985<sup>1</sup></b>
<b>Length of stay – Entering and departing on the same day</b>					
Atlantic Provinces .....	260,238	280,159	301,795	318,317	337,622
Quebec .....	324,121	329,126	336,977	345,603	362,634
Ontario .....	3,049,399	3,224,274	3,371,730	3,503,907	3,681,865
Manitoba .....	52,210	55,937	56,069	57,237	54,924
Saskatchewan .....	25,304	29,255	30,079	29,069	29,415
Alberta .....	14,398	15,106	14,723	16,761	19,449
British Columbia .....	195,588	189,587	213,879	240,923	268,718
Yukon Territory .....	860	1,752	2,090	2,915	3,383
<b>Canada .....</b>	<b>3,922,118</b>	<b>4,125,196</b>	<b>4,327,342</b>	<b>4,514,732</b>	<b>4,758,010<sup>2</sup></b>
<b>Repeats and taxis</b>					
Atlantic Provinces .....	1,156,677	1,031,629	948,306	938,885	923,487
Quebec .....	172,565	174,874	162,491	150,167	146,501
Ontario .....	851,087	774,465	841,482	830,153	662,050
Manitoba .....	52,056	59,274	60,749	64,425	64,254
Saskatchewan .....	14,590	15,585	17,630	16,236	17,573
Alberta .....	21,822	24,019	19,942	18,865	19,706
British Columbia .....	53,790	50,505	54,493	57,390	59,833
Yukon Territory .....	189	247	374	432	516
<b>Canada .....</b>	<b>2,322,776</b>	<b>2,130,598</b>	<b>2,105,467</b>	<b>2,076,553</b>	<b>1,893,920</b>
<b>Commercial vehicles</b>					
Atlantic Provinces .....	79,221	62,831	57,063	58,215	59,077
Quebec .....	107,437	112,416	108,058	110,054	100,418
Ontario .....	201,168	214,119	211,896	241,328	296,794
Manitoba .....	22,649	19,299	16,407	17,750	20,101
Saskatchewan .....	9,652	10,356	11,514	13,488	12,086
Alberta .....	8,551	13,908	9,522	10,355	11,505
British Columbia .....	58,299	62,544	67,014	68,624	72,781
Yukon Territory .....	2,155	2,127	4,015	3,834	3,617
<b>Canada .....</b>	<b>489,132</b>	<b>497,600</b>	<b>485,489</b>	<b>523,648</b>	<b>576,379</b>

<sup>1</sup> Includes 138 bicycles, 8,207 motorcycles, 105,238 trailers and 1,087 buses in 1966.

<sup>2</sup> Includes 35 bicycles, 13,627 motorcycles, 11,964 trailers and 2,209 buses in 1966.

**TABLE 17. Number of Non-resident Automobiles and Other Vehicles Entering Canada,  
by Month of Entry, 1962-66**

Month	1962	1963	1964	1965	1966
<b>Length of stay – One or more nights in Canada</b>					
January .....	82,376	86,802	102,195	104,939	125,105
February .....	86,312	92,739	115,640	112,430	135,746
March .....	112,876	118,683	131,138	115,267	147,877
April .....	148,027	159,105	161,315	182,056	206,468
May .....	223,879	239,757	288,254	308,627	309,995
June .....	416,673	423,303	454,220	447,466	486,076
July .....	662,234	706,595	754,154	820,828	914,588
August .....	705,984	765,973	778,475	815,438	835,997
September .....	339,474	331,185	404,207	430,303	458,216
October .....	190,266	216,508	244,465	259,107	270,595
November .....	137,621	152,863	160,643	186,766	184,571
December .....	124,875	127,534	145,214	164,442	181,751
<b>Totals .....</b>	<b>3,230,597</b>	<b>3,421,047</b>	<b>3,739,920</b>	<b>3,947,669</b>	<b>4,256,985<sup>1</sup></b>
<b>Length of stay – Entering and departing on the same day</b>					
January .....	161,664	164,234	200,242	190,100	217,600
February .....	154,980	168,784	208,592	181,586	226,511
March .....	216,295	232,063	239,319	227,001	265,502
April .....	286,523	307,221	301,626	316,456	353,462
May .....	336,882	344,233	392,876	417,216	407,142
June .....	422,162	476,981	452,145	472,037	514,334
July .....	631,563	658,567	704,388	750,927	746,141
August .....	631,183	650,599	643,986	689,045	700,703
September .....	375,739	360,327	400,261	418,637	427,023
October .....	259,446	305,714	309,068	327,475	355,485
November .....	234,370	247,785	264,802	270,465	294,435
December .....	211,311	208,688	210,037	253,787	249,672
<b>Totals .....</b>	<b>3,922,118</b>	<b>4,125,196</b>	<b>4,327,342</b>	<b>4,514,732</b>	<b>4,758,010<sup>2</sup></b>

<sup>1</sup> Includes 138 bicycles, 8,207 motorcycles, 105,238 trailers and 1,087 buses in 1966.<sup>2</sup> Includes 35 bicycles, 13,627 motorcycles, 11,964 trailers and 2,209 buses in 1966.

**TABLE 17. Number of Non-resident Automobiles and Other Vehicles Entering Canada,  
by Month of Entry, 1962 - 66 - Concluded**

Month	1962	1963	1964	1965	1966
<b>Repeats and taxis</b>					
January .....	128,044	108,837	112,853	109,198	113,243
February .....	115,202	104,689	106,751	98,404	106,304
March .....	137,324	114,486	120,787	126,561	121,501
April .....	172,157	150,578	140,282	152,150	138,677
May .....	203,097	177,089	184,086	183,701	165,411
June .....	244,231	218,772	218,807	212,855	183,615
July .....	299,415	285,371	281,608	274,537	232,680
August .....	314,263	298,127	285,848	273,665	227,453
September .....	233,181	207,276	210,063	206,148	182,121
October .....	188,567	189,127	175,391	168,210	169,824
November .....	157,486	152,705	147,731	136,139	126,485
December .....	129,809	123,541	121,260	134,985	126,606
<b>Totals .....</b>	<b>2,322,776</b>	<b>2,130,598</b>	<b>2,105,467</b>	<b>2,076,553</b>	<b>1,893,920</b>
<b>Commercial vehicles</b>					
January .....	41,619	43,760	41,200	37,959	41,998
February .....	40,247	41,867	39,060	37,331	42,825
March .....	44,173	46,652	39,781	47,955	50,896
April .....	37,907	42,377	40,518	41,424	44,900
May .....	41,867	40,171	40,538	43,217	49,858
June .....	40,383	39,910	43,045	45,937	52,772
July .....	40,598	41,350	40,193	45,616	50,168
August .....	42,725	42,084	40,159	44,504	52,080
September .....	37,240	38,338	40,035	43,686	49,735
October .....	41,871	43,939	40,546	45,651	47,201
November .....	41,527	38,775	39,429	45,375	47,872
December .....	38,975	38,377	40,985	44,993	46,074
<b>Totals .....</b>	<b>489,132</b>	<b>497,600</b>	<b>485,489</b>	<b>523,648</b>	<b>576,379</b>



**TABLE 18. Number of Non-immigrant Travellers Entering Canada from the United States, by Non-automobile Transportation, by Province of Entry, 1962 - 66**

Province of entry	1962	1963	1964	1965	1966
<b>Aeroplane</b>					
Atlantic Provinces .....	21,786	23,790	25,681	28,855	31,425
Quebec .....	136,295	149,060	166,428	188,685	207,940
Ontario .....	214,511	216,505	242,422	272,914	322,444
Manitoba .....	17,993	17,832	23,263	26,690	26,766
Saskatchewan .....	4,102	3,112	3,362	3,349	3,767
Alberta .....	9,254	9,927	15,405	15,462	21,840
British Columbia .....	71,264	64,097	74,082	84,978	92,075
Yukon Territory <sup>1</sup> .....	7,303	2,729	2,673	3,242	3,589
<b>Canada .....</b>	<b>482,508</b>	<b>487,052</b>	<b>553,316</b>	<b>624,175</b>	<b>709,846</b>
<b>Bus<sup>2</sup></b>					
Atlantic Provinces .....	11,793	13,297	12,940	12,807	14,042
Quebec .....	88,988	85,454	95,614	107,966	116,187
Ontario .....	273,073	339,045	363,012	430,575	475,222
Manitoba .....	9,591	9,539	8,742	8,980	9,045
Saskatchewan .....	356	232	219	40	252
Alberta .....	9,345	8,901	9,111	5,619	6,942
British Columbia .....	60,285	52,884	60,087	61,547	71,283
Yukon Territory .....	2,238	2,805	2,596	3,382	4,962
<b>Canada .....</b>	<b>455,669</b>	<b>512,157</b>	<b>552,321</b>	<b>630,916</b>	<b>697,935</b>
<b>Rail<sup>3</sup></b>					
Atlantic Provinces .....	1,431	1,454	442	370	351
Quebec .....	76,524	68,695	83,257	76,496	56,921
Ontario .....	89,671	76,336	84,602	84,288	77,439
Manitoba .....	27,633	22,669	22,372	22,825	18,123
Saskatchewan .....	4	4	4	4	4
Alberta .....	4	4	4	4	4
British Columbia .....	35,141	30,598	33,653	30,333	30,572
Yukon Territory .....	14,174	16,988	16,325	17,970	22,185
<b>Canada .....</b>	<b>244,574</b>	<b>216,740</b>	<b>240,651</b>	<b>232,282</b>	<b>205,591</b>
<b>Boat</b>					
Atlantic Provinces .....	4,490	2,311	1,427	1,304	1,833
Quebec .....	10,609	9,734	13,115	12,783	19,302
Ontario .....	347,987	376,338	353,183	359,099	369,337
Manitoba .....	—	—	—	—	—
Saskatchewan .....	—	—	—	—	—
Alberta .....	—	—	—	—	—
British Columbia .....	333,409	119,588	124,352	140,969	161,044
Yukon Territory <sup>1</sup> .....	3	8	9	8	1
<b>Canada .....</b>	<b>696,498</b>	<b>507,979</b>	<b>492,086</b>	<b>514,163</b>	<b>551,517</b>

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

**TABLE 19. Number of Non-immigrant Travellers Entering Canada from the United States, by Non-automobile Transportation, by Month of Entry, 1962 -66**

Month	1962	1963	1964	1965	1966
<b>Aeroplane<sup>1</sup></b>					
January .....	28,371	29,789	36,483	34,005	38,817
February .....	25,613	27,143	29,263	32,225	39,867
March .....	27,881	29,297	32,917	35,683	43,730
April .....	33,412	31,829	35,375	40,104	46,343
May .....	42,976	40,560	49,081	52,924	60,799
June .....	58,116	55,809	60,865	66,886	77,951
July .....	56,448	56,024	66,272	78,273	88,793
August .....	60,000	60,308	65,742	77,089	92,136
September .....	49,353	48,975	55,725	65,650	72,089
October .....	40,743	44,311	46,251	57,916	58,803
November .....	31,471	32,148	37,912	41,743	44,521
December .....	28,124	30,859	37,430	41,677	45,997
<b>Totals .....</b>	<b>482,508</b>	<b>487,052</b>	<b>553,316</b>	<b>624,175</b>	<b>709,846</b>
<b>Bus<sup>2</sup></b>					
January .....	13,610	14,708	23,239	17,627	21,793
February .....	15,986	16,443	19,164	19,533	25,627
March .....	15,070	18,774	19,730	18,734	26,245
April .....	26,994	30,148	30,522	35,331	40,436
May .....	39,723	44,557	53,409	53,259	57,533
June .....	53,729	60,432	61,469	80,853	76,907
July .....	83,127	90,374	101,506	132,982	140,976
August .....	84,550	117,769	102,313	114,054	128,251
September .....	52,425	50,402	59,178	65,165	71,567
October .....	29,406	28,824	34,894	36,737	46,122
November .....	21,529	20,890	24,068	27,699	34,612
December .....	19,520	18,836	22,829	28,942	27,866
<b>Totals .....</b>	<b>455,669</b>	<b>512,157</b>	<b>552,321</b>	<b>630,916</b>	<b>697,935</b>

See footnotes at end of table.

**TABLE 19. Number of Non-immigrant Travellers Entering Canada from the United States, by Non-automobile Transportation, by Month of Entry, 1962 - 66 - Concluded**

Month	1962	1963	1964	1965	1966
<b>Rail (Gross entries)</b>					
January .....	38,840	34,562	46,098	30,711	25,728
February .....	31,018	28,269	22,957	26,107	19,126
March .....	29,286	26,425	29,470	26,042	20,913
April .....	34,035	31,443	26,245	29,130	27,979
May .....	36,592	32,129	33,244	30,614	28,852
June .....	56,773	45,415	50,150	39,865	34,160
July .....	72,670	58,354	63,421	53,954	56,270
August .....	65,828	57,611	62,046	55,963	52,028
September .....	46,292	35,859	40,346	32,489	26,254
October .....	32,365	28,586	32,260	26,063	23,406
November .....	30,002	23,179	25,505	24,164	14,912
December .....	43,069	42,714	41,064	32,272	14,545
<b>Totals .....</b>	<b>516,770</b>	<b>444,546</b>	<b>472,806</b>	<b>407,374</b>	<b>344,173</b>
<b>Rail (Net entries)<sup>3</sup></b>					
January .....	13,220	12,351	19,825	14,044	13,536
February .....	13,200	11,774	11,772	14,473	11,143
March .....	11,399	10,884	13,708	13,364	12,186
April .....	13,167	13,065	12,423	14,314	14,982
May .....	16,474	16,250	17,439	18,635	16,975
June .....	30,787	25,095	25,818	24,878	22,718
July .....	45,655	33,904	36,146	35,856	34,444
August .....	35,859	33,917	33,394	34,906	28,296
September .....	20,529	17,389	21,348	18,407	15,341
October .....	13,925	14,715	16,546	14,647	15,578
November .....	12,015	11,726	12,488	12,230	10,504
December .....	18,344	15,670	19,744	16,528	9,888
<b>Totals .....</b>	<b>244,574</b>	<b>216,740</b>	<b>240,651</b>	<b>232,282</b>	<b>205,591</b>
<b>Boat</b>					
January .....	277	442	1,140	79	87
February .....	503	267	398	420	84
March .....	824	411	264	160	202
April .....	1,369	1,270	1,081	1,080	1,283
May .....	42,624	17,937	22,370	24,650	25,519
June .....	112,308	76,858	72,692	78,740	88,916
July .....	194,106	151,973	160,852	170,034	181,482
August .....	216,968	161,058	155,920	162,902	174,707
September .....	103,381	70,856	64,249	63,559	63,005
October .....	21,605	22,810	10,990	10,150	13,951
November .....	2,053	3,675	1,957	1,864	1,960
December .....	480	422	173	525	321
<b>Totals .....</b>	<b>696,498</b>	<b>507,979</b>	<b>492,086</b>	<b>514,163</b>	<b>551,517</b>

<sup>1</sup> Including traffic in transit to and from Alaska.<sup>2</sup> Exclusive of local bus traffic between border communities but including in transit traffic.<sup>3</sup> After deducting in transit passengers.

**TABLE 20. Number of Canadian Automobiles and Other Vehicles Returning from the United States, by Province of Re-entry into Canada, 1962 - 66**

Province of re-entry	1962	1963	1964	1965	1966
<b>Length of stay – One or more nights in United States</b>					
Atlantic Provinces .....	135,078	113,293	132,386	129,248	134,422
Quebec .....	349,027	380,749	434,340	540,816	633,702
Ontario .....	432,570	460,495	516,646	616,565	745,026
Manitoba .....	69,393	78,765	75,025	74,761	84,911
Saskatchewan .....	23,242	25,188	27,971	28,177	31,525
Alberta .....	28,705	30,168	27,694	30,914	37,647
British Columbia .....	229,889	201,107	210,624	241,857	270,738
Yukon Territory .....	952	1,132	1,047	1,164	1,320
<b>Canada .....</b>	<b>1,268,856</b>	<b>1,290,897</b>	<b>1,425,733</b>	<b>1,663,502</b>	<b>1,939,291</b>
<b>Length of stay – Leaving and returning same day</b>					
Atlantic Provinces .....	1,872,867	1,907,400	1,947,397	2,014,465	2,061,327
Quebec .....	1,054,946	1,074,882	1,211,561	1,331,193	1,386,422
Ontario .....	3,057,106	3,338,450	3,600,788	3,711,129	3,963,766
Manitoba .....	163,065	170,771	163,144	164,419	172,562
Saskatchewan .....	72,246	74,606	82,387	79,727	86,212
Alberta .....	59,933	62,976	53,295	52,022	56,341
British Columbia .....	862,118	857,138	906,150	1,009,629	1,010,299
Yukon Territory .....	2,374	1,481	1,392	1,435	1,177
<b>Canada .....</b>	<b>7,144,655</b>	<b>7,487,704</b>	<b>7,966,114</b>	<b>8,364,019</b>	<b>8,738,106<sup>1</sup></b>
<b>Commercial vehicles</b>					
Atlantic Provinces .....	128,626	125,378	117,705	107,330	131,010
Quebec .....	169,100	164,439	177,080	176,420	175,271
Ontario .....	249,635	267,769	316,021	352,021	366,053
Manitoba .....	26,661	22,786	21,032	22,104	22,851
Saskatchewan .....	7,168	7,230	7,714	8,637	6,794
Alberta .....	9,804	8,985	6,049	6,188	6,275
British Columbia .....	38,819	27,028	25,575	26,782	28,313
Yukon Territory .....	731	602	420	516	472
<b>Canada .....</b>	<b>630,544</b>	<b>624,217</b>	<b>671,596</b>	<b>699,998</b>	<b>737,039</b>

<sup>1</sup> Includes 49,694 motorcycles, 61,867 bicycles and 170,797 taxis in 1966.

**TABLE 21. Number of Canadian Automobiles and Other Vehicles Returning from the United States, by Month of Re-entry into Canada, 1962-66**

Month	1962	1963	1964	1965	1966
<b>Length of stay – One or more nights in United States</b>					
January .....	54,909	47,765	54,101	60,984	65,757
February .....	48,633	43,530	52,108	54,000	63,646
March .....	62,537	58,249	84,547	72,753	84,475
April .....	112,026	94,270	80,501	122,032	141,353
May .....	103,162	91,506	108,317	122,253	141,914
June .....	104,009	103,217	108,945	123,116	158,375
July .....	207,629	217,174	232,369	285,899	362,874
August .....	209,881	236,599	276,286	331,348	350,015
September .....	136,452	141,464	152,891	178,175	192,293
October .....	106,976	124,020	127,475	145,637	165,067
November .....	62,320	72,200	79,649	85,080	110,254
December .....	60,322	60,903	68,544	82,225	103,268
<b>Totals .....</b>	<b>1,268,856</b>	<b>1,290,897</b>	<b>1,425,733</b>	<b>1,663,502</b>	<b>1,939,291</b>
<b>Length of stay – Leaving and returning same day</b>					
January .....	436,864	447,038	506,925	503,887	543,775
February .....	417,895	429,537	513,774	477,990	531,756
March .....	523,123	542,784	605,861	581,914	613,768
April .....	612,681	620,763	620,228	662,229	740,304
May .....	625,092	669,729	735,390	738,978	789,526
June .....	693,298	729,217	743,725	774,346	819,889
July .....	833,514	848,641	937,277	1,015,274	1,062,110
August .....	755,937	808,096	874,625	921,118	930,869
September .....	657,205	680,618	690,340	760,520	741,838
October .....	574,909	639,505	659,093	745,536	735,709
November .....	499,772	535,209	553,103	584,926	615,342
December .....	514,365	536,567	525,773	597,301	613,220
<b>Totals .....</b>	<b>7,144,655</b>	<b>7,487,704</b>	<b>7,966,114</b>	<b>8,364,019</b>	<b>8,738,106<sup>1</sup></b>
<b>Commercial vehicles</b>					
January .....	71,629	62,931	66,408	69,980	64,131
February .....	64,389	56,326	68,793	61,776	58,391
March .....	53,617	48,135	51,813	57,949	58,761
April .....	44,901	44,913	46,500	50,254	48,727
May .....	50,170	48,183	49,908	51,513	54,358
June .....	47,701	50,441	55,473	57,558	61,407
July .....	49,356	52,310	53,727	57,002	61,998
August .....	51,811	52,001	53,062	57,319	70,555
September .....	47,309	50,022	55,264	58,314	69,052
October .....	52,167	55,120	57,242	57,938	65,224
November .....	47,154	48,685	50,166	57,710	60,739
December .....	50,340	55,150	63,240	62,685	63,696
<b>Totals .....</b>	<b>630,544</b>	<b>624,217</b>	<b>671,596</b>	<b>699,998</b>	<b>737,039</b>

<sup>1</sup> Includes 49,694 motorcycles, 61,867 bicycles and 170,797 taxis in 1966.

**TABLE 22. Number of Canadian Travellers Returning from the United States, by Non-automobile Transportation, by Province of Re-entry into Canada, 1962 - 66**

Province of re-entry	1962	1963	1964	1965	1966
<b>Aeroplane</b>					
Atlantic Provinces .....	16,914	17,208	17,532	19,096	19,499
Quebec .....	142,136	151,354	172,673	195,077	207,281
Ontario .....	251,614	254,973	281,252	335,428	377,836
Manitoba .....	13,005	11,965	14,237	18,119	18,177
Saskatchewan .....	1,584	1,073	1,131	1,369	1,722
Alberta .....	8,701	8,075	10,350	11,445	16,275
British Columbia .....	50,696	44,653	46,465	55,772	63,018
Yukon Territory .....	428	1,263	657	433	732
<b>Canada .....</b>	<b>485,078</b>	<b>490,564</b>	<b>544,297</b>	<b>636,739</b>	<b>704,540</b>
<b>Bus<sup>1</sup></b>					
Atlantic Provinces .....	8,597	8,869	10,307	10,228	12,419
Quebec .....	90,395	93,146	107,567	125,069	141,528
Ontario .....	191,272	197,902	222,224	241,800	268,276
Manitoba .....	17,407	18,896	18,511	11,646	11,130
Saskatchewan .....	340	151	391	115	88
Alberta .....	3,684	3,991	3,826	3,837	4,068
British Columbia .....	131,821	77,058	86,258	96,124	113,853
Yukon Territory .....	143	195	406	422	313
<b>Canada .....</b>	<b>443,659</b>	<b>400,208</b>	<b>449,490</b>	<b>489,241</b>	<b>551,675</b>
<b>Rail</b>					
Atlantic Provinces .....	1,534	1,313	774	633	510
Quebec .....	84,481	82,310	90,261	74,812	57,631
Ontario .....	114,938	98,580	99,092	88,337	74,386
Manitoba .....	14,656	29,783	34,300	22,876	14,811
Saskatchewan .....	—	—	—	—	—
Alberta .....	—	—	—	—	—
British Columbia .....	34,258	26,817	30,742	28,488	26,521
Yukon Territory .....	1,056	1,043	1,003	1,283	2,615
<b>Canada .....</b>	<b>250,923</b>	<b>239,846</b>	<b>256,172</b>	<b>216,429</b>	<b>176,474</b>
<b>Boat</b>					
Atlantic Provinces .....	8,276	5,870	6,617	5,076	5,086
Quebec .....	6,401	10,141	11,748	10,658	18,045
Ontario .....	75,296	86,105	82,978	79,803	95,246
Manitoba .....	—	—	—	—	—
Saskatchewan .....	—	—	—	—	—
Alberta .....	—	—	—	—	—
British Columbia .....	24,660	12,343	14,261	14,952	19,663
Yukon Territory .....	44	51	45	20	22
<b>Canada .....</b>	<b>114,677</b>	<b>114,510</b>	<b>115,649</b>	<b>110,509</b>	<b>138,062</b>

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

**TABLE 23. Number of Canadian Travellers Returning from the United States, by Non-automobile Transportation, by Month of Re-entry into Canada, 1962 - 66**

Month	1962	1963	1964	1965	1966
<b>Aeroplane</b>					
January .....	43,887	42,229	49,099	52,224	54,814
February .....	38,080	37,886	42,143	47,516	54,670
March .....	52,289	49,153	50,347	59,274	71,622
April .....	53,644	51,180	51,208	66,709	76,157
May .....	44,068	41,121	46,948	55,449	61,098
June .....	36,683	36,178	41,785	46,596	54,277
July .....	32,424	34,033	39,512	47,386	47,135
August .....	39,630	41,566	47,620	57,678	54,212
September .....	38,831	40,645	46,317	54,365	58,648
October .....	39,446	44,546	51,411	57,444	62,315
November .....	34,415	37,749	40,275	46,209	52,728
December .....	31,681	34,278	37,632	45,889	56,864
<b>Totals .....</b>	<b>485,078</b>	<b>490,564</b>	<b>544,297</b>	<b>636,739</b>	<b>704,540</b>
<b>Bus<sup>1</sup></b>					
January .....	23,024	21,441	32,084	27,459	30,016
February .....	21,242	22,215	24,739	23,983	31,445
March .....	29,599	25,700	35,373	26,735	31,837
April .....	39,699	35,746	32,570	41,014	48,492
May .....	43,706	35,701	40,096	45,726	44,938
June .....	54,407	44,984	56,613	62,824	69,310
July .....	58,590	47,900	52,922	63,983	74,567
August .....	56,110	54,877	59,089	67,849	69,772
September .....	39,820	36,331	35,835	39,571	44,097
October .....	34,392	32,027	33,877	38,450	48,885
November .....	21,187	22,310	23,335	25,437	31,786
December .....	21,883	20,976	22,957	26,210	26,530
<b>Totals .....</b>	<b>443,659</b>	<b>400,208</b>	<b>449,490</b>	<b>489,241</b>	<b>551,675</b>

See footnote at end of table.

**TABLE 23. Number of Canadian Travellers Returning from the United States, by Non-automobile Transportation, by Month of Re-entry into Canada, 1962 - 66 - Concluded**

Month	1962	1963	1964	1965	1966
<b>Rail (Net entries)<sup>2</sup></b>					
January .....	21,877	20,178	26,493	19,195	16,523
February .....	14,840	14,568	15,061	13,744	12,193
March .....	16,385	15,845	22,951	15,440	13,656
April .....	25,749	23,663	19,122	21,732	17,837
May .....	16,751	16,472	17,422	16,259	15,455
June .....	17,938	15,019	17,080	15,807	15,929
July .....	24,725	23,012	23,694	22,067	20,512
August .....	28,047	23,932	27,404	25,465	19,816
September .....	18,839	17,284	18,760	18,185	10,728
October .....	18,717	18,086	19,988	15,646	12,289
November .....	14,877	13,314	12,998	12,678	11,602
December .....	17,525	19,395	17,620	15,560	9,934
<b>Totals .....</b>	<b>236,270</b>	<b>220,768</b>	<b>238,593</b>	<b>211,778</b>	<b>176,474</b>
<b>Boat</b>					
January .....	774	579	1,542	745	439
February .....	1,257	411	1,298	930	248
March .....	1,261	808	468	935	413
April .....	3,369	1,182	2,120	2,575	3,062
May .....	6,160	3,002	4,779	6,107	5,212
June .....	12,204	12,252	12,299	13,239	14,504
July .....	23,247	33,439	38,042	33,458	45,768
August .....	41,915	40,348	34,216	32,454	43,325
September .....	16,732	13,050	12,666	12,055	15,409
October .....	5,485	5,757	4,067	4,372	4,856
November .....	1,468	2,560	2,294	2,010	2,543
December .....	805	1,122	1,858	1,629	2,283
<b>Totals .....</b>	<b>114,677</b>	<b>114,510</b>	<b>115,649</b>	<b>110,509</b>	<b>138,062</b>

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

<sup>2</sup> 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.





